



SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

SOUTHWEST AREA TRANSPORTATION COMMITTEE

MEETING AGENDA

Monday, October 2, 2017

3:00 p.m.

City of Orinda
Sarge Littlehale Community Room
22 Orinda Way, Orinda, CA 94563

Any document provided to a majority of the members of the Southwest Area Transportation Committee (SWAT) regarding any item on this agenda will be made available for public inspection at the meeting and at the San Ramon Permit Center, 2401 Crow Canyon Road, San Ramon, CA during normal business hours.

1. CONVENE MEETING/SELF INTRODUCTIONS

2. PUBLIC COMMENT:

Members of the public are invited to address the Committee regarding any item that is not listed on the agenda. *(Please complete a speaker card in advance of the meeting and hand it to a member of the staff)*

3. BOARD MEMBER COMMENT

4. ADMINISTRATIVE ITEMS

5. CONSENT CALENDAR

5.A Approval of Minutes: SWAT Minutes of September 18, 2017

End of Consent Calendar

6. REGULAR AGENDA ITEMS

6.A Approve Request for Orinda BART – Downtown Access Ramp and Lighting Project to reprogram Measure J funds and forward a request to CCTA for required amendments to Measure J Strategic Plan – Presented by Nicole Foletta, BART Principal Planner and Jason Chen, Orinda Senior Civil Engineer
(Attachment – Action Required)

6.B Approve Request for Downtown Orinda Streetscape Master Plan to reprogram Measure J funds and forward a request to CCTA for required amendments to Measure J Strategic Plan – Presented by Nicole Foletta, BART Principal Planner and Jason Chen, Orinda Senior Civil Engineer
(Attachment – Action Required)

- 6.C I-680 SB HOV Completion/Express Lane Project Update** – Presented by Susan Miller, Project Director, Contra Costa Transportation Authority
(*Information Only – No Action Required*)

7. WRITTEN COMMUNICATIONS (*Attachments – Action as determined necessary*)

- TRANSPLAN Meeting Summary – September 14, 2017
- SWAT Meeting Summary – September 18, 2017
- Contra Costa Transportation Authority Meeting Summary – September 20, 2017

8. DISCUSSION: Next Agenda

9. ADJOURNMENT to Monday, November 6, 2017 3:00 p.m. at City of Orinda

The SWAT Committee will provide reasonable accommodation for persons with disabilities planning to participate in SWAT monthly meetings. Please contact Lisa Bobadilla at least 48 hours before the meeting at (925) 973-2651 or lbobadilla@sanramon.ca.gov.

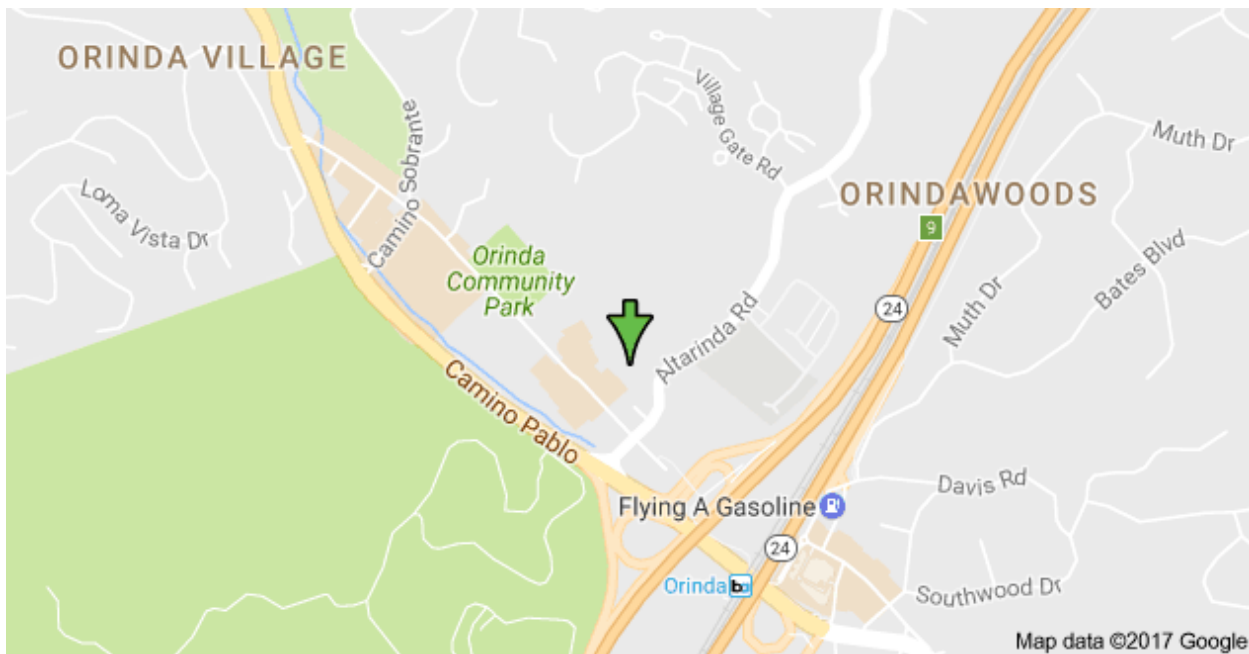
Staff Contact: Lisa Bobadilla, SWAT Administrative Staff
Phone: (925) 973-2651 / E-Mail: lbobadilla@sanramon.ca.gov.

Agendas, minutes and other information regarding this committee can be found at: www.CCTA-SWAT.net

SOUTHWEST AREA TRANSPORTATION COMMITTEE

MAP

**CITY OF ORINDA OFFICES, 22 ORINDA WAY, ORINDA, 94563
SARGE LITTLEHALE COMMUNITY ROOM**



AGENDA ITEM 5.A



SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

SUMMARY MINUTES
September 18, 2017 – 3:00 p.m.
City of Orinda
22 Orinda Way
Orinda, California

Committee members present: Amy Worth, City of Orinda (Chair); Dave Trotter, Town of Moraga (Vice Chair), Karen Stepper, Town of Danville; Candace Andersen; Contra Costa County; Dave Hudson, City of San Ramon; Don Tatzin, City of Lafayette.

Staff members present: Lisa Bobadilla, City of San Ramon; Ellen Clark, Town of Moraga; Jason Chen, City of Orinda; Andy Dillard, Town of Danville; Robert Sarmiento, Contra Costa County; Darlene Amaral, City of San Ramon; James Hinkamp, City of Lafayette.

Others present: Hisham Noeimi, CCTA; Martin Engelmann, CCTA; Coleman Frick, Town of Moraga; Gayle Israel, Supervisor Andersen Staff Member; Brian Swanson, San Ramon Resident.

1. **CONVENE MEETING/SELF INTRODUCTIONS:** Meeting called to order by Chair Worth at 3:00 p.m.
2. **PUBLIC COMMENT**
3. **BOARD MEMBER COMMENT**
4. **ADMINISTRATIVE ITEMS**
5. **CONSENT CALENDAR:**

5.A Approval Minutes: SWAT Minutes of July 3, 2017

Dave Trotter requested clarification to the SWAT meeting minutes of July 3, 2017. With respect to Agenda item: *6.B Submittal of Action Plan "Proposal for Adoption" to CCTA for incorporation into the 2017 CTP Update*. Mr. Trotter provided clarification:

Dave Trotter—~~Don Tatzin~~ proposed an amendment to the Action Plan adding additional project to work with EBMUD and EBRPD to restore pedestrian and bicycle trail link and reopen the Lafayette – Moraga Regional Trail near ~~along~~ Augusta Drive between School Street bridge and Canyon Road bridge.

Mr. Trotter requested the revised language be included as part of the CCTA approval and certification of the Countywide Transportation Plan (CTP) EIR.

