

## LAMORINDA PROGRAM MANAGEMENT COMMITTEE MEETING

Monday, October 2, 2017, 2:00 PM

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

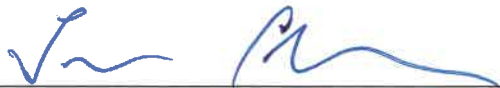
### LPMC AGENDA

1. Call to Order the Lamorinda Program Management Committee
2. Roll Call
3. Adoption of the LPMC Agenda
4. Public Comment
5. Consent Calendar:
  - a. July 3, 2017 Minutes  
Recommendation: Approve
6. New Business:
  - a. Orinda BART – Downtown Access Ramp and Lighting Project: Reprogramming of Measure J funds  
Recommendation: Recommend SWAT to approve and forward the request to reprogram Measure J funds to the Orinda BART – Downtown Access Ramp and Lighting Project
  - b. Downtown Orinda Streetscape Master Plan: Reprogramming of Measure J funds  
Recommendation: Recommend SWAT to approve and forward the request to reprogram Measure J funds to the Downtown Orinda Streetscape Master Plan
7. Adjourn LPMC Meeting to Monday, November 6, 2017 1:30 p.m.

# Lamorinda Program Management Committee

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I, Jason Chen, declare under penalty of perjury under the laws of the State of California that this regular meeting agenda has been posted at least 72 hours in advance at the Orinda City Hall, 22 Orinda Way and the Orinda Library, 26 Orinda Way, and at the LPMC website at <http://ccta-swat.net/lmpc/>



Jason Chen, Senior Civil Engineer

Location of Agendas and Agenda Packets: Agendas and packets are available for review by the public during regular business hours at the Orinda City Hall, 22 Orinda Way, Orinda, CA 94563. Agendas and packets shall be made available at least 72 hours in advance of regular meetings and 24 hours in advance of special meetings.

Any writings or documents pertaining to an open session item provided to a majority of the Lamorinda Program Management Committee less than 72 hours prior to the meeting, shall be made available for public inspection at the Orinda City Hall, 22 Orinda Way, Orinda, CA 94563.

**LAMORINDA PROGRAM MANAGEMENT COMMITTEE**

Monday, July 3, 2017

City of Orinda  
22 Orinda Way  
Orinda, CA 94563

**LPMC SUMMARY MINUTES**

**1. Call to Order the Lamorinda Program Management Committee**

*Chair Tatzin called the meeting to order at 2:12 p.m.*

**2. Roll Call**

*LPMC Members Present: Chair Don Tatzin, Lafayette and Dave Trotter, Moraga. Vice-Chair Amy Worth arrived after the start of the meeting.*

*Staff Present: Jason Chen, Orinda; and Ellen Clark, Moraga; and Matt Kelly, CCTA*

**3. Adoption of the LPMC Agenda**

*Trotter moved, Tatzin seconded, and Worth was absent. The LPMC unanimously adopted the LPMC agenda.*

**4. Public Comment - None**

**5. Consent Calendar:**

**a. Adoption of the April 4, 2016 Minutes**

**Recommendation: Adopt as written.**

*Tatzin moved, Worth seconded, and Trotter abstained. The LPMC unanimously adopted the Consent Calendar with Trotter abstaining.*

**6. New Business:**

**a. Election of Chair and Vice-Chair for 2017**

*Tatzin moved, Trotter seconded, and Worth was absent. The LPMC unanimously elected Amy Worth as Chair and Trotter as Vice-Chair.*

**b. Lamorinda Action Plan**

**Recommendation: Recommend SWAT to reaffirm the Lamorinda Action Plan**

*Trotter indicated he would like to add the following to Table 10 of the 2014 Lamorinda Action Plan*

# Lamorinda Program Management Committee

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*3.14 Work with EBMUD and EBRPD to restore pedestrian and bridge trail link and re-open the Lafayette-Moraga Regional Trail along Augusta Drive between School Street bridge and Canyon Road bridge.*

A check mark should be placed under the column "Lafayette-Moraga Trail" and the Primary Implementation Responsibility will be "Moraga and Lafayette."

