

# TC 2026-01-28

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## SUMMARY KEYWORDS

BART service update, safety measures, cleanliness initiatives, ridership challenges, fiscal cliff, senior discounts, youth ridership, public transportation, affordable housing, pro housing designation, community engagement, economic development, housing element, public comment, meeting agenda., Town Manager, legislative priorities, housing, transportation infrastructure, disaster preparedness, fiscal stability, SB 707, municipal finance, social media, recycling, E bikes, community service day, technology updates, town attorney performance review, public comment.

## SPEAKERS

Hillis, Woehleke, Dolan, Town Manager, Maglio, planning guy, Speaker 2, Speaker 1, BART guy, clerk, Thiel, BART gal, Scott Bowhay, Speaker 3, San Ramon Guy, Attorney

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**S** Speaker 1 00:00  
I

**H** Hillis 00:02  
think it's great that my first act, my first thing that I got to sign as the mayor, is to buy a lawnmower.

**H** Hillis 00:12  
We're good, all right.

**H** Hillis 00:15  
The time is 5:30pm

H

Hillis 00:19

Wednesday, 28th 2026 I call this regular meeting of the Moraga town council to order. Let's do the roll call. Vice Mayor Dolan,

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Hillis 00:29

Council Member malio Here, Council Member Wallace here, Council Member teal here, and I. Mayor hillison here, and now for the Pledge of Allegiance. And council member Malia, I pledge allegiance to the flag of the United States of America and to the republic for which it

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Speaker 2 00:53

stands, one nation under God,

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Hillis 00:57

indivisible with liberty and justice for all. And now we are to presentations. We have Bart director, Matt Ren here to provide an update on the BART service.

B

BART guy 01:15

Great. Thank you so much. Got

B

BART guy 01:18

to make sure the microphones are can you hear me now? All right, great. That's fantastic. I guess it's hot, so we're ready to go. I don't know if you want to start the lights on me or I'm just kidding. I will be brief. I want to respect you guys this time, but I appreciate the opportunity to come before you. I am Matt Brent, your new representative on the BART governing board. Some of you may be familiar with my predecessor tried to make a few rounds through Moraga here already, and had the pleasure of going to the Kiwanis Club at 7am in the morning. That's quite a lively group here in town. So I appreciate that to get to know more people here around town. But let me go into all things Bart and exciting and some good stuff to share here, despite what you hear read online, there are some good things happening for us right now. Who am I that sounds like my wife? Who are you? So BART Board of Directors were elected to a four year term district. One is all encompassing, pretty much down to San Ramon, out through the Caldicott tunnel up to almost Martinez. I split Concord in half and go out to Clayton. Is kind of the general area, about 500,000 people in this region. Former life. I think I'm in recovery. Eight year council member city of Pleasant Hill. Two Term Mayor out there as well. So I know a few of you have interacted at Meyers conferences. So it's good to see you on this side of the dais and

help you out there. So all right, when we do surveys of BART, one of the things that people we heard over and over again is they wanted to feel safe riding the trains. They wanted to get you know whether they were going to and from work or they were going to the city with their family or things like that, safety was their number one priority. And so we took that to heart. BART has now doubled our police force, and like many law enforcement agencies, we have a multi prong approach. So we have crisis intervention specialists that are trained outside of our law enforcement because we found a lot of the service calls were people having mental health crisis on the train, whether it's drugs or alcohol or other things like that. So we wanted, obviously, take the humanistic approach and try to get these people not just off the train, but actually get them into the services that they need. I know in Contra Costa County, we use programs like core and things like that to try to get them into housing or other kind of programs. So that's what we're really trying to accomplish, is a solution to the problem. Then we also have transit ambassadors who also walk up and down the trains and things like that, where Bart gear so people can see and identify people, depending on certain communities. Sometimes uniformed officers may be intimidating to certain certain groups, and so we also have transit ambassadors and try to have another approach to be more eyes and ears on our trains and in our stations. For us, have you guys by Chauvin gone to the new stations and seen the new fare gate to go away roof. Those are pretty exciting. So we did complete that ahead of schedule in last year. And all 50 stations now have the new fare gates, we have seen a huge downtick in crime that we attribute to that and some of the progressive policing we're doing, 31% property crime, 44% compared to 2024 so I'm not a super athlete, but the old fare gates probably came to my waist, and I could probably hop over them. So now, with the extra gates, it's a little more challenging. But just like anything people kind of figure out and how to work the system a little bit, and we're trying to work on some of those kind of things, I. Uh, the second most thing we heard is cleanliness. People felt like, you know, sometimes you weren't sure if you were wanting to sit down on the train or not, depending on that. But now we, not only do we have our cleanliness and sanitation teams, we actually have all new trains. So we're trying to keep the new trains looking like new trains. They still have that new car smell. So it's still the honeymoon period for us on that so we're excited to roll all those out. And then something that happened over time is they had to shut down restrooms and they had to shut down elevators because people were abusing those for other purposes than they were intended for. But now we have station attendants, and when we clean the trains and stations, we have people checking those facilities too. So we're really trying to be proactive to make it cleaner and people feel comfortable. You think, if you have restrooms, we should have them open. So I know it's common sense, but we're getting there. We're working on it. And then some of you may have heard about tap to ride. So if you've ever gone into SFO or Oakland, you know, a lot of people travel, in. They're like, Oh, how do I get a Clipper card? I don't know how much to load on it. Well, now you can just use most major credit cards. You can just tap your card. When you go to the gate, it'll let you in. You go to the other end, wherever you're going, tap, and you come right out and charges you. There still are some of the kinks worked out for some of the discounts. So our senior programs, or those who receive discounts on the Clipper card, still continue to use the Clipper card. Future rollouts will have that, but we wanted to get the convenience of having tap to ride for the majority of our ridership, to be able to have that feature and the integration of the discounts. For right now, you still have to use a Clipper card, but we're working on future integration, and you can use that tap to ride through. I believe all Bay Area Transit companies now can let you tap and ride. So we're trying to make it as seamless as possible. We just rolled out something, a partnership with Uber. I know there's mixed feelings about Uber and that company in general, but we're doing a pilot for our rideshare companies, the other companies we're in discussion with. So we're not excluding all the other companies, but it helps us kind of get people more something called first last mile. We want to kind of track that data of how people are getting to our stations, or once they get to