ACTION: APPROVED – Trotter/Hudson/unanimous

6. **REGULAR AGENDA ITEMS:**

6.A Approve Request to Reprogram Measure C and Measure J Funds and forward request to CCTA for required amendments to the Measure C Strategic Plan and Measure J Strategic Plan

Andy Dillard presented this item. The Town of Danville is requesting to reprogram Measure C and Measure J funds:

1. Reprogram \$1.048 million in Measure C, *Major Arterials – Southwest Region* program funds from the “Diablo Road Circulation Improvements Project” (Project No. 1721) to the “Danville Various Streets and Roads Preservation” Project;
2. Reprogram \$3.734 million in Measure J, *Major Streets, Traffic Flow and Safety Improvements* program funds from the “Danville Major Streets Improvements” (Project No. 24009) to the following projects.
 - a. Diablo Road Trail, CIP No. C-055 (\$1.048 million);
 - b. San Ramon Valley Boulevard Lane Addition and Overlay (south), CIP No. C-578 (\$908,000);
 - c. San Ramon Valley Boulevard (north) and Danville Boulevard Improvements, CIP Nos. C-600 and C-602 (\$1.229 million);
 - d. Camino Ramon Improvements, CIP No. C-601 (\$550,000);
3. Forward the request from the Town of Danville to the Contra Costa Transportation Authority to reprogram Measure C and Measure J program funds and to execute required amendments to the Measure C *Strategic Plan* and Measure J *Strategic Plan*.

ACTION: APPROVED – Stepper/Tatzin/unanimous

6.B Approve Measure J Strategic Plan Amendment for Innovate 680

Hisham Noeimi presented this item. The **Innovate 680 program** will provide travelers with efficient, modern, and sustainable transportation system along the I-680 Corridor. With AM traffic volumes increasing 68% between 2000 and 2012, Innovate 680 will enhance the corridor for the future with data driven technology to efficiently manage congestion.

Mr. Noeimi stated that the program promotes an integrated approach to refining mobility and addressing the increasing mobility challenges in the corridor through seven key strategies:

1. Completing HOV/Express Lanes.
2. Cooling Corridor “Hot Spots”.
3. Increasing Efficiency of Bus Service.
4. Enhancing Travel Demand Management Strategies.
5. Providing First Mile/Last Mile Connections.
6. Implementing Innovative Operational Strategies.
7. Preparing the Corridor for the Future.

The seven strategies are proposed to be implemented through the following **suite of Projects**:

- #1 Northbound I-680 HOV Gap Closure/Express Lanes and Cooling Hot Spots – Strategies 1 and 2
- #2 Express Bus on Shoulder (BOS) operations – Strategy 3
- #3 Enhance Bus Service – Strategy 3b
- #4 Advanced Technologies – Strategies 4-7

The Contra Costa Transportation Authority (CCTA) is requesting SWAT concurrence to reprogram \$16.706 million from I-680 Corridor Reserve – Southwest County (Project 8007) and \$0.3 million from I-680 Bollinger Canyon Operational Analysis (Project 8008) to Innovate 680 (New Project 8009). CCTA will also be seeking TRANSPAC to reprogram \$23.045 million from the I-680 Corridor Reserve – Central County (Project 8006) to Innovate 680. The combined Measure J funding of approximately \$40.051 million will be used to begin project development on the seven strategies and leverage other fund sources.

ACTION: APPROVED – Hudson/Tatzin/unanimous

6.C Approve Submittal of Tri-Valley Action Plan “Proposal for Adoption” to CCTA for incorporation into the 2017 CTP Update

Lisa Bobadilla presented this item. Ms. Bobadilla request SWAT to reaffirm approval of its February 2, 2015 “Proposal for Adoption” for the TVTC Action Plan for incorporation into the final 2017 CTP.

On July 17, 2017, the TVTC reviewed the draft 2017 Contra Costa Countywide Transportation Plan. Upon review of the draft 2017 CTP, the TVTC reaffirmed the Adoption of the 2015 TVTC Action Plan for Routes of Regional Significance and directed staff to submit to CCTA for incorporation into the 2017 CTP.

ACTION: APPROVED – Hudson/Stepper/unanimous

7. WRITTEN COMMUNICATIONS: The following written communication items were made available:

- SWAT Meeting Summary – July 3, 2017
- TRANSPLAN Meeting Summary – July 13, 2017
- TRANSPAC Meeting Summary – July 13, 2017
- Contra Costa Transportation Authority Meeting Summary – July 19, 2017
- Contra Costa Transportation Authority, Senate Bill 595 (Beall) Bay Area Toll Bridge Regional Measure 3 – August 9, 2017
- Notice of Preparation and Initial Study/Environmental Checklist for the Magee Ranches, Davidson Homes development application, Town of Danville – August 29, 2017
- Notice of Intent to Adopt a Mitigated Negative Declaration for the San Ramon Iron Horse Trail Overcrossings Project and Notice of Community Workshop – September 8, 2017

ACTION: None

8. **DISCUSSION:** Next agenda

9. **ADJOURNMENT:** to Monday, October 2, 2017 at 3:00 p.m., City of Orinda, Sarge Littlehale Community Room, City Hall

ACTION: Meeting adjourned by Chair Worth at 3:47 p.m.

Staff Contact:

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Alternate Staff Contact:

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AGENDA ITEM 6.A



SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

DATE: October 2, 2017

TO: Southwest Area Transportation Committee (SWAT)

FROM: SWAT Technical Advisory Committee (TAC)
By: Nicole Foletta, BART Principal Planner, and Jason Chen, Orinda Senior Civil Engineer

SUBJECT: Orinda BART - Downtown Access Ramp and Lighting Project: Request to reprogram Measure J funds and forward a request to CCTA for required amendments to Measure J Strategic Plan

RECOMMENDED ACTION

Approve the reprogramming of an additional \$75,000 in Measure J funds from Measure J Project No. 10003-01, Access Improvements at Orinda and Lafayette BART Stations, to Measure J Project No. 10003-06, Orinda BART Downtown Access Ramps and Lighting Project and forward the request from BART and the City of Orinda to the Contra Costa Transportation Authority for the reprogramming of Measure J program funds and required amendments to the Measure J Strategic Plan.

BACKGROUND AND ANALYSIS

The purpose of this project is to improve pedestrian access between the Orinda BART station and the Downtown Theatre Square area. The proposed project includes constructing an ADA accessible ramp from the end of Bryant Way to the elevated sidewalk along the east side of Camino Pablo and installing overhead lighting below Highway 24 (eastbound) and BART tracks overcrossings. The project generally consists of clearing and grubbing, protection of existing utilities, removal of existing concrete walk and stairs, and the installation of a new ADA compliant curb ramp with walls and railings, new concrete pedestrian

staircase with walls and railings, new LED pole lighting at the ramp and staircase, and new LED lighting at the existing pathway under SR 24 and BART overcrossings. The project also includes the installation of texturized and colorized concrete at the pathways and walls, new landscaping, and a drip irrigation system.

SWAT met on December 12, 2016 and approved the reallocation of \$200,000 from Measure J Project No. 10003-01, Access Improvements at Orinda and Lafayette BART Stations, to Measure J Project No. 10003-06, Orinda BART Downtown Access Ramps and Lighting Project.

The City awarded the project earlier this year and the first day of construction was June 5, 2017. The project has experienced unknown sub-surface conditions that have caused delays and additional costs. The details of those unknown sub-surface conditions are described in a letter from City's construction management consultant, Park Engineering, dated September 8, 2017 (Attachment A).

City discussed the unknown conditions and the additional costs with BART. BART, as City's funding partner for this project, agreed with the approach to reprogram additional Measure J funds. As such, the City and BART request that an additional \$75,000 in Measure J funds from Measure J Project No. 10003-01, Access Improvements at Orinda and Lafayette BART Stations, be reprogrammed to Measure J Project No. 10003-06, Orinda BART Downtown Access Ramps and Lighting Project. Along with the \$200,000 that was approved by SWAT in December of 2016, the total reprogrammed funds will be \$275,000.

Attachment B is the summary of reprogrammed funds from Measure J Project No. 10003-01, Access Improvements at Orinda and Lafayette BART Stations, to the various projects.

The Lamorinda Program Management Committee (LPMC) is scheduled to meet an hour before the SWAT meeting. At the SWAT meeting, staff will provide a verbal update regarding LPMC's discussions.

FISCAL ANALYSIS

Funding and estimated expenses are presented in the tables below.

Funding:

Fund Source	Amount
Transportation Impact Fees	\$440,000
CCTA Program 28C	\$150,016
BART Grant	\$250,000
TDA Grant	\$100,000
In-Lieu Mitigation Fee (Development - Pulte)	\$65,000
BART Measure J	\$275,000
TOTAL	\$1,280,016

Estimated Expenses:

Type of Work	Amount
Engineering Design	\$115,016
Construction Mgmt.	\$100,000
PG&E Design and Construction	\$40,000
Construction Contract	\$1,025,000
TOTAL	\$1,280,016

STEPS FOLLOWING APPROVAL

Upon approval of the reprogramming of an additional \$75,000 in Measure J funds from Measure J Project No. 10003-01, Access Improvements at Orinda and Lafayette BART Stations, to Measure J Project No. 10003-06, Orinda BART Downtown Access Ramps and Lighting Project, the project funding reprogramming request will be presented to CCTA.