*Trotter moved per his comments above, Tatzin seconded, and Worth was absent. LPMC unanimously approved the recommendation to SWAT to reaffirm the Lamorinda Action Plan with Trotter's comments above.*

*The meeting was adjourned at 2:33 p.m.*

*Respectfully submitted by*

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*Jason Chen, Senior Civil Engineer, Orinda*

# Lamorinda Program Management Committee

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## STAFF REPORT

**Date:** October 2, 2017

**To:** LPMC

**From:** LPMC-TAC

**Subject:** Orinda BART – Downtown Access Ramp and Lighting Project: Recommend SWAT to approve the request to reprogram Measure J funds and forward a request to CCTA for required amendments to Measure J Strategic Plan

**Staff Recommendation:** LPMC-TAC staff recommends that the LPMC recommends SWAT to 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 colored 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 has 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.

### **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
<b>TOTAL</b>	<b>\$1,280,016</b>

#### 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
<b>TOTAL</b>	<b>\$1,280,016</b>

### **Steps following approval**

Upon approving the recommendation to SWAT to reprogram 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

# Lamorinda Program Management Committee

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Downtown Access Ramps and Lighting Project, the LPMC recommendation will be forwarded to SWAT.

## **Attachment**

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

Respectfully submitted by,



Jason Chen  
City of Orinda, Senior Civil Engineer



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 (CCCSD) 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 (CCCSD) 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 CCCSD 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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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](mailto: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**

<b>Total Funds for Project 10003</b>	<b>\$3,825,000</b>	
<b>Funds Programmed</b>		<b>Status</b>
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
<b>Total Programmed:</b>	<b>\$2,560,000</b>	
<b>Proposed Re-Programming</b>		
10003-06: Orinda BART Downtown Access Ramp and Lighting	\$75,000	Construction
10003-08: Downtown Orinda Streetscape Master Plan	\$50,000	Not Begun
<b>Total Proposed for Re-Programming:</b>	<b>\$125,000</b>	
<b>Total Remaining after Re-Programming Requests</b>	<b>\$1,140,000</b>	

**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.

# Lamorinda Program Management Committee

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## STAFF REPORT

**Date:** October 2, 2017

**To:** LPMC

**From:** LPMC-TAC

**Subject:** Downtown Orinda Streetscape Master Plan: Recommend SWAT to approve the request to reprogram Measure J funds and forward a request to CCTA for required amendments to Measure J Strategic Plan

**Staff Recommendation:** LPMC-TAC staff recommends that LPMC recommends SWAT to 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.

### **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

# Lamorinda Program Management Committee

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 approving the recommendation to SWAT to reprogram \$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 LPMC recommendation will be forwarded to SWAT.

## **Attachment**

- 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

Respectfully submitted by,

A handwritten signature in blue ink, appearing to read 'Jason Chen', with a stylized, flowing script.

Jason Chen  
City of Orinda, Senior Civil Engineer



**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**

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

2016

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VICE PRESIDENT

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7TH DISTRICT

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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', written in a cursive style.

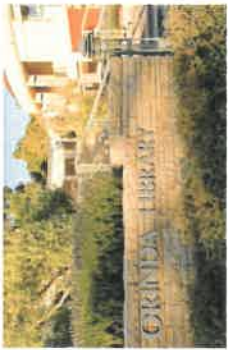
Ian Griffiths  
Senior Planner  
San Francisco Bay Area Rapid Transit District



1. Monteverde - Affordable Senior Housing



2. Civic Center



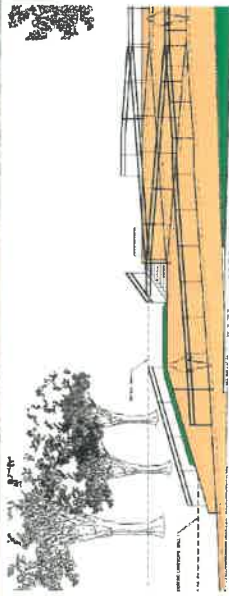
3. 25A Orinda Way - Recently approved commercial project



