

TA

CORRESPONDENCE

as of 5-17-2024



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May 14, 2024

APRIL CHAN
EXECUTIVE DIRECTOR

The Honorable Pete Buttigieg
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: 2024 Safe Streets and Roads for All (SS4A) Letter of Support for the Pescadero Creek Road Rural Safety Improvement Project

Dear Secretary Buttigieg:

On behalf of the San Mateo County Transportation Authority (TA), I am writing to express support for the San Mateo County (County) Pescadero Creek Road Rural Safety Improvements Project (Project) grant application for the United States Department of Transportation (USDOT) 2024 Safe Streets and Roads for All (SS4A) competitive grant program.

Pescadero Creek Road is a two-lane roadway connecting State Route 1 to State Route 84. It is a vital east-west connection that provides mobility options to rural and low-income residents in farming communities along the Pacific Coast. This corridor has experienced nearly 60 collisions between 2014 and 2021. The County worked with staff from the Federal Highway Administration (FHWA) to prepare the 2022 Roadway Safety Audit (RSA) and the County adopted the Unincorporated San Mateo County Active Transportation Plan (ATP) in 2021, which is a comprehensive framework to guide the development of active transportation projects and includes several recommendations on Pescadero Creek Road that align with the RSA. The County identified multiple segments of the roadway as part of the High Injury Network in the 2022 Local Roadway Safety Plan.

The County is requesting SS4A funding for Project implementation and demonstration activities. The Project, which aligns with the TA's bicycle and pedestrian program, will install various improvements identified in the RSA and ATP, including pedestrian crossings, bicycle facilities, pedestrian crossing beacons, warning and advisory signs, marking and striping modifications, guardrails and bridge barrier and end treatments. The Project also includes temporary intersection improvements (i.e., high-visibility crosswalk pavement markings using paint, bollards, and/or rubber curbs; centerline hardening with delineators; paint/plastic pedestrian refuge islands) to improve public safety and mobility in the rural community. These

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

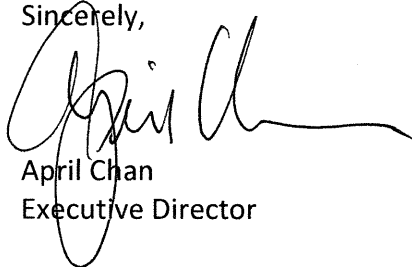
1250 San Carlos Avenue
San Carlos, CA 94070 (650) 508-6200

Honorable Pete Buttigieg
May 14, 2024
Page 2 of 2

safety measures directly address the crash types experienced on the route and will promote multimodal travel.

Thank you for your consideration of this Project. If you have any questions, please contact TA Government and Community Affairs Director Jessica Epstein at epsteinj@samtrans.com.

Sincerely,

A handwritten signature in black ink, appearing to read 'April Chan', with a long horizontal flourish extending to the right.

April Chan
Executive Director

Cc: San Mateo County Transportation Authority Board of Directors

From: [PW/ENG-Stephanie Brewer](#)
To: [April Chan](#)
Cc: [PW/ENG-Syed Murtuza](#); [MGR-Lisa Goldman](#); [COUNCIL-Donna Colson](#); [Beach, Emily \[ebeach@burlingame.org\]](#); [COUNCIL-Peter Stevenson](#); [COUNCIL-Michael Brownrigg](#); [COUNCIL-Andrea Pappaiohn](#); [Board \(@smcta.com\)](#); [Peter Skinner](#); [Michelle Bouchard](#); [Brian Fitzpatrick](#)
Subject: Request for Measure A Funding to Advance ROW Acquisition for Burlingame BGS Project
Date: Friday, May 10, 2024 4:28:56 PM
Attachments: [image001.png](#)
[Letter to TA for ROW Acquisition Funds 5-10-24 LKG.pdf](#)

You don't often get email from sbrewer@burlingame.org. [Learn why this is important](#)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders.

Ms. Chan,

Attached please find the City of Burlingame's request for Measure A funding to advance the right-of-way acquisition for the Burlingame Broadway Grade Separation Project.

Thank you,



Stephanie Brewer
Management Assistant

City of Burlingame
Department of Public Works | Engineering
501 Primrose Road | Burlingame, CA 94010
Tel. (650) 558-7231 | Fax (650) 685-9310



DONNA COLSON, MAYOR
EMILY BEACH, VICE MAYOR
PETER STEVENSON
MICHAEL BROWNRIGG
ANDREA PAPPAJOHN

The City of Burlingame

CITY HALL -- 501 PRIMROSE ROAD
BURLINGAME, CALIFORNIA 94010-3997

TEL: (650) 558-7201
www.burlingame.org

May 10, 2024

Ms. April Chan
Executive Director
San Mateo County Transportation Authority
1250 San Carlos Avenue
San Carlos, CA 94070-1306

Re: Request for Measure A Funding to Advance Right-of-Way (ROW) Acquisition for the Burlingame Broadway Grade Separation Project

Dear Ms. Chan:

Over the past several years, the City of Burlingame has been collaborating with the San Mateo County Transportation Authority (SMCTA) and the Peninsula Corridor Joint Powers Board (PCJPB) to implement the Broadway Grade Separation and Train Station Improvements Project (Project). To date, the SMCTA has allocated \$26.7 million from the Measure A Grade Separation Program, and the City of Burlingame has contributed \$2.2 million in local funds, to advance the Project. Additionally, the City has secured \$70 million from state TIRCP (Transit Inner City Rail Capital Program) grant funds, in addition to committing \$15 million in local funds, and \$15 million in Section 190 State Grade Separation Program funds, for a total of \$102.2 million of non-Measure A funds toward construction. Furthermore, the City is working closely with SMCTA staff to secure federal funds from the RCE (Rail Crossing Elimination) Program and state funds from the SB 1 Program to implement the project. The PCJPB is serving as the lead implementation agency, managing the project in close coordination with the City.

Project Status and Challenges

The project is currently nearing completion of the final design phase, with the Construction Management/General Contractor (CM/GC) onboard to assist in constructability review and finalization of construction documents followed by ROW acquisition and utilities relocation. As part of the risk analysis, the PCJPB project team has identified that funding for the right-of-way (ROW) acquisition is on the critical path and needs to be addressed immediately to prevent major project delays and cost increases. While it is standard practice to fully fund the construction phase prior to acquiring property for a project, we do not believe that this approach is in the best interest of the TA, the project, or the public. Delaying ROW acquisition until construction funding is in place will impact the start of construction and increases the project costs by approximately \$15 million per year. As a result, this will substantially increase TA's cost in the project. The enclosed memorandum from the consulting firm Mark Thomas & Co. offers a comprehensive analysis of the ROW requirements. It outlines the complexities inherent in the acquisition process and highlights potential scenarios involving delays and associated costs.

Ms. April Chan
 May10, 2024
 Page 2

Delaying the start of ROW acquisition will also impact the project's ability to effectively compete for grant funding. As part of the 2023 Railroad Crossing Elimination (RCE) Grant debriefing, Federal Railroad Administration (FRA) staff informed the City that ROW acquisition specifically will be a key factor in demonstrating project readiness and securing the grant. The City will be reapplying for the upcoming RCE Grant call for projects and is exploring other funding opportunities in the coming months as outlined in the next section. Securing the ROW and/or showing progress towards acquisition will significantly improve our chances of success.