ATTACHMENT

- A. Park Engineering letter regarding unknown sub-surface conditions dated September 8, 2017.
- B. Summary of the Southwest County BART Measure J Funds



September 8, 2017

City of Orinda
22 Orinda Way
Orinda, CA 94563
Attention: Jason Chen, Senior Civil Engineer

Subject: BART-Downtown Access Ramp & Lighting Project,
City Project No. 4096
Project Budget Status

Dear Jason,

Reference is made to our recent conversations regarding the projected project expenditures for the subject project. Below is a summary of project issues from the start of the project and the related cost increases.

The City awarded the construction contract for this BART-Downtown Access Ramp & Lighting, City Project No. 4096 during the Spring of this year to Valentine Construction with a base bid price of \$867,865. The first day of construction was June 5.

The project has experienced three main issues that has resulted in costs to date for the extra work performed totaling approximately \$75,000. All of these costs are a direct result of unknown sub-surface conditions that were determined after the project started and are summarized as follow:

1. Conflicts with Central Contra Costa County Sanitary District (CCCCSD) concrete thrust block and per plan retaining wall construction. Approximate cost: \$10,000.
2. Conflicts with Caltrans existing storm drain manhole and the per plan retaining wall construction. Approximate cost: \$35,000.
3. Discovery of an existing concrete slab along Bryant Way impacting the per plan power supply for the lighting on the project. Approximate cost: \$10,000.

Additionally, these changes have required significant efforts and expense by the Design team to determine solutions to the conflicts. Costs are estimated at \$20,000.

Background & Details:

The project site has two major Central Contra Costa County Sanitary District (CCCCSD) forced mains, a Caltrans storm drain manhole and pipes along with some irrigation and water line facilities. During the design phase, these facilities were plotted based on record information and limited potholing. As required by the Contract Documents, one of the first items of work the Contractor performed was potholing these facilities and found the following:

- A. The existing concrete thrust block and strut encompassing the CCCCSD forced mains is larger than what is shown on the as-built drawings and was in conflict with one of the proposed retaining walls.
- B. A buried Caltrans storm drain inlet was found at the south-westerly base of the slope. The proposed walls were also in conflict with the storm drain as found in the field.

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372 Village Square
Orinda, CA 94563
Tel: 925-257-2508
Fax: 925-401-7030

Emeryville Office
3960 Adeline Street, #3
Emeryville, CA 94608
Tel: 925-257-2508
Fax: 925-401-7030

The protection of the CCCSD sewer facilities and Caltrans storm drain forced the modification of the per plan layout of the proposed walls and ramp. Some of the more significant related changes include:

- A. Realignment of per plan retaining walls to avoid the larger than anticipated CCCSD thrust block while maintaining ADA requirements for the path of travel along the ramps.
- B. Wall realignments created a new 3-foot wide planting area for one location and added 1-foot to an existing 2-foot wide planting area.
- C. Wall realignments created the need for modifications to the per plan hand rails, which are an ADA requirement along a sloped path of travel.
- D. Wall realignments also created the need to shift an existing Caltrans storm drain manhole. The existing manhole was demolished and relocated with pieces of the existing manhole reused and the new pipe tied in.
- E. To avoid existing utilities, grade beam and cast-in-drilled-hole pile details were modified, as well as new street light locations along the access ramp.
- F. Related to the new and larger planting areas mentioned above, revisions and additions were necessary for the per plan planting and irrigation systems.

In addition to the costs related to the global retaining wall realignment to accommodate existing field conditions, extra work was necessary to install the per plan electrical systems needed for the new lighting to be installed on the project. During the installation of the conduit systems on and along Bryant Way, a buried concrete slab, approximately 12-inches thick, was discovered that appears to run along Bryant Way and the adjacent Highway 24. It is speculated to be an older roadway abandoned by Caltrans when Highway 24 was constructed. The Contractor performed selective demolition to allow the installation of the new electrical system.

Summary:

The costs to date for the extra work performed total approximately \$75,000; \$55,000 related to the construction work and \$20,000 for the City's design consultant to determine the solutions. All of these costs are a direct result of unknown sub-surface conditions that were determined after the project started. Additionally, these changes – determining what is in conflict, the solutions and then performing the revised work – has resulted in an increase to project time pushing the completion of the work about 6 weeks beyond the original completion date. Original completion date was the end of August, the current completion date is mid to late October.

I am available to meet and further discuss the details on the extra work performed. You can reach me at (510) 701-0319 or at spatterson@park-eng.com.

Sincerely,



Steve Patterson, PE
Construction Manager
Park Engineering

Attachment B: Summary of Southwest County BART Measure J Funds

Project 10003: Access Improvements at Orinda and Lafayette BART Stations

Total Funds for Project 10003	\$3,825,000	
Funds Programmed		Status
10003-02: Electronic Bicycle Facilities at Orinda and Lafayette BART Stations	\$110,000	Complete
10003-03: Lafayette BART Bike Station	\$600,000	Design
10003-04: Orinda-Lafayette BART Wayfinding and Lighting	\$100,000	Complete
10003-05: Lafayette BART Pedestrian Pathway	\$250,000	Design
10003-06: Orinda BART Downtown Access Ramp and Lighting	\$200,000	Construction
10003-07: Lafayette Station Site Improvements	\$1,300,000	Construction
Total Programmed:	\$2,560,000	
Proposed Re-Programming		
10003-06: Orinda BART Downtown Access Ramp and Lighting	\$75,000	Construction
10003-08: Downtown Orinda Streetscape Master Plan	\$50,000	Not Begun
Total Proposed for Re-Programming:	\$125,000	
Total Remaining after Re-Programming Requests	\$1,140,000	

Scope:

Install access improvements including pedestrian amenities, wayfinding signage, sidewalks, lighting/restroom renovations, bicycle storage, expanded automatic fare collection equipment, and others at the Orinda and Lafayette BART stations in Central County.

AGENDA ITEM 6.B



SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

DATE: October 2, 2017

TO: Southwest Area Transportation Committee (SWAT)

FROM: SWAT Technical Advisory Committee
By: Nicole Foletta, BART Principal Planner, and Jason Chen, Orinda Senior Civil Engineer

SUBJECT: Downtown Orinda Streetscape Master Plan: Request to Reprogram Measure J funds and forward a request to CCTA for required amendments to Measure J Strategic Plan

RECOMMENDED ACTION

Approve the reprogramming of \$50,000 in Measure J funds from Measure J Project No. 10003-01, Access Improvements at Orinda and Lafayette BART Stations, to Measure J Project No. 10003-08, *Downtown Orinda Streetscape Master Plan* and forward the request from BART and the City of Orinda to the Contra Costa Transportation Authority for the reprogramming of Measure J program funds and required amendments to the Measure J Strategic Plan.

BACKGROUND AND ANALYSIS

The purpose of this project is to improve the non-auto connection between the Orinda BART station and downtown Orinda. Downtown is split by Highway 24 and BART, and there is a need for improved pedestrian infrastructure within commercial areas and extending from the BART station to both the "Village" and "Crossroads" sides of downtown. There is an existing series of pedestrian overpasses and underpasses, but these pathways are not consistently designed, stop short of connecting to the downtown commercial areas, and are not wide enough to accommodate both pedestrians and the bicyclists that use this

Class I path as an alternative to the Class II and III bike routes on Camino Pablo.

There is already some momentum for improvements to this existing infrastructure. There are two current grant-funded projects in progress: the BART ADA access ramp in construction between the pedestrian underpass and the Crossroads area of downtown; and the BART Wayfinding project that will result in better signage at the BART station itself and at key intersections and points of interest throughout downtown. It is anticipated that these important projects will lead to more pedestrian activity downtown, further emphasizing the need for streetscape improvements. Additionally, the City is currently engaged in a comprehensive planning process for downtown which may result in documents such as a Downtown Specific Plan or updated Downtown Design Guidelines. These documents would focus on private property design, and the *Downtown Orinda Streetscape Master Plan* would serve as a public realm complement to these documents for comprehensive downtown development.