4. City Hall



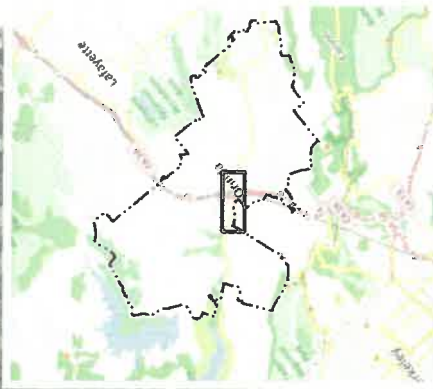
5. BART Way Finding Project



6. BART ADA Access Ramp Project



7. Historic Orinda Theatre



• Vicinity Map



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Miles



Streetscape Improvement Areas

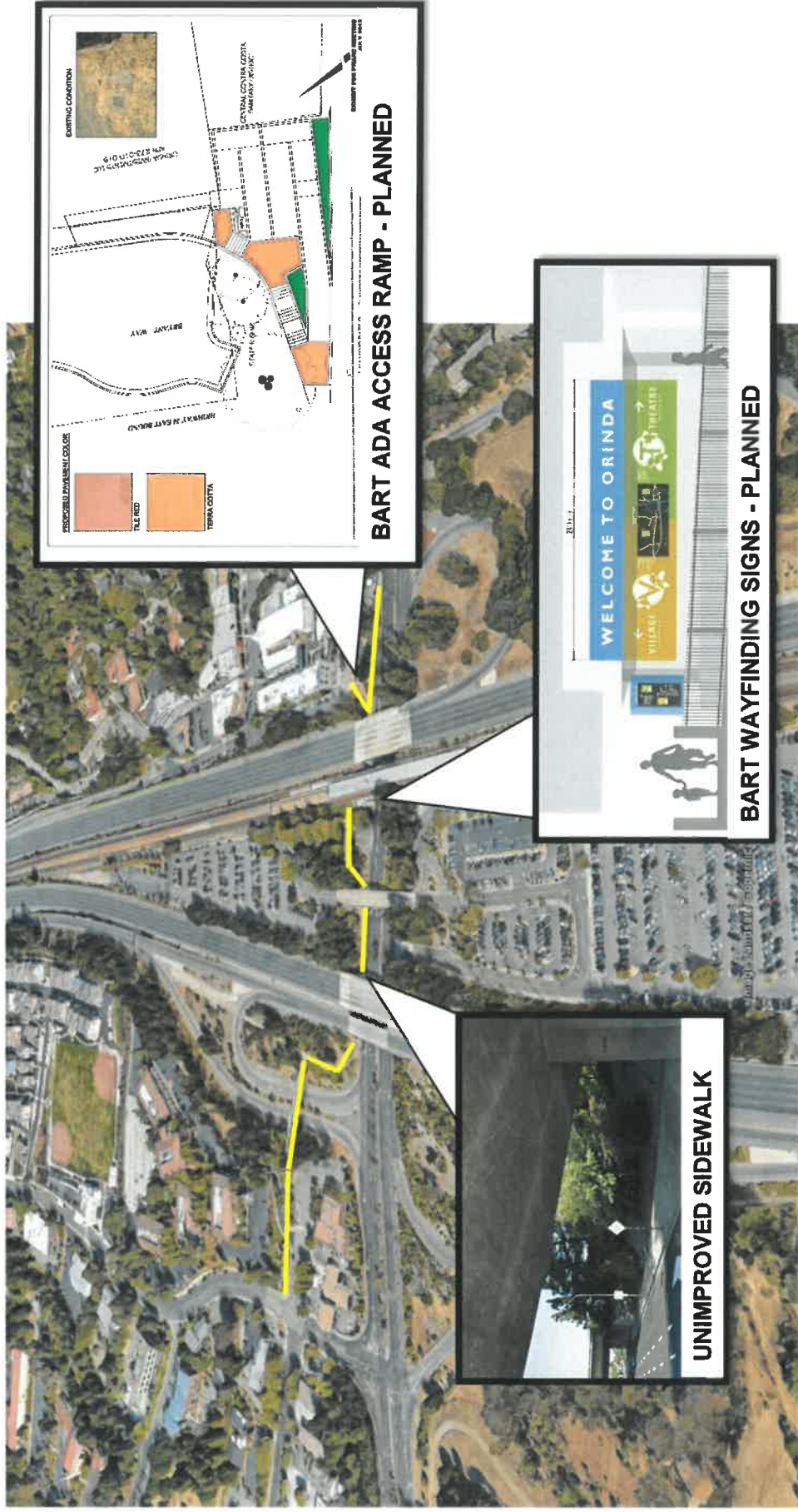
# PROJECT MAP

### 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.**



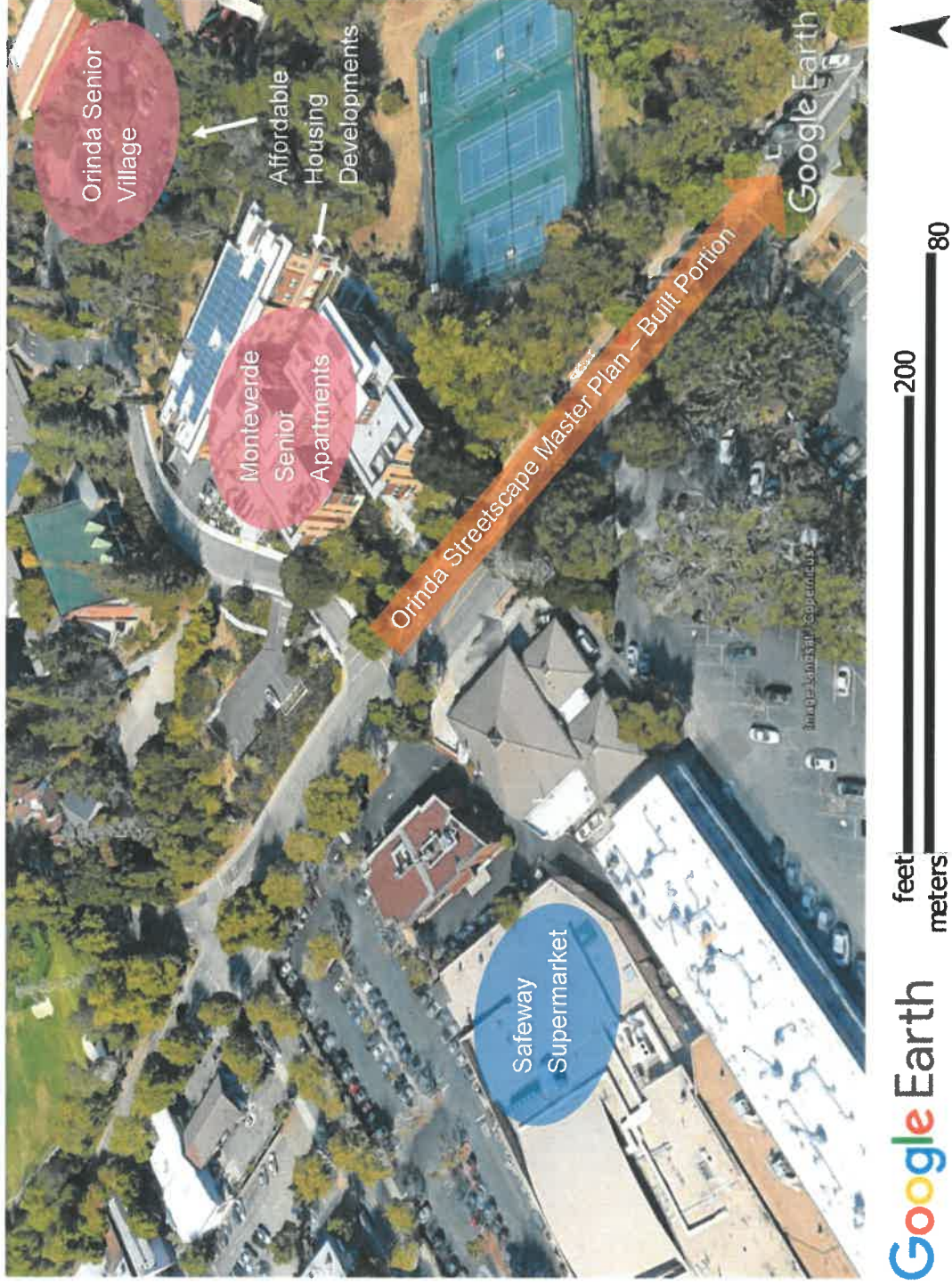
**Figure 2. The pedestrian path from the Village to BART to the Crossroads passes under Highway 24. The path does not provide visual continuity between districts, lighting is inconsistent, there is no barrier between the sidewalk and Camino Pablo roadway, and there are no benches or places to rest. The 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.**