Right-of-Way Acquisition

To maintain the current project schedule and begin major construction activities in 2026, funding for ROW acquisition needs to be authorized as soon as possible due to the complexities involved with the affected parcels. In total, there are five parcels affected by the project, two of which are owned by SMCTA and leased to commercial tenants, including the Ocean Honda car dealership/self-storage facility and the Chevron gas station/Pride Auto Hand Car Wash on the east side of the railroad tracks. The third parcel is owned by the Rector Motors/Audi car dealership on Broadway; this parcel is partially affected. The fourth parcel is owned by the City and County of San Francisco Water Department and is along the west side of the railroad tracks. Finally, the fifth parcel involves the Chevron gas station on the west side of California Drive; a temporary easement during construction is required of this property. Please refer to the attached memorandum from Mark Thomas & Co. for more details. The PCJPB Project team has provided an updated approximate cost estimate of \$39.6 million for the ROW acquisition and utilities relocation. This cost estimate includes technical support and administration costs.

Funding Request and Next Steps

Although the cost estimates for the ROW acquisition and utilities relocation phase are included in the overall Project budget, currently, there is no funding authorized to begin the work. As a result, the City of Burlingame will provide \$3.9 million for the ROW and utilities phase and is requesting the following from the SMCTA:

1. Authorize \$35.7 million from Measure A funds for the ROW acquisition process to avoid project delays and potential cost increases.
2. Immediately authorize the PCJPB Real Estate Department to begin the process to vacate the tenants from the SMCTA-owned parcels that will be used for the project.

Funding Plan

The below funding Plan shows funding sources for the Project:

Table 1: Funding Plan for Construction (Capital and Support)

Program	Award Amount/Planned Funding Contribution or Request
TIRCP	\$70 million
City of Burlingame	\$11.1 million (in addition to City's contribution for ROW & Utilities)
SMCTA Measure A/W Grade Separation Program	\$108.28 million
SB 1 Solutions for Congested Corridors Program	\$31 million
CPUC Section 190 Program	\$15 million
Rail Crossing Elimination Program	\$27.5million
Congressional Earmark	\$10 million
Total	\$272.87 million

Ms. April Chan
May10, 2024
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The above funding plan ensures that Measure A funds are significantly leveraged through substantial financial participation from the City, State, and Federal governments. This approach maximizes the impact of Measure A funding and allows for a more comprehensive and impactful project implementation. Overall, the funding plan demonstrates a collaborative and strategic approach to securing the necessary resources to successfully deliver this important initiative. The combination of local, state, and federal funding sources reflects a well-rounded and sustainable financing strategy.

The City of Burlingame looks forward to continuing its partnership with the SMCTA and PCJPB to advance this important project. For any questions or additional information, please contact Syed Murtuza, Director of Public Works at (650) 558-7230.

Sincerely,

Lisa K. Goldman

Lisa K. Goldman
City Manager
City of Burlingame

Attachments:

- Letter from PCJPB Project Manager
- Project Engineer Mark Thomas & Co. Memo Regarding ROW
- ROW Maps

cc: City Council
Syed Murtuza, Public Works Director
San Mateo County Transportation Authority Board
Peter Skinner, Executive Officer, San Mateo County Transportation Authority
Michelle Bouchard, PCJPB Executive Director
Brian W. Fitzpatrick, PCJPB Director of Real Estate & Development



BOARD OF DIRECTORS 2024

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EXECUTIVE DIRECTOR

Date: 4/25/2024

Mr. Syed Murtuza, P.E.
Director of Public Works
City of Burlingame
501 Primrose Road
Burlingame, CA 94010

Subject: **Broadway Burlingame Grade Separation Project
Allocation of Funding for Property Acquisition Activities**

Dear Director Murtuza:

Thanks to the collective efforts of the City of Burlingame and Caltrain on the Broadway Burlingame Grade Separation Project, the property acquisition requirements for the Project have been clearly defined. Subject to the allocation of associated funding, the Project can proceed immediately with appraisals and offers to acquire the properties necessary for the Project.

Delays to property acquisition would likely result in delays to construction and increases in overall project costs. To minimize the likelihood for delays to property acquisition, we recommend that funding be allocated for property acquisition activities no later than June 21, 2024.

We are standing by to support the City of Burlingame with any information necessary to support the allocation of funding for property acquisition activities. Should we be able to help in any way, please reach me anytime at BoomsmaM@Caltrain.com or 808-208-2355.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Boomsma".

Mike Boomsma
Senior Project Manager

Cc:
Peter Skinner, Executive Officer, San Mateo County Transportation Authority
Brian Fitzpatrick, Director, Real Estate & Development, San Mateo County Transit District
Jianmin Fong, Deputy Director, Capital Program Delivery, Caltrain
File



MARK THOMAS

May 6, 2024

Mike Boomsma
Senior Project Manager
1250 San Carlos Avenue
San Carlos, CA 94070

Contract No.: 20-J-P-041

RE: Burlingame Broadway Grade Separation (BBGS) Right-of-Way Funding Needs Narrative

Dear Mike:

The narrative below lays out the need for an early funding release for tenant relocation and right-of-way acquisition activities so the as to avoid incurring significant project schedule delays and cost increases.

BACKGROUND

The railroad along the San Francisco peninsula was originally constructed in the 1860s, and the grade crossing at Broadway Avenue was built in the early 1900s. The tracks are used by Union Pacific Railroad for freight service, and by Caltrain for passenger service. Broadway serves as a gateway to the City of Burlingame from US 101 and provides direct connection to the Downtown Broadway Business District, the Rollins Road Industrial District, the Burlingame auto dealerships, and numerous hotels and hospitality services along the bay front. As a result of these services and amenities, the traffic volume on Broadway is high. The 2015 Average Daily Traffic (ADT) on Broadway at the at-grade railroad crossing was estimated at 27,000 vehicles per day. And the number of vehicles traveling through the three study intersections (Broadway/Rollins, Broadway/Carolan and Broadway/California) was estimated at 50,000 to 60,000 per day. These high volumes result in significant traffic queuing on Broadway, which extends back to the US 101 ramps. Traffic conditions are further exacerbated by the gate-down time at the existing at-grade railroad crossing at Broadway.

Between 1985 and 2023, there have been a total of 20 recorded collisions involving a train directly hitting a vehicle at the at-grade crossing. One accident involved a fatality. In addition, there has been an average of 23 accidents per year at the adjacent Broadway intersections and a key contributing factor is congestion along the corridor due to at-grade railroad crossing. This at-grade railroad crossing needs to be grade separated to improve safety and circulation, reduce traffic congestion, and increased operational efficiency which would reduce response times for police and emergency services. Out of more than 10,000 at-grade railroad crossings statewide, the California Public Utilities Commission (CPUC) ranks Broadway as first in priority overall for removal of an at-grade crossing.

The City of Burlingame and Southern Pacific Railroad conducted a grade separation study in 1965.



The City and Caltrain reinitiated studies in the late 1990s and San Mateo County Transportation Authority (SMCTA) conducted a "Footprint Study" of grade separation alternatives in 2009 that included this at-grade crossing. A Project Study Report specific for this at-grade crossing was completed in 2017.