The project will update the Orinda Way Streetscape Master Plan which was a conceptual plan developed in 2000. The plan is available for reference on the City's website: <http://cityoforinda.org/DocumentCenter/Home/View/1021>. The Master Plan presented ideas for enhanced sidewalks, crosswalks, roadway paving, angled parking, planted medians and street trees along the entire length of Orinda Way, from the intersection with Camino Pablo to the BART pedestrian walkway. The plan was partially implemented in 2001 with the "Heart of Orinda" community center, library and civic plaza development on the north side of Orinda Way between Irwin Way and Santa Maria Way.

The revised plan will be expanded to encompass not only Orinda Way but also the Orinda BART Station and the pedestrian pathway leading from the BART station north to Orinda Way and south to Theater Square (see Attachments B and C). The plan will identify access improvement projects connecting to the BART station. A comprehensive conceptual plan will be developed and environmental review will be conducted in preparation for full design and construction documents.

CCTA programmed \$200,000 in Measure J Program 12 - TLC funds to the City of Orinda for the fiscal year 2018, and the City Council has approved a local match of \$50,000 (Attachment D). The City plans to issue an RFP for consultants to lead the plan update process and

anticipates that the plan update and associated environmental review will take place during the first two quarters of 2018.

BART has been very supportive of this project, and in fact a letter of support from BART was enclosed with the December 2016 Measure J funding application (Attachment A). It is the City's understanding that BART would like to show further support for the project financially. At this time the City is requesting a reprogramming of \$50,000 in funds from Measure J Program 10 Project No. 10003-01, Access Improvements at Orinda and Lafayette BART Stations, to Measure J Program 12 - TLC Project No. CCP-51. This reprogramming from BART, along with the award from CCTA and the local match, would enable the City to move further along in environmental review and design document preparation, which would better position the project for future grant funding for construction document preparation and construction. A draft BART fact sheet is provided as Attachment E.

Attachment F is the summary of reprogrammed funds from Measure J Project No. 10003-01, Access Improvements at Orinda and Lafayette BART Stations, to the various projects.

The Lamorinda Program Management Committee (LPMC) is scheduled to meet an hour before the SWAT meeting. At the SWAT meeting, staff will provide a verbal update regarding LPMC's discussions.

FISCAL ANALYSIS

Funding and estimated expenses are presented in the tables below. With the reprogramming of the additional Measure J funds, the project is fully funded for conceptual design and environmental review, and design documents may also be pursued, budget-permitting. Project advertisement will begin in October 2017. Update to the conceptual plan is expected to begin in January 2018, to be complete by July 2018. Environmental review is expected to begin in March 2018 to be completed in July 2018.

Funding:

Fund Source	Amount
CCTA Measure J Program 12 - TLC - Awarded to City of Orinda	\$200,000
City of Orinda Local Match	\$50,000

BART Measure J Program 10	\$50,000
TOTAL	\$300,000

Estimated Expenses:

Type of Work	Amount
Conceptual Design	\$175,000
Environmental Review	\$75,000
Design Documents: Initial Preparation (as budget allows after conceptual design)	\$50,000
TOTAL	\$300,000

STEPS FOLLOWING APPROVAL

Upon approval of the reprogramming of \$50,000 in Measure J funds from Measure J Project No. 10003-01, Access Improvements at Orinda and Lafayette BART Stations, to Measure J Project No. 10003-08, *Downtown Orinda Streetscape Master Plan*, the project funding reprogramming request will be presented to CCTA.

ATTACHMENTS

- A. Measure J Application for Downtown Orinda Streetscape Master Plan: BART Letter of Support (December 2016)
- B. Conceptual Project Map
- C. Aerial Photographs Illustrating Project Need
- D. CCTA Programming Plans to Sponsors (July 2017)
- E. Draft Measure J Downtown Orinda Streetscape Master Plan Fact Sheet (Project #10003-08)
- F. Summary of the Southwest County BART Measure J Funds



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2016

Tom Radulovich
PRESIDENT

Gail Murray
VICE PRESIDENT

Grace Crunican
GENERAL MANAGER

DIRECTORS

Gail Murray
1ST DISTRICT

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5TH DISTRICT

Thomas M. Blalock, P.E.
6TH DISTRICT

Zakhary Mallett, MCP
7TH DISTRICT

Nicholas Josefowitz
8TH DISTRICT

Tom Radulovich
9TH DISTRICT

November 30, 2016

Mr. Brad Beck
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Dear Mr. Beck,

The San Francisco Bay Area Rapid Transit District (BART) is pleased to support the City of Orinda's application for Measure J Transportation for Livable Communities (TLC) program funding to update the *Orinda Way Streetscape Master Plan*. BART is in full support of this plan update, and is especially supportive of expanding the plan to encompass not only Orinda Way but also the pedestrian pathway from the Orinda BART station north to Orinda Way and south to Theatre Square.

It is BART's understanding that the Measure J TLC program funds projects that support mixed-use, walkable and transit-accessible development as well as projects that encourage walking and bicycling. The updated *Master Plan* satisfies these program intentions because the plan would create a vital, vibrant and cohesive pedestrian link through downtown Orinda which would encourage (1) more visitors to arrive here by BART rather than by car, (2) more residents to use BART to commute and travel to destinations outside Orinda and (3) more residents to arrive at the BART station by walking or bicycling.

Downtown Orinda is split by Highway 24 and BART, with the Theatre Square area on the south and the Orinda Village area on the north. There is an existing pedestrian pathway from BART to these two downtown districts, but it is a utilitarian concrete walkway and does not visibly connect with the walkable areas within Orinda Village or Theatre Square. Moreover, a portion of this walkway consists of a sidewalk under an un-lit highway underpass with no separation from fast-moving auto traffic along Camino Pablo. BART is helping to fund a project at this location, which would provide a staircase, ADA ramp and lighting to improve the pedestrian connection between the Orinda BART Station and the Downtown Theatre Square area. This will be a great improvement for access to and from BART, but consistent urban design is needed along the entire pedestrian pathway.

In addition, a pedestrian wayfinding signage project previously funded by Measure J is currently in development; this project will result in better signage at the BART station itself and at key intersections and points of interest throughout downtown. It is anticipated that this wayfinding signage will lead to more pedestrian activity downtown, further emphasizing the need for streetscape improvements.

The existing *Master Plan*, prepared in 2000, presents ideas for enhanced sidewalks, crosswalks, roadway paving, angled parking, planted medians and street trees along the entire length of Orinda Way. An update to this plan provides an opportunity to expand these ideas to enhance Orinda's downtown connection to BART.

As detailed in BART's *Station Access Policy and Transit-Oriented Development Policy*, both adopted June 9, 2016, BART is committed to partnering with municipalities to improve non-auto customer access to stations in order to increase ridership and prioritize sustainable access modes. BART is also committed to ensuring future development and investments seamlessly connect BART stations with surrounding communities. In order to better accommodate existing and new ridership at the Orinda BART station, it is critical for BART to establish more robust pedestrian and bicycle connections. The proposed update to the *Orinda Way Streetscape Master Plan* would help BART accomplish these goals.

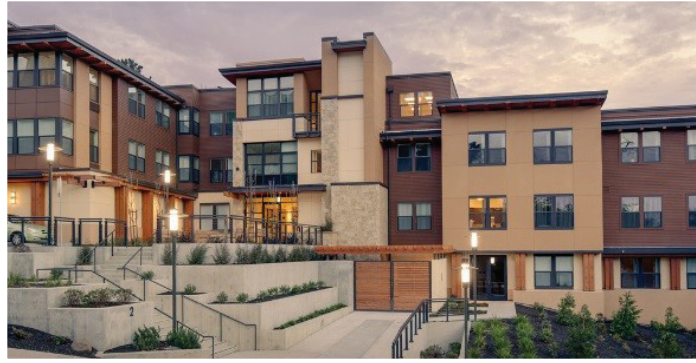
We strongly support the City of Orinda's application for funding for the *Orinda Way Streetscape Master Plan*. We look forward to continuing to work with the City on this and other projects to improve livability of communities and support safe access to transit.