the stations, where they go from there, so that data points will help us run and be more efficient and how we offer our services. So that's exciting news to go there. So that, and the nice part about too, is times synced up with the trains. So if you want to book an Uber, it'll know the arrival time at the station where you want the Uber to pick up, and so it'll be synced up so people aren't having to wait long periods of time too. So that's kind of a nice thing to do, but future stuff, I know Waymo and all those other Lyft and stuff like that, so we're in discussions with that as well. But Uber was the first to step up and say, well, we'll partner with you guys and see how it goes. Ridership that you know, since pre pandemic, Bart was running about 400,000 riders a day that was, you know, pretty exciting. But now, as many of you know, work culture has changed. Work from home. A lot of people can work full time from home now, or they may be on a hybrid. So the ridership that was riding five days a week, you know, San Francisco, Oakland, around the Bay Area, aren't necessarily riding those trains like they used to. And then there is some office occupancy San Francisco and other places too. So as San Francisco recovers and Oakland recovers, we hope to have our ridership recover. We're about a good 220 is our average now. So there is that gap, and then future slide will kind of show you what that looks like for us. I alluded to some of the discounts to continue to use the clip the Clipper card, for those seniors who like to use the BART system, it is actually a 62 and a half percent discount. So that is a pretty extensive discount for seniors. I know a lot of groups like to get together and go see shows or something in the city and come back or a night in there, go out to dinner or whatever. And so hopefully, with our increased safety and security, the cleanliness, many more seniors will feel comfortable riding our trains. And so that's the goal for that accountability. So Bart, unfortunately, I just want to acknowledge it didn't always have the best history or the best reputation about accountability, but since the last few years, we now have a Office of Inspector General, which is charged with the oversight of BART and how the monies are spent, because it is public money, so we want to make sure that it's being spent, and then out of that comes recommendations to the executive team, and 90, 92% of those recommendations have been implemented. So that's something that I'm charged with on the direct board of directors to make sure that those get implemented and make sure that we're operating efficiently and kind of rebuild that trust from a financial perspective as well. I. Yes. Same day I came out of the board, we hired, actually a chief financial officer. I know that sounds kind of common sense, but something that's a multi billion dollar operation, you think you'd have a CFO, and Bart didn't have a CFO. So this is now something new that we're rolling with the CFO, because a lot of times we will get transportation grants and things like that at one time, and then we're able to invest those funds, and, you know, move that interest into completing more projects and actually be good stewards of the money that's granted to us. So I know a lot of this stuff kind of sounds like common sense, but we're catching up on it, so it's doing great. And then we have our financial reviews through federal and stuff like that.

B

## BART guy 10:41

This is kind of a little hard slide to see, but this is kind of cost per mile of how Bart ranks through some of the national transportation companies. And so we're kind of in the middle of the pack of just how much it costs to ride and how much it costs to operate there. So obviously, some of the cities with higher density, like New York and things like that, the cost per mile is less because, you know, we have 6070, story buildings right on top of your it's a lot easier and cheaper to go per mile. In fiscal year 2026 we were able to close a \$35 million gap. But then we're going to get into the slide, which is the big gap that some of you have been hearing about, or the fiscal cliff that we're kind of approaching. If you can see the blue in 2019 that's 558 million. That's how much money we got at the fare gates. So that's how much we collected from our riders. When you're rolling 400,000 riders a day, this is kind of what it worked out into our income at that point. Obviously, 2020, covid hit. The green is where we got our ARPA covid funds, which, you know, a lot of towns and things got as well. We were able to spread that out over about six years to kind of bridge that gap with that lack of ridership. I mean, obviously you can see in 21 only \$91 million because the lack of ridership there. Now we were able to get some additional state funding. There's a lighter green and 25 to kind of bridge that gap for us as well. But unfortunately, given the current occult political environment in in federal government these days about things coming to California, and the support for California, and then also the governor's budget is at a deficit now, so those those fundings are being dialed back in transportation, a lot of times, ends up on the chopping block, as well as a lot of things we hold near and dear to our communities, whether it's seniors or education or things like that. So we're not immune to that as well. So if we fast forward to fiscal year 27 we're in the range of about 300 to \$400 million deficit. So not a good looking picture there. You can do some drastic cuts, and I'll show you on a future slide. I'm not a doom and gloom kind of guy, pretty half full or more kind of guy, positive person, but I just also want to be honest and transparent. Of just here's some options we can do. And as a Bay Area, we need to decide how much public transportation, and we're not immune to it. I know Muni and some of the other carriers are facing some bigger deficits. So I know county connection is doing a little bit better, but they're they got one more year out than we do before they start hitting some big trouble. So many of you travel on highway 24 certain times a day, or knowing the back roads coming through here so you can get around it. But this would be kind of, if we stop service to just balance our budget and the Caldecott tunnel, we would reach maximum capacity. You know, you'd have to do solutions. You know, where you go, like maybe three tunnels, one way, just to help that capacity during certain times of the day, but where you'd see the vehicle trips without that BART service, you're about 73% on the Bay Bridge, and you would see achieve maximum capacity on the Bay Bridge too. I don't know if it's copyrighted, but a lot of people call it kind of Carmageddon, or whatever, those kind of things. So I don't want to get in trouble or have to write somebody a check for using the word come again, but it would be a traffic nightmare.

B

## BART guy 14:26

Whoopsie. I went a little too far, and

B

BART guy 14:30

then just that many cars on the road. So some of the options we're looking at, whether we're running seven or eight minute trains right now, we would look at possibly running 45 minute to an hour trains. And anyone who wants to ride on the system, if you're on an 8am train and you missed it, you're gonna have to wait till 9am to get on another train running shorter trains, one of the things with the newer trains, it's supposed to higher capacity people, so people feel more comfortable, like you're not a bunch of sardines in there. And. Hmm, and then just overall, kind of the worst case scenario would be start closing down some stations, and we don't want that, so I can do my best to kind of keep all the stations open in this area. We can, but everything's kind of being put on the table, and those resources are there. Wanted to put up my contact information. I'm on the website bart.gov, it's pretty easy to find me there. I neglected to introduce Tanya Ieva as our principal government community relations representative here in Contra Costa County. So if you've gone to the mayor's conferences or anything like that, you'll see her out there supporting us as well. Like most things, we have all of our socials up there and happy to answer any general questions you have. I just be an elected official, and there are potentially ballot measures and things coming. I can't really go down that road just to protect myself and not get in trouble there, but I can act I can talk generally about Bart and stuff like that. So just wanted to get that disclaimer so I don't get a call from the attorney in the morning like you can't talk about that stuff. So I just there is that kind of stuff happen out there. So perfect. Yes, any questions of

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Hillis 16:13

you guys? Thank you so much for that presentation. And I just wanted to pull this over for my colleagues to see if they had any questions. Why don't we start on the right over there.

B

BART guy 16:25

Yeah, if I can call you Steve, you can call me Matt. Yeah, all right. Sounds good. Thank you, because I not as much

W

Woehleke 16:39

as my past days. Thank you very much. But you know, through the pandemic, and you know, there's a period of time in which the train was really the trains were kind of a challenge, including in later evenings, yes, and I did experience that, but since then, you really have got a much cleaner system. Thank you. And and so I commend you on that. And we're we by far, when we go to the airport, it is our first choice. Great. There's, there's no ifs ands or buts about that. And I'm very interested in it being healthy, yes, because it is a huge asset for the Bay Area. You know it, it is a a fixture. You know, it cannot be optional, right? How we get there?