PURPOSE AND NEED

The purpose of and need for the project is to: (1) improve public safety by eliminating the existing at-grade railroad crossing at Broadway; (2) modernize the Broadway station, including eliminating the hold-out rule and improving pedestrian/bicycle access to and within the station area; and (3) improve pedestrian and bicycle access and circulations.

Specific elements include:

- Remove the at-grade crossing and replace it with a grade separation at Broadway, which will increase the safety of pedestrians, bicyclists, and operators of motor vehicles by eliminating the conflict with the trains.
- Improve traffic operations, reduce queuing and thus, reduce the average delay at the nearby intersections on Broadway at California Drive, Carolan Avenue and Rollins Road.
- Reduce traffic congestion, which will result in lower motor vehicle emissions.
- Improve access to/from local destinations including the residential and business communities within the project area.
- Improve bicycle and pedestrian access/circulation within the project limits.
- Offer an opportunity to provide a gateway entrance into the Downtown Broadway Business District.

PROJECT DESCRIPTION

The project will grade separate the roadway from the railroad tracks at Broadway. The major features of the project include:

- The railroad would be raised above existing ground for a length of approximately 7,300 feet (1.38 miles) from just north of Oxford Road to just north of Oak Grove Avenue.
- Retaining walls would be constructed on each side of the railroad in order to minimize impacts to adjacent local roads and properties.
- The Broadway roadway would remain at its existing grade with a railroad structure over Broadway that supports the Caltrain tracks and elevated station.
- The roadway profiles of Broadway, Carolan Avenue and California Drive would remain at their current elevation with minimal impacts to existing driveways.
- A new elevated Caltrain station would serve the community with center boarding and access passageways at Broadway, Cadillac and Carmelita.
- A new parking lot will be constructed on the east side of the new station.
- New bike and pedestrian facilities, comprised of Class I, II and IV facilities, would add connectivity across the city and improve the safety, comfort, and attractiveness of bicycling



and walking for people of varying ages and abilities.

- The reconfigured roadways with traffic calming elements would improve accessibility, and enhance safety through the provision of improved signals, signage and striping within the project.

RIGHT-OF-WAY (ROW) NEEDS

Five parcels require acquisition for the project as follows:

Parcel No.	APN	Grantor	Type of Acquisition	Comment
JPB-SM-0275-1	026-233-020 & -110	Nancy L. Tatosian Trust	Fee	This property is the Audi dealership. A portion of the Audi dealership resides on City property under a lease agreement.
JPB-SM-0276-4	026-191-250	Chevron	TCE	TCE to construct sidewalk and curb ramps
JPB-SM-0278-1	026-131-230	SMCTA	Fee	The property has multiple tenants with a storage facility
JPB-SM-0279-1	026-234-020	SMCTA	Fee	The property has tenants that include a gas station and car wash
JPB-SM-0280-1	093-361-010	CCSF	Fee	This property is encumbered with street and bike facilities under permit

ROW SCHEDULE ESTIMATES

Current schedule estimates, once funding is secured, are that ROW acquisitions will take:

- 18 months for properties without tenants.
- 24 months for properties with tenants as there is additional time needed for tenant relocations.
- The SMCTA property (JPB-SM-0279-1) is improved with a gas station and car wash. The tenants need to be relocated and the improvements removed, including any environmental mitigation for the car wash and gas station facilities. The clean-up of the underground storage tanks and car wash will contribute to construction delay, but it is still anticipated to be within the 24-month acquisition timeframe.
- The SMCTA property (JPB-SM-0278-1) is leased to a mini-storage facility. This involves the relocation of each separate storage unit which contributes to construction delay, but it is still anticipated to be within the 24-month acquisition timeframe.
- A portion of JPB's property is leased to a restaurant (Maverick Jack's) that will need to be



vacated. Once vacated the building will need to be demolished. The age of the building could indicate hazardous materials ranging from asbestos to lead-based paint on the property that could require remediation before the structure can be demolished.

The SMCTA properties are the most critical to acquire early as these properties have early construction requirements due to the shoofly location and have to be cleared early in the project before other construction can proceed.

ROW ACQUISITION DELAY IMPACTS

Delays to property acquisition would result in delays to the start of construction. The current ROW rough-order-of-magnitude (ROM) estimate for acquisitions is approximately \$31M (these are not appraisal amounts). Both the cost of construction and the values of properties are anticipated to increase with time. The table below estimates the approximate values of these cost increases.

Delay to Construction Start	Cost	Source or Basis
1-year construction delay	\$12,587,400	Estimate the cost for 12-month (1 year) of cost escalation on a \$259,000,000 construction contract at an annual rate of 4.86%, which is equal to the average annual rate of construction cost index escalation in the State of California over the past 10 years, from 2013-2023. See: https://www.dgs.ca.gov/RES/RESOURCES/Page-Content/Real-Estate-Services-Division-Resources-List-Folder/DGS-California-Construction-Cost-Index-CCCI
2-year construction delay	\$25,787,000	Using same annual rate of 4.86% for a 2-year delay
3-year construction delay	\$39,627,000	Using same annual rate of 4.86% for a 3-year delay
1-year ROW delay	\$1,984,000	Applying similar logic for real estate, estimate the cost for 12-month (1 year) of cost escalation on \$31M ROW. Currently, estimates show California with a 1-year value change of +6.4% based on Zillow Home Value Index (ZVHI) through March 2024. ROW value changes for the Bay Area are higher.



Delay to Construction Start	Cost	Source or Basis
2-year ROW delay	\$3,086,000	Using same annual rate of 6.4% for a 2-year delay
3-year ROW delay	\$4,743,000	Using same annual rate of 6.4% for a 3-year delay

CONCLUSION AND RECOMMENDATION

Based on the above ROM estimate, delays to ROW funding significantly increase project costs:

- 1-year delay = \$15M a 6% increase
- 2-year delay = \$30M an 11% increase
- 3-year delay = \$44M an 17% increase

To minimize the likelihood for delays to property acquisition and significantly increasing project costs, we recommend that funding be allocated for property acquisition activities no later than June 21, 2024.

Sincerely,
MARK THOMAS & COMPANY, INC.