Sincerely,

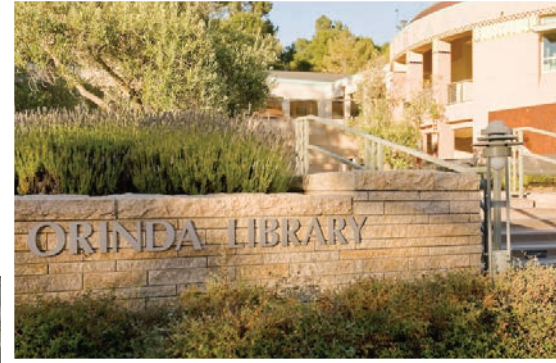
A handwritten signature in black ink, appearing to read 'Ian Griffiths', with a stylized flourish at the end.

Ian Griffiths
Senior Planner
San Francisco Bay Area Rapid Transit District

1. Monteverde - Affordable Senior Housing



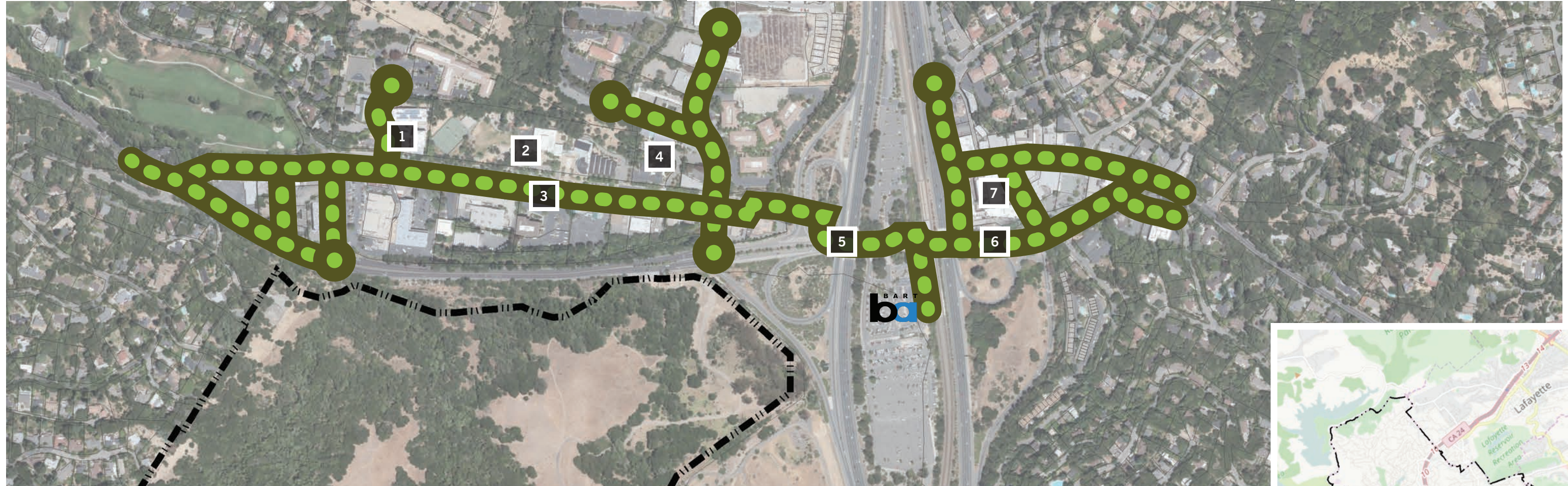
2. Civic Center



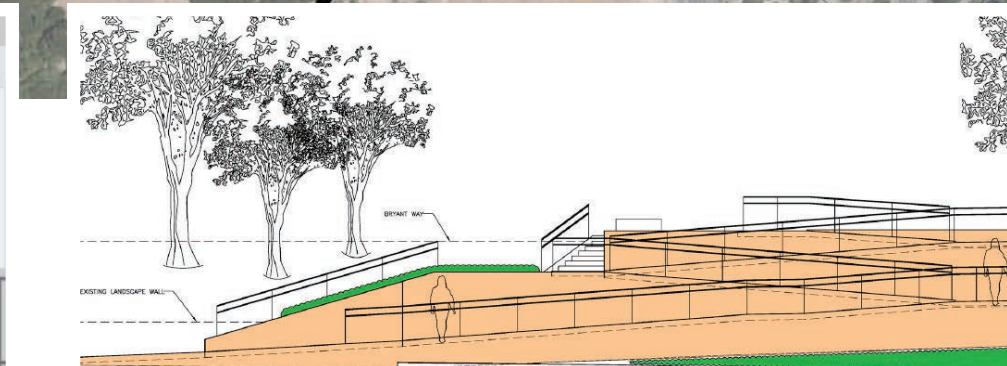
3. 25A Orinda Way - Recently approved commercial project



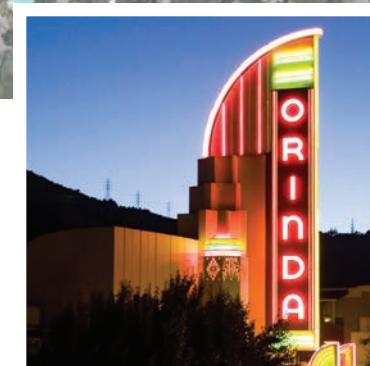
4. City Hall



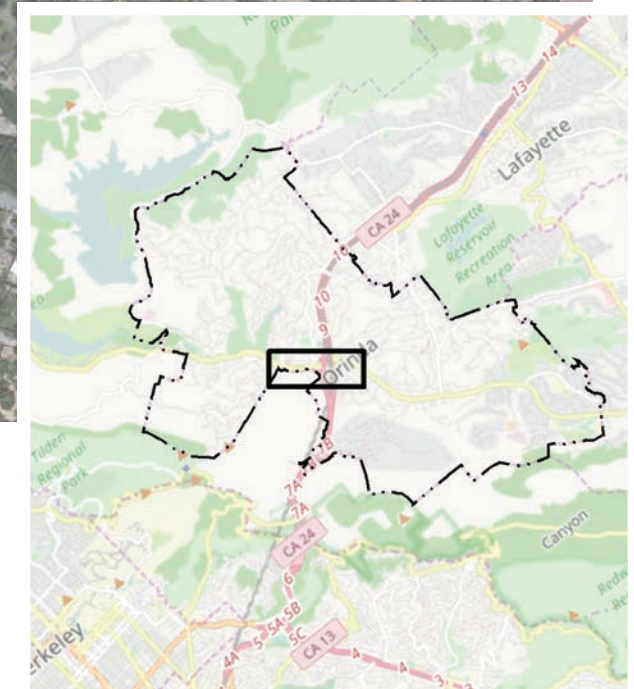
5. Bart Way Finding Project



6. BART ADA Access Ramp Project



7. Historic Orinda Theatre



• Vicinity Map



 - Streetscape Improvement Areas

III. ATTACHMENT B: AERIAL PHOTOGRAPHS OF DOWNTOWN ORINDA

Figure 1: Downtown Orinda: the Village, Crossroads, and BART. Multiple neighborhoods are within walking distance to BART and would benefit from expansion of the Streetscape Master Plan.