B

BART guy 17:35

That's a challenge. That's a 64,000 or 300 million.

W

Woehleke 17:39

I guess my question is, yes,

W

Woehleke 17:42

you know, technology is just radically changing, right? With for example, AI and I know that, you know, tough decisions may have to be made, but I hope that at the same time, you're maximizing the benefit of the new technologies. And I do have one other question, and that is, I think it's on slide 19, sure where you show the operating cost really starting to peak in 2021, and why? Why did? Why? What's the basis for that,

T

Thiel 18:24

I could say my personal opinion, I felt like there should have been more kind of pulled back on the levels of service given the number of people that were home during those time periods, and reducing the expenses sooner than later. I don't think anyone had a crystal ball and knew how long it would play out the covid situation or how long it would take people to return. And we still have some areas in San Francisco and Oakland that have not rebounded, with the occupancy rate being pretty high in those areas. I think internally, there could have been some adjustments sooner than waiting till you know this fiscal cliff is coming, it's not a surprise, and I think they could have made some more decisions. And that's where I'm coming in, hopefully, with my skill set and background, to kind of make sure that we're running it in a capacity. Go ahead. Steve, yeah, so that would be, I encourage

W

Woehleke 19:21

you to really seriously look at that, because I'm not hearing anything that would say operating costs have to if the, even if they peaked at that point for whatever reason during that they have to stay there. Yeah, you know you were headed down.

B

BART guy 19:36

And, okay, anyway, yeah, no, I get it, and we're we're actually doing our next board meeting. They're calling it a retreat, just so it's a little more informal, but we're kind of having just an open dialog and discussion publicly. They're calling it a retreat, but it's really going to be just kind of all the things on the table and having those conversations. You know that? So all these things can be a. Agenda is, and having the conversations openly and honestly and transparent.

W

Woehleke 20:04

In my in my professional career, we use this thing called Value Engineering. Oh, good. We really get down to the very, very basic fundamentals to find out what is core and what is optional.

H

Hillis 20:15

And that's that's my hope of this retreat too. That's a transit, transit concept as well, and I know it's one that during covid, the BART worked closely on full disclosure. Tanya replaced me on the GCR team at BART as I went to go work for the company that manufactures the BART trains. Any other questions for my colleagues?

B

BART guy 20:36

I think, council members or no, I'm sorry, Brent,

D

Dolan 20:41

one, sort of silly one. How old do you have to be to get a senior discount?

B

BART guy 20:45

I believe it's 65 ton.

D

Dolan 20:47

Is that correct? Right on the button.

D

Dolan 20:51

So maybe you don't want to talk about this, but clearly you need more revenue. Yes, what are we looking at?

B

BART guy 21:01

We're looking at all funding options. That's my politically correct answer to keep me out of trouble. There are certain things in the works. You know, obviously state and federal funding is one of the options that we're looking at to continue that. There is discussions of a ballot measure in November. There was some legislation called SB 63 that came through, and that's a half cent sales tax for the Bay Area, and that would benefit from the five Bay Area counties and stuff like that. So I can, I can give you general information of that's one of the things being looked at, but I can't go into too much more beyond that. I'm happy to change hats after my presentation, and you know, or follow up with me offline, and I can follow

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Hillis 21:45

up, or you want to come up,

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BART guy 21:48

is going to mention it. But

B

BART gal 21:54

there are different ways that we are marketing Bart, and particularly focusing on letting people know that BART is a great way to transit outside of just going to inform work like trying to highlight big events that are happening. As you guys know, Super Bowl is happening couple of weeks. So we're really working in partnership with the planning committee for them doing fun events in February. We're going to do a valen train so those who are single can do little speed dating on the train, So little things like that, just trying to make sure that people know that BART is a great option regardless wherever you're going and how you're going and why you're going. So that's one of the ways that we are generating revenue. And then also tap and ride was a big boost in generating revenue for those who are traveling to and from the airport. So we're doing some things like that, but they're not going to get us over that hump, and that's why the directors will be having a workshop in February to discuss

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Hillis 22:48

thank you so much. Appreciate it. Are there any other questions I want to come back around after public comment question?

T

Thiel 22:57

Yeah. Thanks for the presentation, for being had today both Matt and Tanya as the one community in LA Miranda that is not connected to a BART station. Can you tell me a bit more about what's possible for a community like Moraga to be better connected to either of the BART stations? Noting that I used to bike to BART, obviously, you can drive to BART. There's a county connect to BART. We've got a local college. We've got senior communities, yeah, and I

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BART guy 23:25

hear it from Danville too. So you guys aren't alone out there. They're like, you know, but they've done one of our station. But I think it's kind of the thing where you are. It benefits it so it makes your quality of life better, because by people using BART to come from the other areas, it'll free free up your arterials. So then, if you wanted to go somewhere and you're taking your car, that would take some of the congestion out of there, so you it could be more convenient for you guys and a quality of life for you. So you're not having people cut through your community or trying to get around what's going on on 24 I don't mean to be picking on 24 I don't want, you know, some somebody who loves 24 sending me an email. But, you know, we're in politics, people sending emails for everything. But I think that helps integrate everything, because Bart Steve kind of alluded is kind of the backbone of all transportation in the Bay Area, whether it's busses, para transit. You know, we're doing the TNC ride share stuff the autumn is automization through glide ways and stuff at the, you know, autonomous vehicles, and how does that fit in? And, you know, all the test pilots, and, you know, we're very active with CCTA and stuff like that, and just integral. So even though there isn't a direct station or direct benefit, those who want to commute to the city, hopefully it makes a quality of life and more attractive that they can take part to and from the city not have to drive every day. And hopefully that makes makes life better out here for you guys too, as well.

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Hillis 24:55

And yeah, go ahead. Oh, please, Town Manager, would you mind a. Just getting a little bit more information on council member teal's question about our discussions with CCTA and micro transit measure

**T** Town Manager 25:11  
in terms of the college,

**T** Town Manager 25:16  
we are in the early stages of having conversations. We did have the leadership from CCTA and county connection did meet with us out at the college, and they're exploring options. In the past, the college did cover the cost of ride share, like Uber and Lyft for the students, and there was they were spending a lot of money on it, notable use, and now the primary way for the students to get to BART is on their own, and if they don't have a car, they'll do Uber or Lyft on their own. But they're they're very receptive of having the discussion, and it's it. It is a bit challenging, because the two main ways to the two BART stations, Moraga Road and Moraga way, they're really not conducive to riding or walking as if they're Yeah, so we're exploring options with with the with the college.