Etty Mercurio, PE
 Project Manager



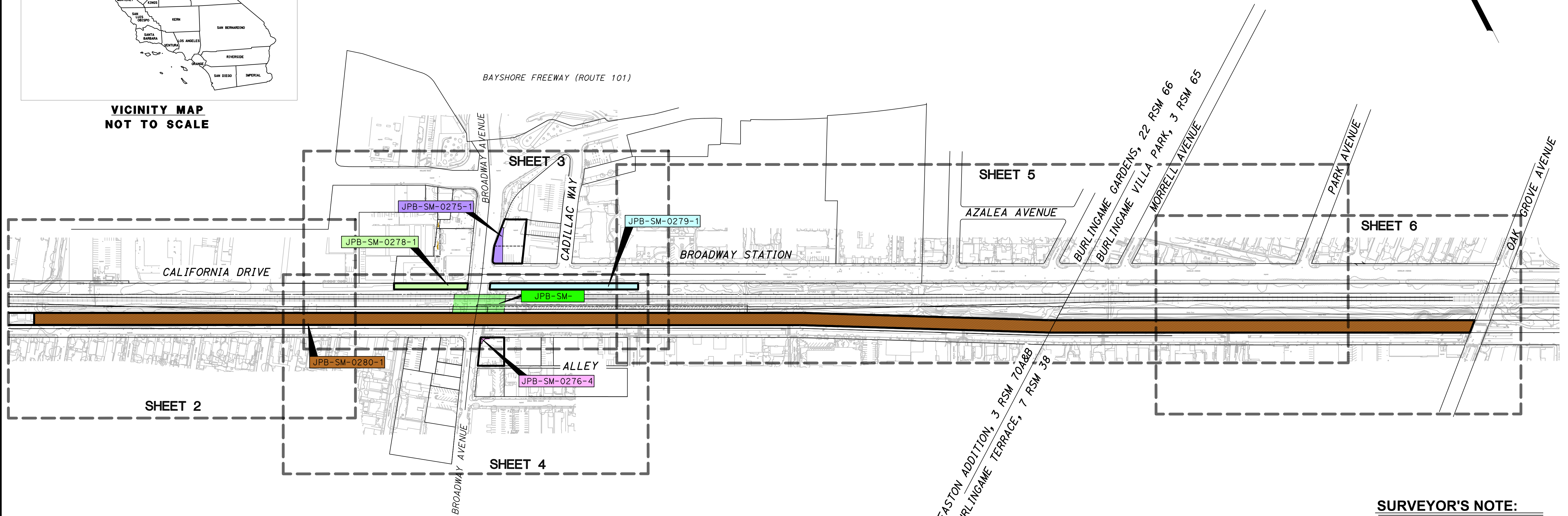
CITY OF BURLINGAME COUNTY OF SAN MATEO

RANCHO BURI BURI AND RANCHO SAN MATEO

NOTE: The Peninsula Corridor Joint Powers Board or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



**VICINITY MAP
NOT TO SCALE**



SURVEYOR'S NOTE:

THIS APPRAISAL MAP WAS PREPARED USING THE BOUNDARY LINES AND MONUMENTS SHOWN ON RECORD OF SURVEY 3385 FILED IN BOOK 48 LLS 01, IN THE OFFICE OF THE COUNTY RECORDER OF SAN MATEO COUNTY, STATE OF CALIFORNIA.

R/W PROJECT SURVEYOR:	DATE	BY
	REVISIONS	

PARCEL NO.	APN	GRANTOR	SHEET
JPB-SM-0275-1	026-233-020 & -110	Nancy L. Tateosian Trust	3
JPB-SM-0276-4	026-191-250	Chevron USA, Inc.	3, 4
JPB-SM-0278-1	026-131-230	San Mateo County Transportation Authority	3, 4
JPB-SM-0279-1	026-234-020	San Mateo County Transportation Authority	3-5
JPB-SM-0280-1	093-361-010	City and County of San Francisco	2-6
JPB-SM-		Peninsula Corridor Joint Powers Board	3, 4

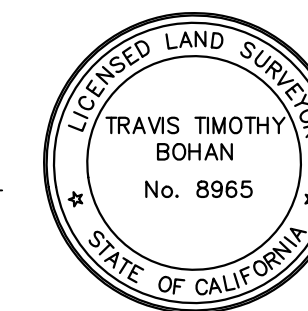
MARK THOMAS
3000 OAK ROAD, SUITE 650
WALNUT CREEK, CA 94597

Travis Timothy Bohan

TRAVIS TIMOTHY BOHAN LS 8965

4/11/2024

DATE



PENINSULA CORRIDOR JOINT POWERS BOARD

RIGHT OF WAY APPRAISAL MAP INDEX PENINSULA CORRIDOR JOINT POWERS BOARD

NO SCALE

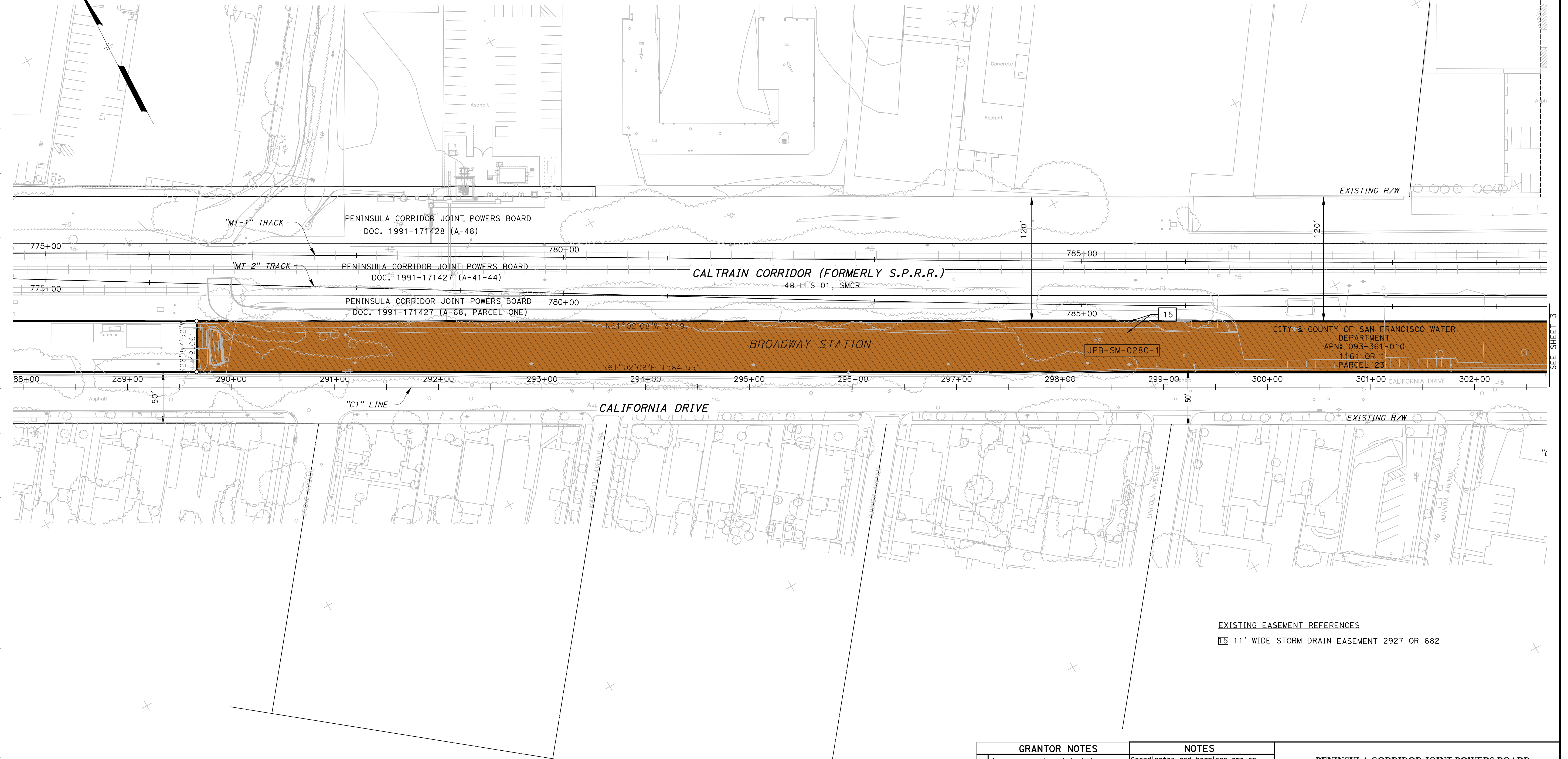
DISTRICT	COUNTY	ROUTE	PROJECT PM LIMITS	SHEET NO.	TOTAL SHEETS
	SM		###	1	6

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CITY OF BURLINGAME COUNTY OF SAN MATEO

RANCHO BURI BURI AND RANCHO SAN MATEO

AREA OF FUTURE TRANSFER TO CITY OF BURLINGAME.