Google Earth

feet 1000
meters 500



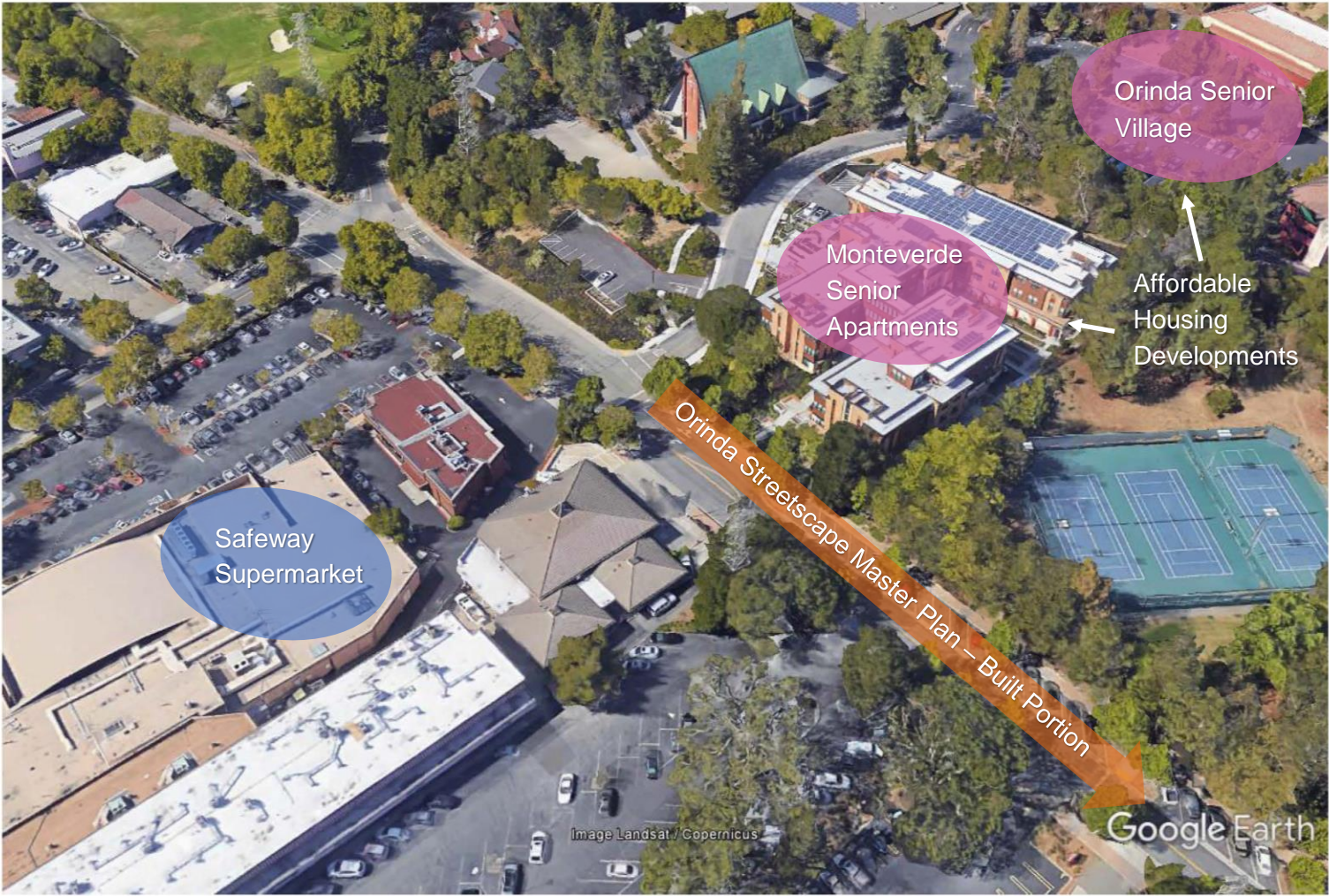
Figure 2. The pedestrian path from the Village to BART to the Crossroads passes under Highway 24. The path does not provide visual continuity between districts, lighting is inconsistent, there is no barrier between the sidewalk and Camino Pablo roadway, and there are no benches or places to rest. The approved and funded BART Wayfinding Sign and BART ADA Access Ramp projects will improve specific locations, which would be further enhanced with a comprehensive Streetscape Master Plan covering the whole pathway.



Figure 3. “Heart of Orinda”, the central portion of Orinda Way where the Orinda Way Streetscape Master Plan has been built out, features pavers, bulb-outs, angled parking and street trees. Pedestrian enhancements in the right of way flow into a large civic plaza with outdoor seating. A new mixed use commercial development with a zero setback has been approved for 25A Orinda Way, across the street from this plaza.



Figure 4. The built-out portion of the Orinda Way Streetscape Master Plan ends at Irwin Way. Two affordable senior residential developments, the Orinda Senior Village and the recently completed Monteverde Senior Apartments would benefit from enhanced pedestrian improvements in this area to connect to the Safeway supermarket and other local shops and restaurants.



Google Earth



Figure 5. Moraga Way, the main thoroughfare at the Crossroads, has some pedestrian improvements that were built out from the 1988 Crossroads Beautification Plan. ADA improvements are needed to the parking along Moraga Way. Also, better pedestrian connection is needed to this district from residential side streets and from Bryant Way and Brookwood Road.



Google Earth

feet 400
meters 100





MEMORANDUM

Date July 28, 2017

To OBAG 2 / Measure J Project Sponsors

From Brad Beck

RE **Final OBAG 2 / Measure J TLC and PBTF Programming Plan**

Thank you for working to make the Coordinated Call for Projects a success and for helping put together the final OBAG 2 / Measure J TLC and PBTF Programming Plan. While we're nearing the end of this step in the process, there remain several additional steps before your funding can be obligated and your project begun. This memo both transmits the Final OBAG 2 / Measure J TLC and PBTF Programming Plan and outlines those next steps.

The Programming Plan reflects, where possible, comments received in response to the draft sent out on July 7, 2017. Several projects had funding shifted to coordinate with other related projects or match deadlines of other funding sources. Some requested changes, however, could not be accommodated. A few sponsors asked for construction funding from the OBAG 2 program in FY 2018; MTC, however, has disallowed such programming.

More generally, while we have "front-loaded" both funding programs, there is a limit to how much front-loading we can do. As a rule, we have oversubscribed expected cumulative funding by no more than a 20 percent. In addition, MTC may ask us to move some projects with "over-subscribed" OBAG 2 funding to later years, resulting in further changes to the Programming Plan.

Staff will contact individually those sponsors whose funding plans have changed since the draft Programming Plan.

The remainder of the memo describes the next steps sponsors need to take to program and appropriate funding.

Next Steps

ONE BAY AREA GRANT (OBAG 2) FUNDING

The OBAG 2 program is funded through the federal Surface Transportation Program (STP) and Congestion Mitigation-Air Quality (CMAQ) Program. Consequently, all sponsors will need to comply with both MTC and Caltrans Local Assistance Program procedures and requirements.

Sponsors of projects with recommended OBAG 2 funding must now enter their projects into MTC's Fund Management System. The first step in this process is described in the attached "Entering Projects into MTC's Fund Management System" (Attachment 1). Sponsors will need to provide information on:

- The project's description
- Funding sources, amounts, phases and program years
- Project milestones
- Contacts
- Location including state and congressional districts
- Air quality and screening criteria

The attachment provides information on how to enter projects successfully. Authority staff will be available to help you in this process.

All projects must be submitted by the end of August 2017. Because Authority staff must approve those submittals, we would like you enter your required project information by **August 18, 2017**. Staff will need to review 29 entries and will need time to review them and work with you to make any necessary corrections.

Please let Authority staff know as soon as your FMS entry is complete and ready for review.

All projects with recommended OBAG 2 funding must be entered into the FMS so it can, first, be approved by MTC — scheduled for September 2017 — and then be included in the next Transportation Improvement Program (TIP). Once the TIP amendment is approved by Caltrans and FHWA, sponsors may begin the process of obligating the OBAG 2 funding.

MEASURE J FUNDING

Funding from both the Measure J TLC and PBTF programs will be available for appropriation on the first day of the fiscal year in which the funds are programmed. Funds programmed in FY 2020, for example, could be available as early as July 1, 2019, the beginning of FY 2020.

To receive a funding appropriation, sponsors must first enter into a cooperative funding agreement with the Authority for the funding program from which the sponsor will receive funding. The cooperative agreement spells out the responsibilities of the Authority and the jurisdiction related to project development, delivery and invoicing. Separate agreements are required for the Measure J TLC and PBTF programs. Once approved, the cooperative agreement makes the sponsor eligible for funding for any project funded through that program. To streamline the process, the Authority's *Local Agency Coordination Guide* allows funding resolutions to be adopted at the same meeting as the cooperative agreement.