**H** Hillis 26:08  
The only other update I want to give is that CCTA also has a long term plan where they've identified multiple communities in Contra Costa County, oh yeah. Or autonomous shuttles, similar to the Presto shuttles that were operating. I don't know if they are anymore, over in rossmore and also

**B** BART guy 26:27  
in Martinez. Martinez, the county hospital, at

**H** Hillis 26:31  
some point in the near future, hopefully that will be an option for us as well. We are also now in the way most service area, though, their service is yet to begin here. Yeah, you had another question.

**T** Thiel 26:42  
Gotcha? Yeah. Only other one is, I know there's been a lot of success with increasing use youth ridership over the summer with, say, a free or no or low fare program, right? Anything on the horizon akin to that for BART, yeah.

B

BART guy 26:56

So we've like, Berkeley, UC Berkeley, we've partnered with them, and part of their student fees includes transportation on BART. Are you aware of any other colleges that are doing that right now? I know we piloting it with Cal but yeah, so they're not

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Speaker 3 27:12

really yet with any additional long process,

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BART gal 27:22

because on it

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Town Manager 27:26

is a long process, because part of it means that you need to come up the folks at home can't hear it there.

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Hillis 27:31

We're talking about Bay pass, right?

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BART gal 27:33

Yeah, so Bay pass is currently being shopped to different schools and in the area. It's a long process, because I know with Cal the students are actually paying into it with their tuition and their fees, and the students voted to do that. So it's a different process with community colleges versus private versus public. So it may take a while, but yes, we are approaching Contra Costa Community College and other colleges within the area,

T

Thiel 28:05

anything specific to youth, 18 and under, and not say major regional colleges and universities.

B

BART gal 28:12

So just like with the seniors, we do offer a discount for youth. We don't have anything that's 100% free, but that is they get 50% off if they sign up for a youth card, and that's that with tap and ride will soon be passed to the other agencies as well, so they can get 50% off at BART and the other agencies.

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Hillis 28:34

Awesome. Thank you. Any other questions,

T

Town Manager 28:38

go for it. Town Manager, Mr. Mayor, Members of the Council, I know that county connection gives deep discounts for for students. Sometimes it's free. I'm not sure we can give out date on that later. Okay, but county connection, though, they do have the shuttle bus that goes around, I think it's every 30 minutes or so, so the students could, and it also goes to the college, so it's fixed route, but it's not that frequent, like you were talking about earlier. But yeah, we have challenges with our location, but I

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Hillis 29:13

did have a couple questions of my own. So on this chart, I'm looking at it here, my understanding was that Bart was already supposed to be hitting the fiscal cliff and in FY 26 when do we have? Do you have an update on when, when the pain actually starts?

B

BART guy 29:33

Depends on which numbers you're looking at, but we we should be able to there's turf funding and things like that that we're in discussions with to bridge that gap. So we put through some hiring freezes, and, you know, all kinds of administrative stuff to kind of slow that down a bit. So I don't have an exact date for you, but there are those things in effect. But hypothetically, we. Should be good through this year. Oh, that's good, yeah, so that would but that's only that's fiscal year that only runs through the end of June. So that would be Thank you. July is when we pick up, and then we have some big worries of big stuff. So that's why we're doing the study session before in February here. So if we gotta pull some big levers that all goes in motion before we hit July one, but we got World Cup coming this summer, and we don't want to, you know, shoot ourselves in the foot when we have all these international tours coming to the Bay Area. And not, you know, they're used to their systems where they run all the time, and, you know, all those kind of things and super convenient. And we want to deliver on that promise. And you know, have them come back to the Bay Area and spend their tax dollars and go to St Mary's basketball games or whatever they do.

H

Hillis 30:49

The question that I wanted to ask is, I know that as of last Friday, I'm in regular discussions with your former colleague who's as a two year role as chair of the Metropolitan Transportation Commission, okay? And the question is, as of last Friday, my understanding was the bridge loan that was being worked on with MTC and the state to provide bridge money for all the agencies that were facing immediate fiscal cliffs was still in negotiation. Correct? I also would remember that it was originally tied to when signature gathering would begin for a potential revenue measure. I believe, though, that there still isn't, if you correct me, if I'm wrong, there still is no agreement on a bridge loan, but signature gathering has already started. Is that accurate?

B

BART guy 31:38

Correct? So I have to be careful about. So that's a separate topic, and that's happening. But the loan with from Sacramento and the state is still in process, being negotiated. You know, whether it's MTCs carrying the loan and then they distribute it to Muni Bart things like that, them as a master agency, or how each agency is committed to it, so that's all still in the works, and being so, that's a moving target, and that's a work in progress, and we thought we'd have answers for that funding by now, but anytime you're dealing with getting government loans, sometimes it's, it's a challenge and and in theory, we, you know, just have the ridership and we wouldn't need the loans, because then it comes Another conversation of, well, how do we pay them back if we're taking this money from the state? And so that's, that's a concern of mine too, is it? I It's like somebody living on their credit cards. You know, it's it's only going to get you so far, but the rubber is going to meet the road somewhere, and you got to pay it back. And how are you going to pay it back? So obviously, I want to deliver on the services, but I'm not going to burden future generations or things with this enormous debt, either that I want to be fiscally responsible.

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Hillis 32:46

So thank you. And at this point, I am going to open this up for public comment. Do we have any public comment on this item? Looks like there is somebody standing right.

B

BART guy 32:56

Come on up. Take how.

S

Scott Bowhay 33:09

My name is Scott Bowie. A lot of you, I've had the pleasure of talking with each of you, with exception of council member Theo, which I hope we can remedy at some point. I've been a long time resident in this place. And I guess you could say I'm a gadfly, but I do, I do pay attention to a lot of the things that we have going on in town here and last and I'm also 30 year plus commuter on BART, and I've seen a lot of things in those years, and I will say, unfortunately, it's been a slow but steady deterioration. And so this, this topic piqued my interest. Last Friday, I happened to take Bart into the city of the barcadero Center to go see my great old barber, Ahmed Jiu Ji, a Turkish Barber, and he fixed me up, so a little better than I was last week, but on my ride back from from the Justin Herman plaza area there the Embarcadero BART station, there was a big, big event. It was the kickoff for this, for the initiative, which is coming out now. And I happened to overhear one of the petition gatherers who, I think misspoke. And this, these things do happen, you know, in all sorts of sales endeavors, but he explained it. He he burst into the car. And I don't know if we're even supposed to have petition gatherers on trains, but this one was for the BART, for the BART initiative, along with Muni and AC Transit in the three counties. And he sold it by saying, Trump is taking away Bart. He's going to close down Bart. I need your signatures, and they're all going. On the basis of an anti Trump thing. Well, I don't think that was particularly the right way to go about it, however. So I saw in the agenda for this meeting that we're having the BART presentation, and I thought, well, I better look into this a little bit and be and and so I don't I did see two different agendas, one listed the BART presentation and one did not. I don't know what happened between the two, but at any rate, I contacted our town manager. He very quickly got back to me and said, yes, indeed, it'll be here. What's up? And so I sent him an email, which I believe he forwarded to each of you, and I hope you had a chance to maybe review that. So this is a review of that. It's getting to be election season. It's tax ballot season. All the municipalities are, all you know, gunning to find their next set of revenue. Here in town, we have the Moraga school district is going to have a parcel tax. I don't know the amount yet, but that's going to be on the ballot. We have the county has their sales tax initiative, which is going to be five eighths of a percent. You add to that, this one half of a percent sales tax. And here in Moraga, our sales tax is going from nine and three quarters to 10 and seven eighths percent, and so that's before we do any local funding. You know, we have, we have several needs in town. We're talking about multi generational gym. We're talking about an evacuation slash bikeway, which is going to have to come from somewhere. Am I over three minutes?