EXISTING EASEMENT REFERENCES
 11' WIDE STORM DRAIN EASEMENT 2927 OR 682

R/W PROJECT SURVEYOR:	BY	
	DATE	
REVISIONS	BY	
	DATE	
REVISIONS	BY	
	DATE	
REVISIONS	BY	
	DATE	

PARCEL#	TITLE CODE	GRANTOR	AREAS (square feet or as noted)				REMARKS	RECORDATION		
			TOTAL	REQUIRED	[UF] EXCESS	[UF] REMAINDER		TYPE	DATE	DOC.#
JPB-SM-0280-1	F	CITY & CO OF SAN FRANCISCO	289,717	289,717		0				

GRANTOR NOTES	NOTES
Areas shown do not include underlying fee, unless indicated. Ac=acres Indicates Underlying Fee (UF) Area Indicates Indeterminate UF TITLE CODES: A=Access Rights Only F=Fee E=Easement (Ease) TCE=Temp Construction Ease T=Other Temp Eose (see Remarks) O=Other (see Remarks) TYPE: GD=Grant deed ED=Easement deed QC=Quitclaim DD=Director's deed DE=Director's easement deed DK=Director's quitclaim deed FOC=Final Order of Condemnation HE=Highway easement deed REL=Relinquishment VAC=Vacation JUA=Joint use agreement CCUA=Consent to common use agreement Document or Instrument number	Coordinates and bearings are on CCS 1983 Zone 3 NAD83 (2011), Epoch 2010.00. Distances and stationing are grid distances. Divide by 0.9999376 to obtain ground distances. All distances are in feet unless otherwise noted. LEGEND Access Prohibited Access Superseded Existing R/W Superseded Access Opening (Private) (R) Indicates Radial Bearing Indicates Found Monument as noted Indicates calculated point. (Does not imply monument set) Title to State Required for Others

PENINSULA CORRIDOR JOINT POWERS BOARD

RIGHT OF WAY APPRAISAL MAP PENINSULA CORRIDOR JOINT POWERS BOARD

FULL SIZE MAP SCALE: 1" = 50'

FEET 0 25 50 100 150

DRAFTED BY: A. Dominguez CHECKED BY: T. Kahlen

COUNTY	SHEET PM	SHEET NO.	TOTAL SHEETS
SM	###	2	6

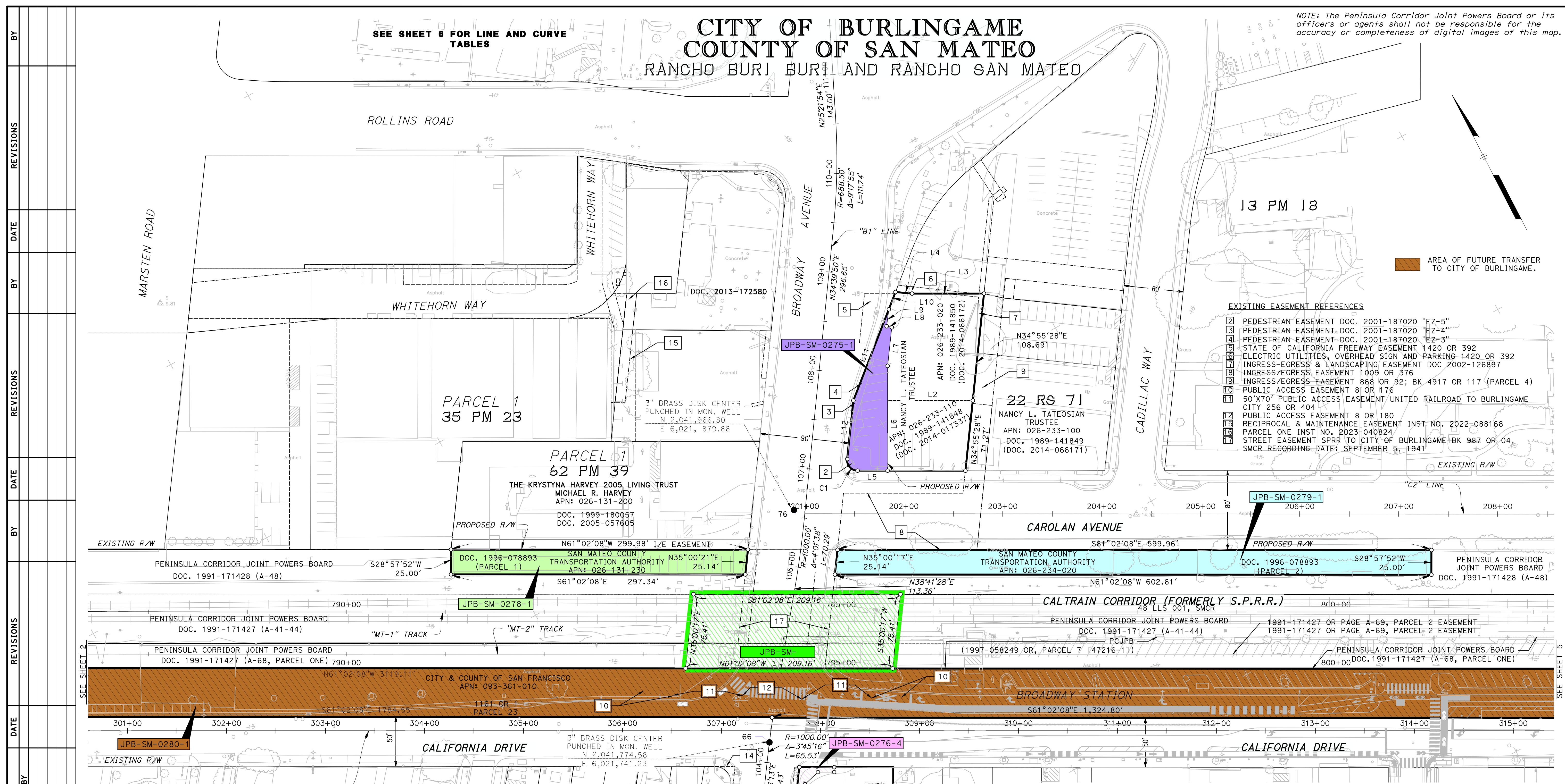
SEE SHEET 3

CITY OF BURLINGAME COUNTY OF SAN MATEO

RANCHO BURI BURI AND RANCHO SAN MATEO

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SEE SHEET 6 FOR LINE AND CURVE TABLES