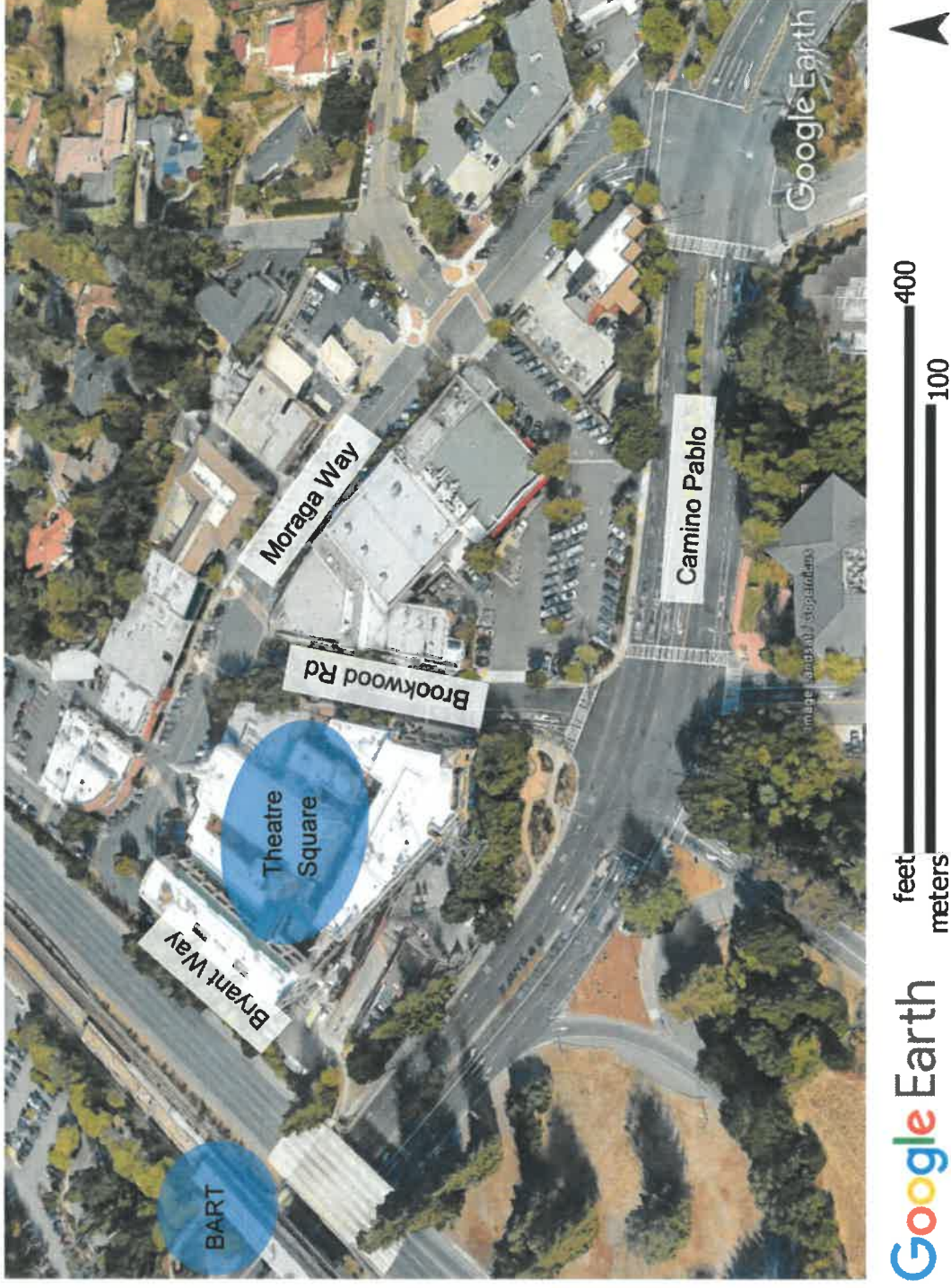
**Figure 3. “Heart of Orinda”, the central portion of Orinda Way where the Orinda Way Streetscape Master Plan has been built out, features pavers, bulb-outs, angled parking and street trees. Pedestrian enhancements in the right of way flow into a large civic plaza with outdoor seating. A new mixed use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



**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.**





## MEMORANDUM

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**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**

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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.