H

Hillis 36:44

You are if you could just wrap up your wrap up quickly.

S

Scott Bowhay 36:49

In so many words, it has been the practice to always endorse the other municipalities good friends and all that stuff. But we are in serious competition for this funding, and we have our own needs here in Moraga. Bart, unfortunately, has a 50 year history of not being able to figure out its budgets, and I think we really need to let them hit that fiscal wall before they pull their act together. So thank you. I hope you will consider not endorsing them when it does come back to you that you just look after moraga's interest and not the big black hole, which is Bart and MTA and AC Transit and Contra Costa Transit.

H

Hillis 37:33

Thank you. Thank you. Do we have any other comment on this item? Okay, I will close public comment, and I will pull this back to council member comments, starting over on this side, I think I've already

W

Woehleke 37:45

said my piece, just reinforcing that. You know, public transit is just so important and so important for the future. Your mic on, please come on.

W

Woehleke 37:59

But I got to talk to

W

Woehleke 38:01

it. I just reinforced that. You know, I really

W

Woehleke 38:06

Bart is a key part of the Bay Area, and

W

Woehleke 38:11

we've got to focus on all public transit.

M

Maglio 38:16

I appreciate your presentation and answering all the questions, and I'm very pleased to hear and I have been following that BART has gotten better, listened to its ridership and prove in improving safety and improving cleanliness. And I am also intrigued by your new venture in partnership with Uber and and hopefully all the other ride share companies. I'm interested to see how that works. And I think, personally, I think it's a great idea. You did mention that all things are on the table when it comes to providing remedies for the fiscal cliff or operating issues. And I would just certainly like to make the comment that the two things that are not on the table are the level of service with regard that you've improved now with regard to safety and cleanliness, because I think that really drives ridership up. I know it does. Thank you.

H

Hillis 39:18

Thank you. Council member teal, sure.

T

Thiel 39:21

Yeah, I think the only comment would just be reflective of my questions. Would encourage BART to do everything that they think is both fiscally and feasibly possible, to connect with youth, colleges, universities, seniors and communities like ours, and do whatever is possible to enhance ridership in the adjacent communities, so close, but yet just far enough away where some additional investment partnership collaboration is needed anytime. I think you can establish ridership or some type of positive connection at an early age, be that youth, be that college, university, that will just aid in your future. Ridership. It might not solve the graph that we're looking at today, but if you could draw that out, you know, short story. As a kid, I grew up in Sacramento. My dad worked in Oakland in San Francisco. We'd always drive to just about the El Cerrito station, hop off the BART, go into Oakland, go into San Francisco myself. When I moved to Moraga, I was a bike commuter to if I wanted to ride up a hill, or if I wanted to, you know, take a nice Coast away down to Orinda. That's kind of what I did every day to get to and from either BART station. And found that to be both, you know, for someone who could pedal that distance, just an exciting part of my day, and a way to, you know, be a part of a more green, efficient, connected part of commuting through the community that we have. So anything we can do on our part to assist you in that, please let us know, and thanks for being here today. Vice Mayor,

D

Dolan 40:53

I just want to say thank you for the presentation.

D

Dolan 40:58

I do think it's going to take a combination of all the things you've been talking about, I do think the competition with the other measures that the speaker raised is real, and we if we have so many on the ballot, it's like they'll possibly all fail. So I'm hoping there's success in solving the problem, but it is challenging. Thanks for coming.

H

Hillis 41:31

And I'll just wrap it up real quick, and I just wanted to make a couple more comments, and then I'll hand it back over to you for a close one of the things I just wanted to give you all a heads up on. I am also on the

H

## Hillis 41:46

LA business Federation board of directors, and LA is selling their Sepulveda expense, extent expansion as one line with this that will have the same level of ridership as the entirety of the BART system, and the number they're using is from like the height of the pandemic, and saying the whole Bart service has only a ridership of 100,000 people, I would just advise your Pio Alicia to to touch base with her Pio down there to get them to correct the record, Because even if it's helping them sell a new line, it's definitely hurting the recovery that actually is real and happening here in the Bay Area. Another one that I just wanted to raise is that i Yesterday, my wife had to go to an event in San Francisco, and she asked me, should I take part? And I said, of course, you should take part. And I was like, well, where's the Clipper card? I don't know where the Clipper card. I said, Honey, you don't need the Clipper card anymore. It's like, what are you talking about? It's like, you remember when we were in London a couple years ago and you could do tap and pay? Well, Bart finally has that now too. She texted me and said, hey, it worked, and she actually was able to get through. So there was some clear doubt there. She came back late in the evening, and unlike some of the prior reports that I had had from her in the past, of seeing some, let's just say, uncomfortable things going on behind her on the train, safe and sound, on a late train, and made it home. So thank you for that. Also, I just want to highlight on the point of the regional measure that's been touched on here, that is something that will actually have a direct benefit to Moraga. There is action. So one of the things that has been fought for in SB three, six or 63 was to get a revenue share added to all of the feeder bus companies that operate in Contra Costa County. I serve on the on the county connection board of directors. It's a it's a fee that only Contra Costa it or a fund that only Contra Costa is getting \$15 million should this pass? That will be split between the agencies. I've also heard comments from our community that will county connection has cut back service and they never actually restored it. Well, you can thank your former county connection board member, al de Sayer for that. He was a strict, strict fiscal conservative. He started cutting and slashing and burning the County, the county connection budget back in the early 2000s and never allowed it to be restored. So that is the reason why we here in Moraga have one hour headways on our county connection bus service and can't reliably plan on actually using it. So I have, and I will say this personally endorsed, as on my own, the Connect Bay Area measure. I previously made some comments. I believe when Tanya came to us last year that it was very concerned about the funding for feeder bus services. It's also been raised by many others, and I appreciate the fact that all of the work got done in San.