EXISTING EASEMENT REFERENCES

2	PEDESTRIAN EASEMENT DOC. 2001-187020 "EZ-5"
3	PEDESTRIAN EASEMENT DOC. 2001-187020 "EZ-4"
4	PEDESTRIAN EASEMENT DOC. 2001-187020 "EZ-3"
5	STATE OF CALIFORNIA FREEWAY EASEMENT 1420 OR 392
6	ELECTRIC UTILITIES, OVERHEAD SIGN AND PARKING 1420 OR 392
7	INGRESS-EGRESS & LANDSCAPING EASEMENT DOC 2002-126897
8	INGRESS/EGRESS EASEMENT 1009 OR 376
9	INGRESS/EGRESS EASEMENT 868 OR 92; BK 4917 OR 117 (PARCEL 4)
10	PUBLIC ACCESS EASEMENT 8 OR 176
11	50'X70' PUBLIC ACCESS EASEMENT UNITED RAILROAD TO BURLINGAME CITY 256 OR 404
12	PUBLIC ACCESS EASEMENT 8 OR 180
13	RECIPROCAL & MAINTENANCE EASEMENT INST NO. 2022-088168
14	PARCEL ONE INST NO. 2023-040824
15	STREET EASEMENT SPRR TO CITY OF BURLINGAME BK 987 OR 04, SMCR RECORDING DATE: SEPTEMBER 5, 1941

PARCEL #	TITLE CODE	GRANTOR	AREAS (square feet or as noted)					REMARKS	RECORDATION		
			TOTAL	REQUIRED	[UF] EXCESS	[UF] REMAINDER	TYPE		DATE	DOC.#	
JPB-SM-0280-1	F	CITY & CO OF SAN FRANCISCO	289,717	289,717		0					
JPB-SM-0279-1	F	SAN MATEO COUNTY TRANSPORTATION AUTHORITY	15,031	15,031		0					
JPB-SM-0278-1	F	SAN MATEO COUNTY TRANSPORTATION AUTHORITY	7,466	7,466		0					
JPB-SM-0275-1	F	THE NANCY L. TATEOSIAN TRUST	19,919	4,314		15,605					
JPB-SM-0276-4	TCE	CHEVRON U.S.A. INC.	11,604	396		11,604	TEMPORARY CONSTRUCTION EASEMENT, TERMINATION xx/xx/202x				
JPB-SM-	O	PENINSULA CORRIDOR JOINT POWERS BOARD		15,686			PROPOSED AGREEMENT PCJPB ET.AL. TO CITY OF BURLINGAME				

GRANTOR NOTES	NOTES
Areas shown do not include underlying fee, unless indicated. Ac=acres Indicates Underlying Fee (UF) Area Indicates Indeterminate UF	Coordinates and bearings are on CCS 1983 Zone 3 NAD83 (2011), Epoch 2010.00. Distances and stationing are grid distances. Divide by 0.9999376 to obtain ground distances. All distances are in feet unless otherwise noted.
TITLE CODES: A=Access Rights Only F=Fee E=Easement (Ease) TCE=Temp Construction Ease T=Other Temp Ease (See Remarks) O=Other (See Remarks)	LEGEND Access Prohibited Access Superseded Existing R/W Superseded Access Opening (Private) (R) Indicates Radial Bearing ● Indicates Found Monument as noted ○ Indicates calculated point. (Does not imply monument set) Title to State Required for Others
TYPE: GD=Grant deed ED=Easement deed QC=Quitclaim DD=Director's deed DE=Director's easement deed DK=Director's quitclaim deed FC=Final Order of Condemnation HE=Highway easement deed REL=Relinquishment VAC=Vacation JUA=Joint use agreement CCUA=Consent to common use agreement	
Document or Instrument number	

PENINSULA CORRIDOR JOINT POWERS BOARD

RIGHT OF WAY APPRAISAL MAP PENINSULA CORRIDOR JOINT POWERS BOARD

FULL SIZE MAP SCALE: 1" = 50'