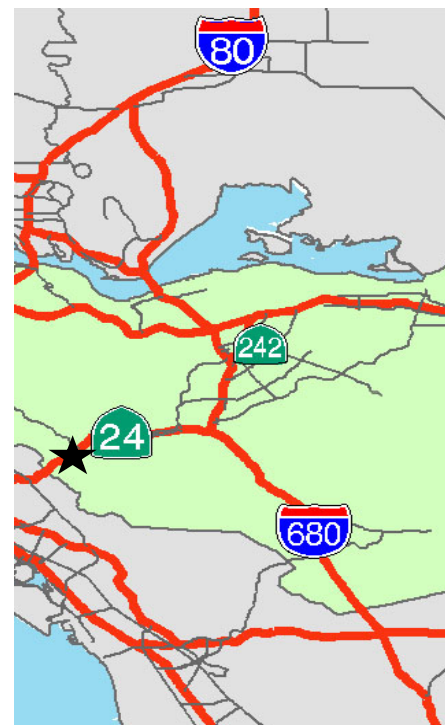
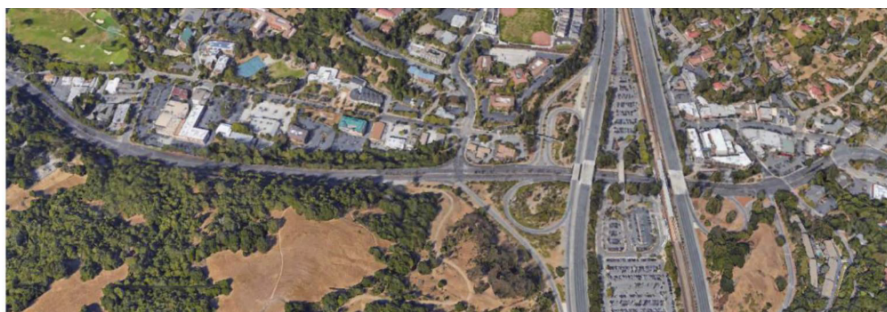
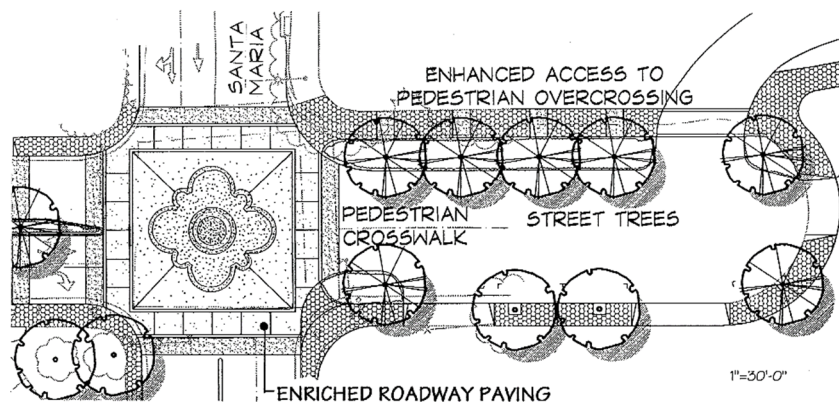
Once the cooperative agreement is fully executed, the sponsor may request a funding appropriation for the programmed project. Attachment 2 includes the template funding appropriation request. At the earliest, the Authority will approve funding appropriation requests at its June meeting before the beginning of the fiscal year in which the funding is programmed. The *Local Agency Coordination Guide* requires sponsors to submit their request for funding appropriation six weeks before the Authority meeting at which it is to be adopted, for example, the beginning middle of May preceding the June Authority meeting. Generally, the funding appropriation expires three years after the date funds become available.

CCP-51 DOWNTOWN ORINDA STREETScape MASTER PLAN

Sponsor Orinda

Program	Phase	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	TOTAL
LSRP	PE								-
	ROW								-
	CON								-
OBAG Competitive	PE								-
	ROW								-
	CON								-
SRTS	PE								-
	ROW								-
	CON								-
FAS	PE								-
	ROW								-
	CON								-
Measure J TLC	STU		200						200
	PE								-
	ROW								-
	CON								-
Measure J PBTF	PE								-
	ROW								-
	CON								-
WCCTAC PBTF	CON								-
Local	STU		50						50
	PE								-
	ROW								-
	CON								-
Committed Federal	PE								-
	ROW								-
	CON								-
TOTAL		-	250	-	-	-	-	-	250

Toll Credits N/A



Downtown Orinda Streetscape Master Plan

PROJECT # 10003 - 08

Downtown Orinda is split by Highway 24 and BART, and there is a need for better pedestrian infrastructure both within commercial areas and extending from the BART station to both the “Village” and “Crossroads” sides of downtown. The existing pedestrian overpasses and underpasses are not consistently designed, stop short of connecting to the downtown commercial areas, and are not wide enough to accommodate both pedestrians and bicyclists that use this Class I path as an alternative to the Class II and III bike routes on Camino Pablo.

The purpose of this project is to update the Orinda Way Streetscape Master Plan which was a conceptual plan originally developed in 2000. The revised plan would be expanded to encompass not only Orinda Way but also the Orinda BART Station and the pedestrian pathway leading from the BART station north to Orinda Way and south to Theater Square. The plan would identify access improvement projects connecting to the BART station. A comprehensive conceptual plan would be developed and environmental review would be conducted on this plan in preparation for full design and construction documents.

Did You Know?

Twenty percent of passengers accessing the Orinda BART Station arrive by walking or biking.



Scope

The scope of work for the project would include:

- Prepare a draft conceptual design-level plan to update the “Orinda Way Streetscape Master Plan” as the “Downtown Orinda Streetscape Master Plan” with the following changes:
 - Update the existing conceptual design for Orinda Way
 - Add Village district side streets, pedestrian connection to BART and Crossroads district to the conceptual design.
- Identify access improvement projects connecting to the BART station
- Conduct at least two public meetings to review the conceptual plan.
- Prepare a final version of the Downtown Orinda Streetscape Master Plan.
- Begin preparation of design documents based on the conceptual plan to the point necessary for environmental review.
- Conduct environmental review for compliance with the California Environmental Quality Act (CEQA).

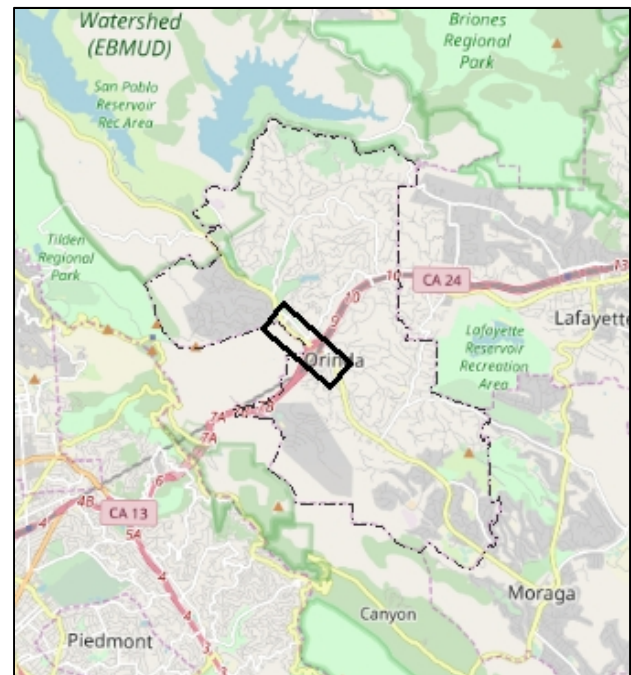
Status

- The project was awarded Measure J TLC funds in 2017.

Issues/Areas of Concern

- None.

Location



Schedule

	<i>Dates</i>
Preliminary Studies/Planning	2017-2018
Environmental Clearance	2018-2019
Design	—
Right of Way and Utilities	—
Construction	—
Landscaping	—

Funding by Source (\$ 000s)

	<i>Amount</i>
Measure J – TLC	\$200
Measure J	50
Local – City of Orinda	50
Total	\$300

Attachment F: Summary of Southwest County BART Measure J Funds

Project 10003: Access Improvements at Orinda and Lafayette BART Stations

Total Funds for Project 10003	\$3,825,000	
Funds Programmed		Status
10003-02: Electronic Bicycle Facilities at Orinda and Lafayette BART Stations	\$110,000	Complete
10003-03: Lafayette BART Bike Station	\$600,000	Design
10003-04: Orinda-Lafayette BART Wayfinding and Lighting	\$100,000	Complete
10003-05: Lafayette BART Pedestrian Pathway	\$250,000	Design
10003-06: Orinda BART Downtown Access Ramp and Lighting	\$200,000	Construction
10003-07: Lafayette Station Site Improvements	\$1,300,000	Construction
Total Programmed:	\$2,560,000	
Proposed Re-Programming		
10003-06: Orinda BART Downtown Access Ramp and Lighting	\$75,000	Construction
10003-08: Downtown Orinda Streetscape Master Plan	\$50,000	Not Begun
Total Proposed for Re-Programming:	\$125,000	
Total Remaining after Re-Programming Requests	\$1,140,000	

Scope:

Install access improvements including pedestrian amenities, wayfinding signage, sidewalks, lighting/restroom renovations, bicycle storage, expanded automatic fare collection equipment, and others at the Orinda and Lafayette BART stations in Central County.