H

Hillis 45:00

Sacramento to ensure that we can get your riders, because that's what we exist for. And I'm hopeful that at some point we'll be able to talk about a county connection, restoring some of this service that has been dramatically cut, and that's one of the only reasons that county connection, unlike most other transit agencies, is not facing a fiscal cliff. The other point that I just wanted to highlight is that the Moraga way project that was referenced by our town manager is a safe route to BART. It is. I know that from your revenue measure, from 2016 measure RR, there was a program called Safe Routes, routes to BART that provided funding. I know Concord got a ton of money for that sort of thing. I don't know if there's any funding left for that, but a suggestion, if there is, Moraga and Orinda are looking for any way we can to fund this evacuation, emergency lane, and in the interim, when it's not needed for evacuation or emergencies, it would be a biking and pedestrian path straight to a written BART station. I have connected our town staff to your station planner, Kamala parks. I always say, Kamala, and she corrects me. And in terms of micro transit, the town manager and I are also going to be having a meeting with bird regarding the possibility of E bike micro transit. Had a conversation yesterday with President Thompson over at St Mary's, suggesting something similar to what LA Metro has So more to come on that. We'll see where that goes and on youth ride free. Just the update for that. We tried in the county, connection service area to get that to be active till December of last year. I made a valiant effort. So did. Supervisor Candice Anderson, unfortunately required multiple agencies to agree they did not, but CCTA promises us that we are going to look to get a six month pilot of youth ride free for bus in all of Contra Costa County for six months next year. That's the maximum length of time you can have for a pilot. This is so we can again show the 115 100% ridership increase we experience on county connection here in LA Mirinda from youth ride free, and hopefully, once we get that data, when we go to reauthorize measure, is it measure j that that can be added to that as well, so that we can have the same thing that SFMTA has been providing to their youth for quite some time here in Contra Costa. And with that, I'll hand it back to Director Riddick for a

B

BART guy 47:47

close not sure how to follow that, but that's a lot going on right there. To the gentleman who spoke earlier, I can't go into the super details about that, but I'll give you my personal card for contact, and our slide deck is public information, so feel free to share it, or I can email it to you, so I'll give you my card. There's ever a situation where your experience on BART going forward isn't less than stellar, please reach out to me, and likewise, if you hear from your constituents, because we're really trying hard to improve. It's not a perfect process at this juncture, but that's why I'm trying to come before you all and as many opportunities as I can of putting a face behind it and just get to know me and like, you know, let's just reach out to Matt and see what's going on. I'll end on a good note. We talked about bike and ped and things like that, some of the things, and we're actually working with the city of Lafayette at the Lafayette station. And I apologize, the name of the trail is escaping me at the moment, but the trail, like Lafayette Moraga trail, there you go. Well, that would never name that one's a genius marketing budget at work, right there. So that trail is getting improved to that station, and then there's also going to be a bike locker station being coming up here. It's a project that we're working with the city of Lafayette on. So then if people did want to ride their bikes, and you guys get that pathway form, there would be a safe storage form facility at the Lafayette station as well. So we're trying to look at and be receptive to all modes of transportation and opportunities out there, but that's being spearheaded by the city of Lafayette in order just partnering with them on it. So just want to share some good news too, that if you probably all know some bike riders out there that super advocates on certain things, and you're like, hey, Lafayette's getting a bike locker, and all the new things are coming right here real soon. So I just wanted to reiterate thank you for the opportunity to come before you, and I appreciate the feedback. I definitely take it to heart. And if you guys have other ideas, it takes a village to fix this thing, and I'm all for it. So thank you guys for your time tonight.

T

Town Manager 49:41

Can you send, can you send me the PowerPoint?

T

Town Manager 49:43

Yeah, in Moraga, it takes a town,

B

BART guy 49:48

the town it takes, it takes a town, a village. I didn't mean to just a town.

H

Hillis 49:53

So thank you guys for thank you so much, Director Brent, and thank you Tanya for coming by and speaking to us today. I am. Moving to the portion of the agenda for public comment. This time is reserved for those in the audience who wish to address the town council on items which are not in the agenda. The council cannot discuss details or vote on items not on the agenda. Your concerns may be referred to the town manager for a brief comment or for further review public input pertaining to a specific item on the agenda may be made during consideration of that item. All commenters tonight will have two minutes. If you haven't already done so, please fill out a comment card, and I do have one here, and it is I can't read your writing, so I'll allow you to tell us your name from the city of San Ramon regarding the California State Assembly and I need reading glasses, so there you go. I'm

S

San Ramon Guy 50:52

Hello. Hi, mayor and council members of Moraga. I'm pleased to announce that I will be running for the state assembly district 16. Previously, I ran for the mayor of San Ramon, and in the last whole year, we are building a open Governance Initiative where we take all the city council meetings, summarize them, bring up the community voices, and now we are also covering it as a news and we are larger than local news right now. So I also wanted here, I want to take this opportunity to get the feedback from you guys. What is your priorities for the state assembly member? Because in my one year of learning, I'm seeing so many things are linked with the state laws and state policies which affect our city governance. So I'm happy to get feedback from you guys.

H

Hillis 51:41

We're not allowed to engage in things that aren't on the agenda, but I would suggest we all of our email addresses, which we do respond to. All emails are on the town council website, and you're free to email us separately for response.

S

San Ramon Guy 51:54

I will do that. And one of the very interesting thing I've seen when I saw the town of Moraga, even the population is so less, but the community engagement is really, really so good I appreciate and that shows you guys are doing an amazing job.

H

Hillis 52:09

Thank you so much for your comment. Sure. Are there any other public comments, sir, please come up

S

Scott Bowhay 52:16

Scott by way again, and this is in reference to a comment you made, Carrie regarding Alda Sayer, and I think in very short words, you should show a lot more respect. This is from the Google AI overview. Alda Sayer is a distinguished community leader in Moraga, recognized for over four decades of service to the town, a three time mayor and former town council member, he was honored for his 47 years of service in 2021 key accomplishments include his role in developing the Moraga Commons Park. I could go on and on. I've met Al. He's quite a man. He, unfortunately is quite ill, if, if alive. I'm not, I'm not certain. I've not heard but you've made several comments regarding earlier councils and earlier mayors and and town managers, and I think you ought to bring a little more humility to the discussion. Thank you.

H

Hillis 53:25

Thank you for your comments, and I stand by everything that I said. Thank you. I will now close public comment, and we will now move to adoption of the meeting agenda. Do I have a motion to approve the meeting agenda? Motion?

M

Maglio 53:43

To approve. Do I have a second? I second the motion

H

Hillis 53:47

All in favor? Aye. Opposed. Measure passes, and now we move to the consent agenda. Do we have any requests to remove items from the meetings? It looks like the we have a question from our town attorney.