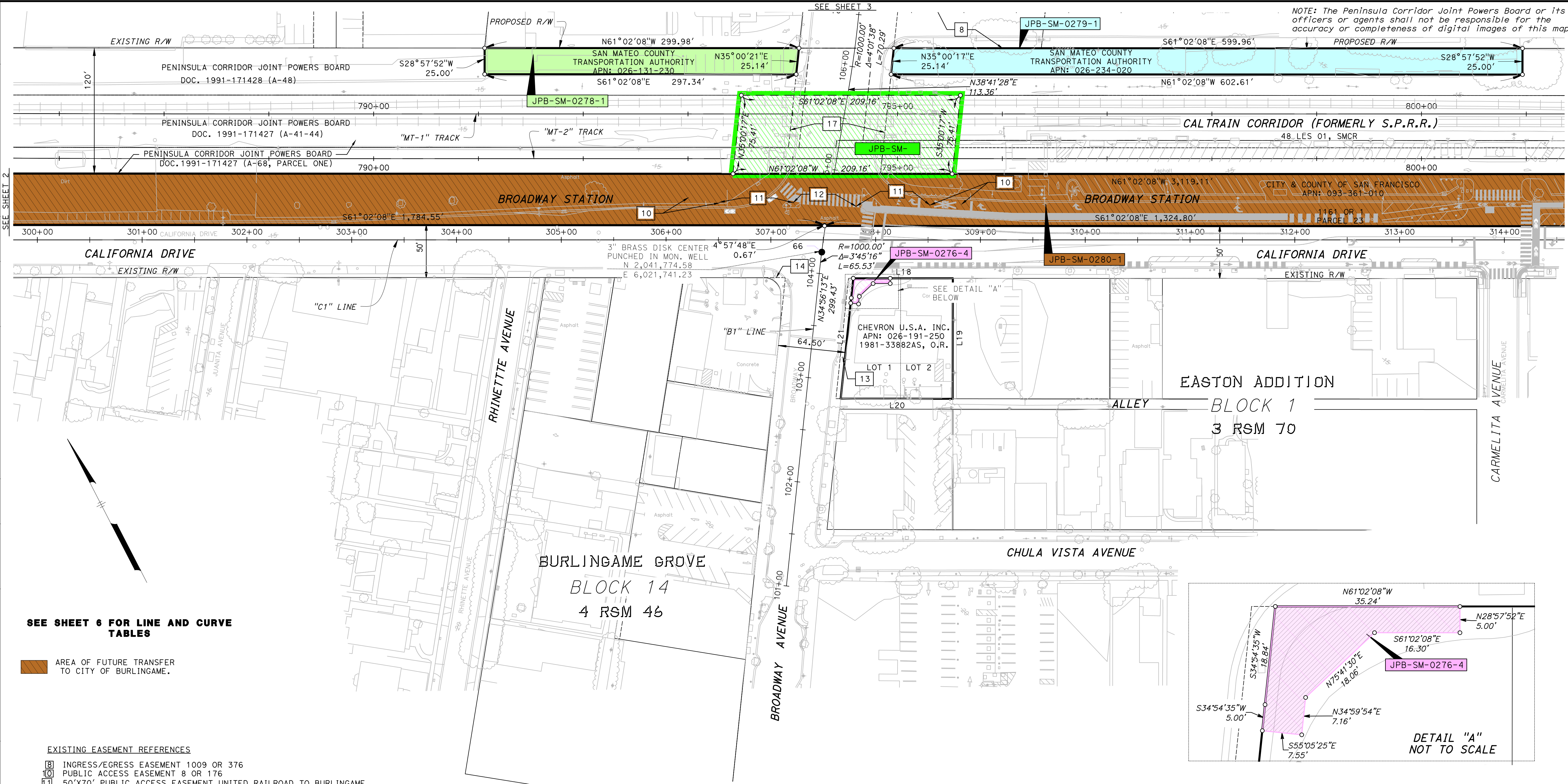
FEET 0 25 50 100 150

DRAFTED BY: A. Dominguez CHECKED BY: T. Kahlen

COUNTY	SHEET PM	SHEET NO.	TOTAL SHEETS
SM	###	3	6

R/W PROJECT SURVEYOR:	REVISIONS	DATE	BY	DATE	BY	DATE	BY	DATE	BY

NOTE: The Peninsula Corridor Joint Powers Board or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

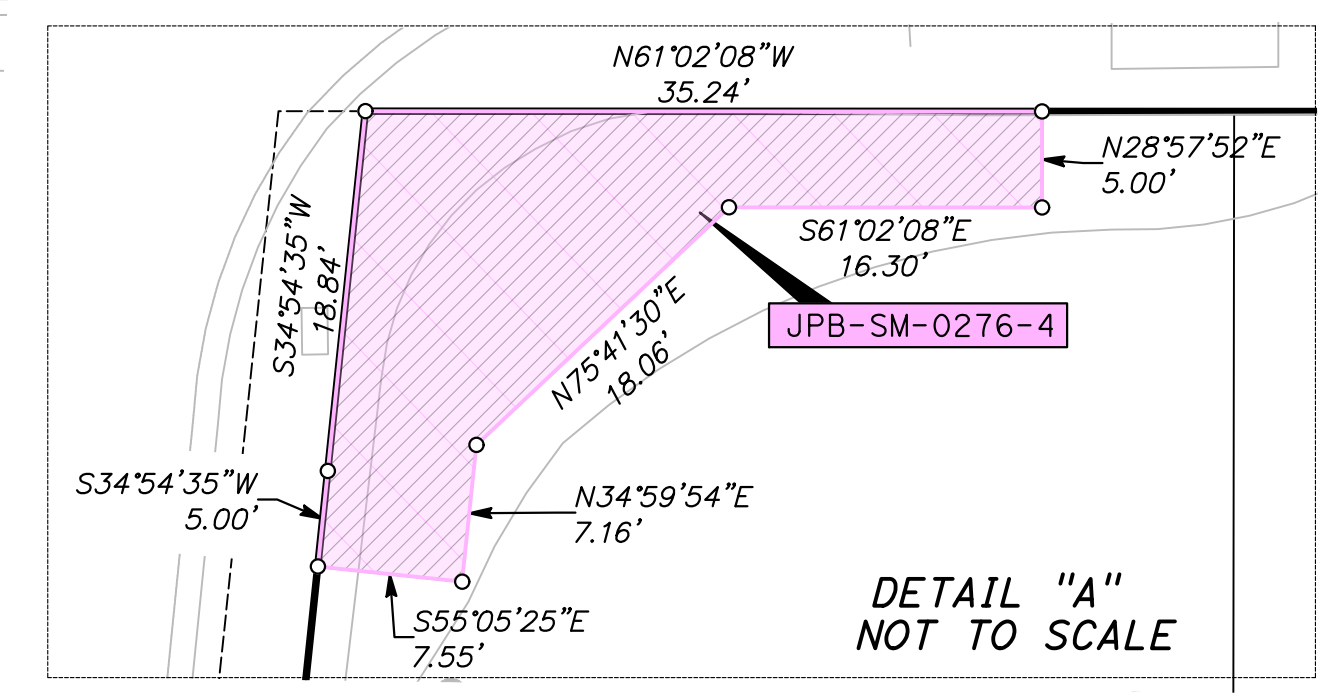


SEE SHEET 6 FOR LINE AND CURVE TABLES

AREA OF FUTURE TRANSFER TO CITY OF BURLINGAME.

- EXISTING EASEMENT REFERENCES
- 8 INGRESS/EGRESS EASEMENT 1009 OR 376
 - 10 PUBLIC ACCESS EASEMENT 8 OR 176
 - 11 50'X70' PUBLIC ACCESS EASEMENT UNITED RAILROAD TO BURLINGAME CITY 256 OR 404
 - 12 PUBLIC ACCESS EASEMENT 8 OR 180
 - 13 ROAD WIDENING DOC. 1998-014768
 - 14 ROAD WIDENING DOC. 1991-079028
 - 15 STREET EASEMENT SPRR TO CITY OF BURLINGAME BK 987 OR 04, SMCR RECORDING DATE: SEPTEMBER 5, 1941

**CITY OF BURLINGAME
COUNTY OF SAN MATEO**
RANCHO BURI BURI AND RANCHO SAN MATEO



R/W PROJECT SURVEYOR:	DATE	BY	REVISIONS	DATE	BY	REVISIONS	DATE	BY	REVISIONS	DATE	BY	REVISIONS	DATE	BY	REVISIONS	DATE	BY	REVISIONS

PARCEL#	TITLE CODE	GRANTOR	AREAS (square feet or as noted)				REMARKS	RECORDATION		
			TOTAL	REQUIRED	[UF] EXCESS	[UF] REMAINDER		TYPE	DATE	DOC.#
JPB-SM-0280-1	F	CITY & CO OF SAN FRANCISCO	289,717	289,717		0				
JPB-SM-0279-1	F	SAN MATEO COUNTY TRANSPORTATION AUTHORITY	15,031	15,031		0				
JPB-SM-0278-1	F	SAN MATEO COUNTY TRANSPORTATION AUTHORITY	7,466	7,466		0				
JPB-SM-0276-4	TCE	CHEVRON U.S.A. INC.	11,604	396		11,604	TEMPORARY CONSTRUCTION EASEMENT, TERMINATION xx/xx/202x			
JPB-SM-	D	PENINSULA CORRIDOR JOINT POWERS BOARD		15,666			PROPOSED AGREEMENT PCJPB ET.AL. TO CITY OF BURLINGAME			

GRANTOR NOTES	NOTES
Areas shown do not include underlying fee, unless indicated. Ac=acres	Coordinates and bearings are on CCS 1983 Zone 3 NAD83 (2011), Epoch 2010.00. Distances and stationing are grid distances.
Indicates Underlying Fee (UF) Area	Divide by 0.9999376 to obtain ground distances.
Indicates Indeterminate UF	All distances are in feet unless otherwise noted.
TITLE CODES:	
A=Access Rights Only	
F=Fee	
E=Easement (Ease)	
TCE=Temp Construction Ease	
TO=Other Temp Ease (see Remarks)	
O=Other (see Remarks)	
TYPE:	
GD=Grant deed	
ED=Easement deed	
QC=Quitclaim	
DD=Director's deed	
DE=Director's easement deed	
DK=Director's quitclaim deed	
FOC=Final Order of Condemnation	
HE=Highway easement deed	
REL=Relinquishment	
VAC=Vacation	
JUA=Joint use agreement	
CCUA=Consent to common use agreement	
Document or Instrument number	