AGENDA ITEM 7

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
30 Muir Road, Martinez, CA 94553

September 18, 2017

Mr. Randell H. Iwasaki, Executive Director
Contra Costa Transportation Authority ("CCTA")
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions during the TRANSPLAN Committee meeting on September 14, 2017.

APPROVE East Bay Regional Park District Pedestrian, Bicycle and Trail Facilities ("PBTF") \$500,000 appropriation request for the Big Break and Marsh Creek Regional Trail Rehabilitation Project, as recommended by the TRANSPLAN Technical Advisory Committee. Park District staff delivered a presentation to the Committee on the proposed project. The Committee unanimously approved a motion to approve the Park District's PBTF fund appropriation request.

Should you have any questions, please do not hesitate to contact me at (925) 674-7832 or email at jamar.stamps@dcd.cccounty.us.

Sincerely,



Jamar Stamps, AICP
TRANSPLAN Staff

c: TRANSPLAN Committee
L. Bobadilla, SWAT/TVTC
M. Todd, TRANSPAC
J. Nemeth, WCCTAC

T. Grover, CCTA
J. Townsend, EBRPD
D. Dennis, ECCRFFA



SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

September 19, 2017

Randell H. Iwasaki, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: **SWAT Meeting Summary Report for September 2017**

Dear Mr. *Randell* Iwasaki:

The Southwest Area Transportation Committee ("SWAT") met Monday, September 18, 2017. The following is a summary of the meeting and action items:

SWAT member, Dave Trotter requested clarification to the SWAT meeting minutes of July 3, 2017. With respect to Agenda Item – *Action Plan "Proposal for Adoption" to CCTA for incorporation into the 2017 CTP Update*, the revised minutes are as follows:

Mr. Trotter proposed an amendment to the Lamorinda Action Plan. He proposed to work with East Bay Municipal Utility District (EBMUD) and East Bay Regional Park District (EBRPD) to restore the pedestrian and bicycle trail link and reopen the Lafayette – Moraga Regional Trail near Augusta Drive between School Street Bridge and Canyon Road Bridge.

1. Approved Town of Danville Request to Reprogram Measure C and Measure J Funds, and forward a request to CCTA for required amendments to the Measure C Strategic Plan and Measure J Strategic Plan:
 - a. Reprogram \$1.048 million in Measure C, *Major Arterials – Southwest Region* program funds from the "Diablo Road Circulation Improvements Project" (Project No. 1721) to the "Danville Various Streets and Roads Preservation" Project; and
 - b. Reprogram \$3.734 million in Measure J, *Major Streets, Traffic Flow and Safety Improvements* program funds from the "Danville Major Streets Improvements" (Project No. 24009).
2. Received presentation on Innovate 680.

3. Approved Measure J Strategic Plan Amendment for Innovate 680:
 - a. Reprogram \$16.706 million from I-680 Corridor Reserve - Southwest County (Project 8007) and \$0.3 million from I-680 Bollinger Canyon Operational Analysis (Project 8008) to **Innovate 680** (New Project 8009).
4. Approved Submittal of the Tri-Valley Transportation Council Action Plan "Proposal for Adoption" to CCTA for incorporation into the 2017 CTP Action Plan Update.

Please contact me at (925) 973-2651, or email at lbobadilla@sanramon.ca.gov, if you should have any questions.

All the best,



Lisa Bobadilla
SWAT Administrator

Cc: Hisham Noeimi, CCTA; SWAT; SWAT TAC; Anita Tucci-Smith, TRANSPAC; John Nemeth, WCCTAC; Jamar Stamps, TRANSPLAN



CONTRA COSTA
transportation
authority

COMMISSIONERS

Tom Butt, .
Chair

Federal Glover
Vice Chair

Janet Abelson

Newell Americh

Loella Haskew

David Hudson

Karen Mitchoff

Julie Pierce

Kevin Romick

Robert Taylor

Dave Trotter

Randell H. Iwasaki,
Executive Director

2999 Oak Road
Suite 100
Walnut Creek
CA 94597
PHONE: 925.256.4700
FAX: 925.256.4701
www.ccta.net

MEMORANDUM

To: Matt Todd, TRANSPAC
Lisa Bobadilla, SWAT
Jamar Stamps, TRANSPLAN, TVTC
John Nemeth, WCCTAC
Eljen Clark, LPMC

From: *ARE for* Randell H. Iwasaki, Executive Director

Date: September 25, 2017

Re: Items of interest for circulation to the Regional Transportation Planning Committees (RTPCs)

At its September 20, 2017 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **Certification of Final EIR and Adoption of Final 2017 Countywide Transportation Plan (CTP).** Adoption of the Final 2017 CTP required a two-step process: first the Authority certified the Final EIR of the CTP; and second the Authority took a series of actions as outlined below to adopt the Final 2017 CTP.

Certification of the Final Environmental Impact Report (FEIR) for the 2017 Countywide Comprehensive Transportation Plan by Adoption of Resolution 17-44-G, Including Approval of Responses to Comments on the Draft Environmental Impact Report for the Countywide Comprehensive Transportation Plan. Staff prepared responses to comments received on the Draft EIR that was released on June 16, 2017 for a 45-day review period. The comment period closed on August 1, 2017. CEQA requires that responses to comments be transmitted to commentors on the Draft EIR ten days prior to EIR certification. In adopting Resolution 17-44-G, the Authority certified that: 1) the Final EIR has been completed in compliance with CEQA; 2) that the Authority reviewed and considered the information provided; and 3) that the FEIR reflects the independent judgment and analysis of the Authority. *The Authority Board unanimously adopted Resolution 17-44-G certifying the Final Environmental Impact Report (EIR) for the Countywide Comprehensive Transportation Plan (CTP), including approval of response to comments on the Draft EIR for the Countywide CTP.*

2. **Approval of Revisions to the Draft 2017 CTP, Approval of “Finding, Facts in Support of Findings, and Statement of Overriding Considerations,” Adoption of the Mitigation Monitoring and Reporting Program, and Adoption of the 2017 Countywide Comprehensive Transportation Plan by approval of Resolution 17-45-G.** Following certification of the EIR and Addendum, adoption of the Final 2017 CTP Update required Authority action as follows:
 1. **Approval of Revisions to the Draft 2017 Countywide Comprehensive Transportation Plan (CTP).** In response to comments received, staff prepared revisions to the Draft 2017 CTP for adoption by the Authority. The revisions were shown in underline/~~striketrough~~ format. These revisions, when incorporated in the May 24, 2017 Public Review Draft constituted the Final 2017 CTP. Members of the public may download the Draft CTP from our website, at www.2017ctpupdate.net. (Copies are also available at any public library in Contra Costa, or may be obtained from the Authority office upon request.)
 2. **Approval of Findings, Facts in Support of Findings, and Statement of Overriding Consideration.** These documents state the Authority’s conclusions and findings regarding the significance of the 2017 CTP’s potential environmental impacts and explain the reasons for approving the 2017 CTP despite its significant environmental impacts.
 3. **Adoption of Mitigation Monitoring and Reporting Program.** As required by state environmental regulations, staff prepared a program to monitor and report on the mitigation measures identified in the Draft EIR for the 2017 CTP.
 4. **Adoption of Resolution 17-45-G.** Authority adoption of Resolution 17-45-G constituted adoption of the Final 2017 Countywide Comprehensive Transportation Plan and other necessary actions.

The Authority Board adopted Resolution 17-45-G approving revisions to the Draft 2017 CTP, approving the Findings, Facts in Support of Findings, and Statement of Overriding Considerations, adopting the Mitigation Monitoring and Reporting Program, and adopting the Final 2017 Countywide Comprehensive Transportation Plan.

3. **GoMentum Station and Shared Autonomous Vehicle (SAV) Updates.** Staff provided an update on GoMentum Station and SAVs. *ITS CV/AV Program Manager Jack Hall provided an update on the GoMentum Station program and Shared Autonomous Vehicle project. He discussed the project phasing and schedule for deployment of shared autonomous vehicles from a confined testing environment in 2016 to planning for completion of deployment on public roads in Contra Costa County by 2020.*