A

Attorney 54:02

If I could just sure council member walking, I just wanted to mention that for item 6.3 we've identified a typo that references in Section 3.0 4.040 erroneously references City Council. That's a typographical error. So it should be town council. So we would ask that that be that the council, if a Motion is made to adopt the ordinance as part of the consent agenda, that it include an amendment to that erroneous reference, and that change can be made, even though this is a second reading, because it is a minor typographical error.

H Hillis 54:44  
Thank you. Now back to the consent calendar. We have a request to remove anything from consent I see council member wallacky

W Woehleke 54:53  
6.1 please approval of minutes. I like to pull

H Hillis 54:59  
that one. One. Any other requests 6.2 6.2

H Hillis 55:07  
and if there are no others, I will also request the removal of 6.5 so that should leave us with 6.3

H Hillis 55:19  
and 6.4 and 6.6 Do I have a motion

W Woehleke 55:25  
move for approval of consent agenda items, 6.3 6.4 and 6.6 as proposed second.

A Attorney 55:36  
So just to clarify, the motion was 6.3 as proposed to the mayor as amended, as amended, thank you. And does the second

A Attorney 55:45  
agree with the amendment? Thank you.

H Hillis 55:47

And before we move to the vote, I'll open this for public comment, seeing none, I'll close public comment, and now move to a vote. Do we have to do roll call for this

H Hillis 56:00

town clerk, can you please read the roll?

C clerk 56:06

Okay? I think I got this right. Council member Wallace aye. The second was Vice Mayor Dolan I Okay.

C clerk 56:16

Council member Molly, oh I. Council member teal aye. Mayor Hi,

H Hillis 56:23

the measure passes unanimously, and now we are going to go to 6.1 council member, Wallace, did you want to introduce or discuss your concern with that item?

W Woehleke 56:33

Sure. Thank you, Mayor.

W

Woehleke 56:38

Could you do that to the town manager please? So at the January 14 meeting, and item 6.5 on that agenda was concerned a staff organizational study, and I gave a number of inputs regarding that, the report was, let's just say it was not complete, or there were some opportunities to misunderstand, and I requested that these items or the input that I had be recorded in the public domain, and the minutes themselves do not reflect that, so they're only right now on the recorded documentation, and I'd like them to be in the written documentation, actually. So I'd like to add the following, that I provided a written documentation on this to the town manager that one the organization study will be focused on the current operations, that two strategic goals, as referenced in the staff report, if used in the study or for the study, will be appropriately reviewed by the town council, and three results of the study will be reviewed with the town Council, including for obtaining support if necessary, for implementing study recommendations, and that's just clarification, documentation of what was verbally communicated at the meeting. So I want to, again, make sure that there's clarity on that. And then secondly, on item seven, which is report outs, there was a miscommunication, and perhaps I was a little bit confused or not confused, but did not clearly communicate. What I meant to communicate is that I provide the best practice recommendation from the Hanukkah lighting service in Lafayette the day before moragas is to consider scheduling the lighting at dusk in Moraga instead of full darkness in Lafayette, they did it at dusk so it was all visible. And I got some feedback that the darkness in Moraga posed a challenge for folks. So that's all I wanted,

H

Hillis 59:00

and it was, is that a request for an amendment into the minutes?

H

Hillis 59:05

Yes. Would you mind making the motion?

T

Town Manager 59:10

I Mr. Mayor members, Council, yeah. Councilmember Wolke, that's just with the clarification your comments, right, correct, okay, but, but it doesn't alter the action item taken, right? When you say action item, I mean, the direction from Council is still the same as

H

Hillis 59:28

it was that night, yeah, as it was that night, clarifying the Yeah, his comments

**T** Town Manager 59:32  
in the Yeah, this no problem. Okay? With that clarification.

**W** Woehleke 59:35  
So do we need to make a motion on that? Then

**H** Hillis 59:38  
should I do public comment first? Yeah,

**A** Attorney 59:39  
correct. So I would recommend we do public comment. And then council member Wallace, he should make a motion to amend the minutes to reflect the written statements that he's provided to the council well, to the town manager and read to the council from the dais,

**H** Hillis 59:55  
I open public comment, seeing none, I close public comment. Council. Meyers, can you make a motion?

**W** Woehleke 1:00:01  
I move approval of modifying the documented Come on, Steve minutes from the January 14 meeting, item 6.5, and seven, as I've documented and provided to staff.

**A** Attorney 1:00:22  
So 6.10 I see what you're saying. It was

**W** Woehleke 1:00:28  
items 6.5 within 6.1

H Hillis 1:00:30  
Do we have a second?

H Hillis 1:00:32  
Second? All in favor,

H Hillis 1:00:35  
and now we're on to item 6.2

H Hillis 1:00:39  
which is a proclamation recognizing January 27 which was yesterday as international Holocaust Remembrance Day. I am not as organized as our former mayor, who seemed to always know how to get this to go back and forth and end up at him. So I'm going to start over with council member Wallace, and I can make the last one for when it gets there.

W Woehleke 1:01:06  
That's that's another approach, which is simpler to schedule. So this is a proclamation recognizing January 27 as international Holocaust Remembrance Day, whereas January 27 is recognized as international Holocaust Remembrance Day, as designated by the United Nations General Assembly, commemorating the anniversary of the liberation of Austria beckenbau, the largest Nazi concentration camp and extermination camp.

M Maglio 1:01:40  
And whereas January 27 2026 marks the 81st anniversary of the liberation of Auschwitz Becker now and serves as a moment of solemn reflection on one of the darkest chapters in human history.

H

Hillis 1:01:56

And whereas we remember and honor the 6 million Jews systematically murdered by Adolf Hitler and the Nazi regime, as well as millions of other innocent victims, including people with disabilities, political dissidents, Roma, LGBTQ, individuals and others targeted for persecution and extermination and whereas

D

Dolan 1:02:21

the international Holocaust Remembrance Alliance definition of anti semitism recognizes anti semitism as a certain perception of Jews, which may be expressed as hatred towards Jews, including rhetorical and physical manifestations directed toward individuals, communities, institutions and religious facilities.

T

Thiel 1:02:42

And whereas international Holocaust Remembrance Day stands as a solemn reminder of the dangers of hatred, bigotry and anti semitism, and underscores the vital importance of education, vigilance and action to ensure such atrocities are never repeated. And whereas

W

Woehleke 1:03:03

the town of Moraga reaffirms its commitment to human dignity, tolerance and mutual respect, while standing firmly against anti semitism and all forms of hatred and discrimination, and

M

Maglio 1:03:17

whereas it is our shared responsibility to preserve the lessons of the Holocaust as a cornerstone of our collective memory and to honor the resilience and courage of survivors who rebuilt their lives and communities.