PENINSULA CORRIDOR JOINT POWERS BOARD

**RIGHT OF WAY APPRAISAL MAP
PENINSULA CORRIDOR JOINT POWERS BOARD**

FULL SIZE MAP SCALE: 1" = 50'

FEET 0 25 50 100 150

DRAFTED BY: A. Dominguez CHECKED BY: T. Kahlen

COUNTY	SHEET PM	SHEET NO.	TOTAL SHEETS
SM	###	4	6

CITY OF BURLINGAME COUNTY OF SAN MATEO

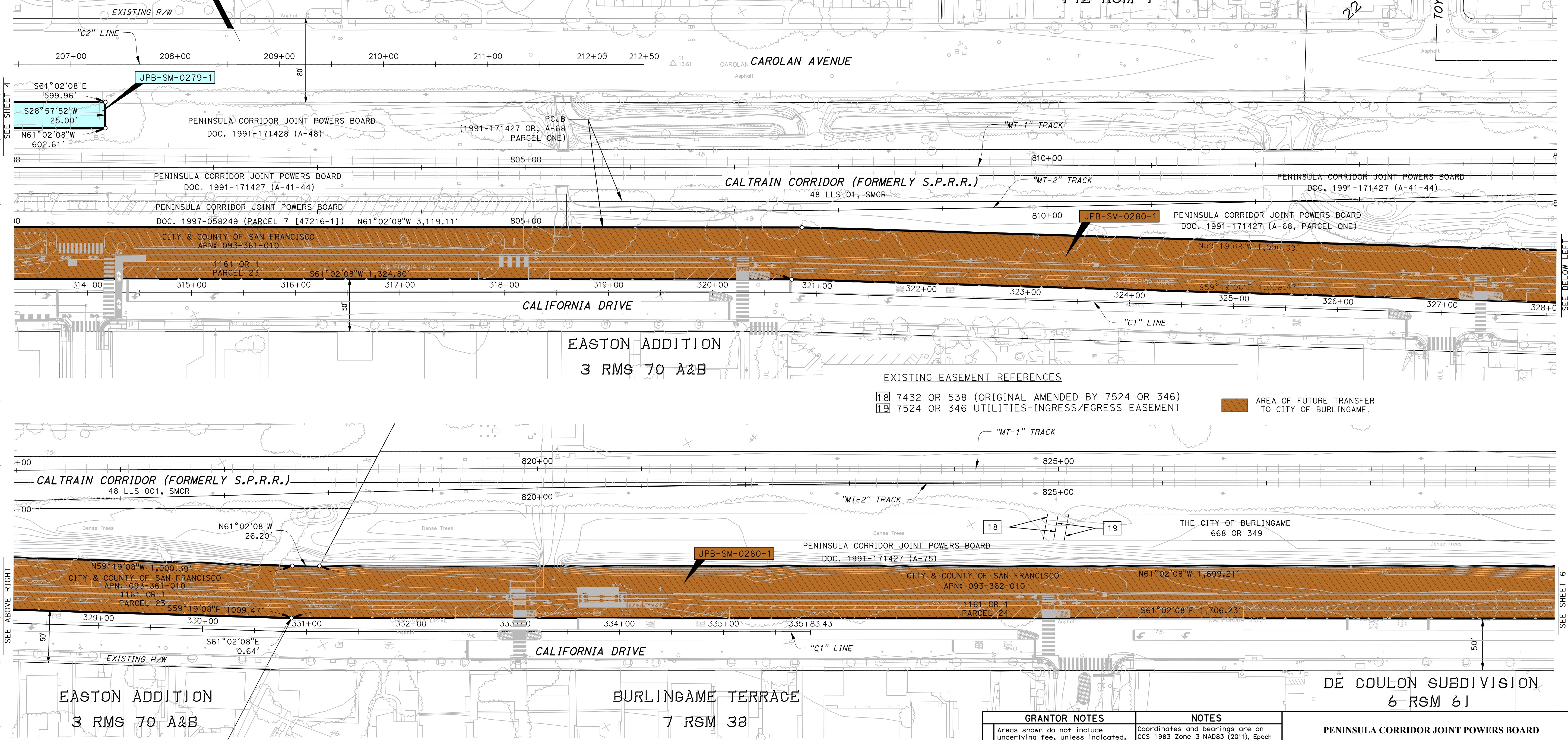
RANCHO BURIBURI AND RANCHO SAN MATEO

FINAL MAP NO. 17-05
142 RSM 1

NOTE: The Peninsula Corridor Joint Powers Board or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

BURLINGAME
GARDENS
22 RSM 55

TOYON DRIVE



- EXISTING EASEMENT REFERENCES**
- 18 7432 OR 538 (ORIGINAL AMENDED BY 7524 OR 346)
 - 19 7524 OR 346 UTILITIES-INGRESS/EGRESS EASEMENT
- AREA OF FUTURE TRANSFER TO CITY OF BURLINGAME.

PARCEL#	TITLE CODE	GRANTOR	AREAS (square feet or as noted)				REMARKS	RECORDATION		
			TOTAL	REQUIRED	[UF] EXCESS	[UF] REMAINDER		TYPE	DATE	DOC.#
JPB-SM-0280-1	F	CITY & CO OF SAN FRANCISCO	289,717	289,717		0				
JPB-SM-0279-1	F	SAN MATEO COUNTY TRANSPORTATION AUTHORITY	15,031	15,031		0				

GRANTOR NOTES

Areas shown do not include underlying fee, unless indicated. Ac=acres
 (1) Indicates Underlying Fee (UF) Area
 (2) Indicates Indeterminate UF
 TITLE CODES:
 A=Access Rights Only
 F=Fee
 E=Easement (Ease)
 TCE=Temp Construction Ease
 TC=Other Temp Ease (See Remarks)
 O=Other (See Remarks)

NOTES

Coordinates and bearings are on CCS 1983 Zone 3 NAD83 (2011), Epoch 2010.00. Distances and stationing are grid distances. Divide by 0.9999376 to obtain ground distances. All distances are in feet unless otherwise noted.

LEGEND

Access Prohibited
 Access Superseded
 Existing R/W Superseded
 Access Opening (Private)
 Indicates Radial Bearing
 Indicates Found Monument as noted
 Indicates calculated point. (Does not imply monument set)
 Title to State
 Required for Others

PENINSULA CORRIDOR JOINT POWERS BOARD

RIGHT OF WAY APPRAISAL MAP PENINSULA CORRIDOR JOINT POWERS BOARD

FULL SIZE MAP SCALE: 1" = 50'

FEET 0 25 50 100 150

DRAFTED BY: A. Dominguez CHECKED BY: T. Kahlen

COUNTY	SHEET PM	SHEET NO.	TOTAL SHEETS
SM	###	5	6

R/W PROJECT SURVEYOR:	
REVISIONS	
DATE	
BY	
REVISIONS	
DATE	
BY	
REVISIONS	
DATE	
BY	
REVISIONS	
DATE	
BY	

SEE SHEET 4
SEE SHEET 6