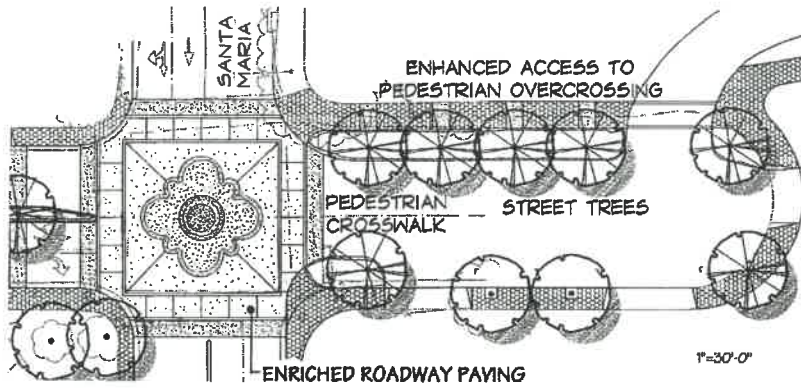
Once the cooperative agreement is fully executed, the sponsor may request a funding appropriation for the programmed project. Attachment 2 includes the template funding appropriation request. At the earliest, the Authority will approve funding appropriation requests at its June meeting before the beginning 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								-
<b>TOTAL</b>		-	<b>250</b>	-	-	-	-	-	<b>250</b>

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).

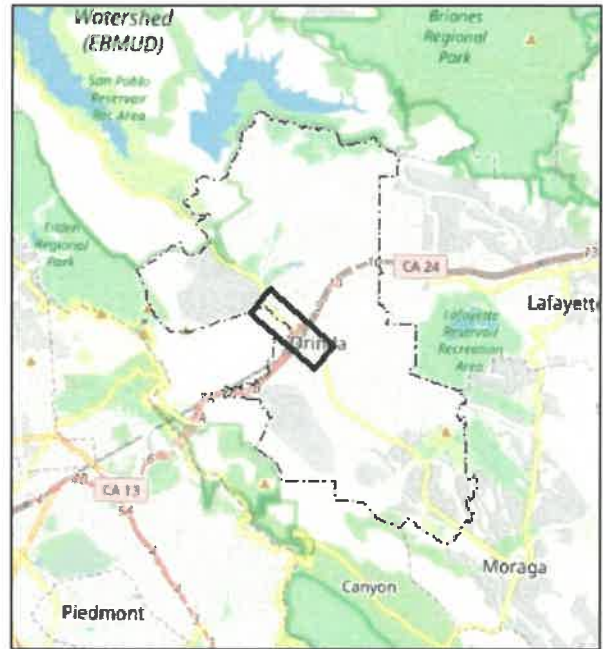
**Status**

- 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
<b>Total</b>	<b>\$300</b>

**Attachment F: Summary of Southwest County BART Measure J Funds**

**Project 10003: Access Improvements at Orinda and Lafayette BART Stations**

<b>Total Funds for Project 10003</b>	<b>\$3,825,000</b>	
<b>Funds Programmed</b>		<b>Status</b>
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
<b>Total Programmed:</b>	<b>\$2,560,000</b>	
<b>Proposed Re-Programming</b>		
10003-06: Orinda BART Downtown Access Ramp and Lighting	\$75,000	Construction
10003-08: Downtown Orinda Streetscape Master Plan	\$50,000	Not Begun
<b>Total Proposed for Re-Programming:</b>	<b>\$125,000</b>	
<b>Total Remaining after Re-Programming Requests</b>	<b>\$1,140,000</b>	

**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.