H

Hillis 1:03:32

Now therefore be it resolved that the town council of the town of Moraga hereby proclaims January 27 2026 as international Holocaust Remembrance Day in the town of Moraga, I call upon all residents to join in solemn remembrance of the victims of the Holocaust, to educate themselves about its history and lessons, and to recommit to building a more just, tolerant and compassionate society, free from anti semitism and hatred of any kind. And with that, I will open it for public comment. I'll close public comment. Do we have any comments from my colleagues? Seeing none. I have none as well, other than to say thank you for to my colleagues for doing this, I believe it's the first time we've done this in Moraga, and it's really appreciated by the Jewish community. With that, we will move now to Item mayor.

A

Attorney 1:04:35

We didn't take a vote on the approving the proclamation. Ah, thank you. Item 6.2 Do

H

Hillis 1:04:42

I have a motion approve? 6.2 is proposed, second, second. All in favor. Aye. The measure passes. We'll now move to item 6.5 which is regarding the town manager. Application for with the with Cal HCD town manager. Do you have anything you'd like to say about this item? I pulled it just so that we can get a more wholesome understanding our

T

Town Manager 1:05:13

senior planner, Brian horn, will come up. Principal planner will come up and talk about it, but before he does, as articulated in the staff report, I'm glad you did pull it. You probably should have made this Department report, because it's another significant reminder of the benefits of the wisdom, leadership, vision and direction of the this council and previous councils to to embrace the housing requirements for us while at the same time protecting all the good things that is Moraga, in terms of our open space, hillsides, ridge lines, that type of thing, and low density residential neighborhoods, the trade off is we would meet our arena numbers by doing the infill development. So toward that with the you've heard this over and over, but it's embedded in my head here in September of 2023 Moraga was one of the first municipalities in our county to have a certified housing element by the State of California Housing Community Development Department. And you had, we went through a great deal of effort to get to that point. So we're at moments like this. I like to remind you of that. And then also, the planning commission Council spent a lot of time, a lot of public meetings to update the general plan, and that's in place through the year 2040, also, a number of projects have come before the council and failed development projects, and you've approved them, the planning commission did. There's some litigation that's working through the system. We were designated a pro housing community because of this by the state of California, whereas there are battles and lawsuits with other municipalities in our county. We are getting recognized, and we also have housing opportunity sites. And one of the advantages, advantages of doing this is we are now eligible for outside funding, OPM, other people's money, to help effectuate the construction of affordable housing units. This item is our first benefit, if you will, \$560,000 we are eligible for to help undercut or underwrite the cost of affordable housing. There's a project across the street here that received entitlement and withstood the threat of litigation and has other outside funding sources. This is the chance to add \$560,000 to it. So you put your money, you put your money where your mouth is, or the way around, and no cost to our taxpayers. But I think it's a really important moment here. So Brian horn, our principal planner, hope I didn't take all the thunder out of it, but you can talk about what this is the process and why it's on the agenda.

P

planning guy 1:07:43

Yeah, thank you, Scott. I think you explained a lot of the background history of it. So in this past summer, we received our after getting authorization from the town council, we received, we applied for and received the pro housing designation with HCD scoring 41 points. So later in September, I believe, with the NOFO was issued for, for these funds that, you know, we can, they give you a list of different items that you can apply them for. And so we had, you know, the Park Street project where we wanted to kind of apply money to money towards that, because that'll help raga hit a lot of low, you know, add 49 low income units to the community and help us with our arena numbers. So yeah, we, based on the

P

planning guy 1:08:28

41 points, we qualified for \$560,000

P

planning guy 1:08:31

so we are coming to you now to request the authorization to file the application with the state. If we get that authorization, we would submit to HCD, and the deadline is the end of March, and then funds would be issued in June, if we would know if we were awarded any money in June so and then, if we get that, we would work with Dan CO, who's the applicant for the Park Street project, and work with assisting them with their Project.

H

Hillis 1:09:01

Thank you. Are there any questions for my colleagues? Council member

W

Woehleke 1:09:04

will just clarification. The entire \$560,000

W

Woehleke 1:09:07

goes to that one project. So it's project specific. When you get to the actual point of getting money awarded, or it goes into a into a fund that can then be distributed out to a number of

P

planning guy 1:09:19

projects, well, at this point where we are requesting it for that project, for that project,

W

Woehleke 1:09:24

can you request for just to put it into an account that you can then distribute to a number of deserving projects?

P

planning guy 1:09:32

I think you have to have, like a kind of, there's a list of items that has to be applied for, so they give you some different eligible projects. So I think you do have to at least have something planned out for it.

W

Woehleke 1:09:44

Yeah, and I'm fine with that. I just wanted that clarification. Thank you.

H

Hillis 1:09:50

Any other questions for my colleagues? Looks like vice mayor,

D

Dolan 1:09:55

so if they get this money, does that mean the project is a definite go? Go.

P

planning guy 1:10:01

They are in the process, my understanding is they're in the process of acquiring other funding sources as well. So this would be assisting that. I wouldn't say this specific amount would make the project go, because

D

Dolan 1:10:16

we had heard, I think, from staff, that they had received their financing? Yeah, I thought it was already a go manager,

T

Town Manager 1:10:25

Mr. Members, the council,

T

Town Manager 1:10:28

Vice Mayor, great question. So what we're going to do is we'll get a definitive answer and share that with you. So tomorrow we need to contact Dan CO and get their latest estimate on their schedule right. But they did say they did a media release, which we shared with you, when I can't remember what it was, they got an extra million, 2 million as part of the capital stack. So there's nothing more for more expensive to build in California than affordable housing, because it's got layers and layers of funding, right? Different funding sources. Since the death of redevelopment in 2012 the production of affordable housing in California went way down, so they're struggling with where to get the money right. So they did a media release. So Sonia Bryant, let's dig up that media release. And then why didn't you follow up with Dan CO and then we can do an update to the council, unless Sonia, coming up here, knows the answer. I DO GOOD EVENING council members, Mr. Mayor, the funds that they were able to have access to are for the acquisition. So that was specifically an acquisition loan that was \$2 million for them to for danco to purchase a property. They're still applying for tcac funds to help with their funding gap. And this funding gap is still significant, but this, if we are the town of Moraga is able to provide them with this \$500,000 contribution. It really makes their tea Keck application look incredibly strong. So it's all the pieces coming together. I still think it's interject this is a great opportunity for us still to do I'm sorry I'm not trying to add work to our staff, but I think it'd be good for us to do an update memo. Who will explain to you, look this because we don't have a redevelopment agency, we didn't have one, we don't have a Housing Authority, so our the council and the staff are not accustomed to doing these projects, right? So we will do a memo explaining to date, X amount of money has come in. They've used it to acquire the property. That was a big hurdle to actually complete the acquisition. It was a really challenging acquisition for a variety of reasons, not just money, but property owner challenges and adjacent stuff and stuff I shouldn't talk about, but we will articulate the different aspects of the project and how much has been raised, and what their next steps are? I think it's a great question, and it illustrates how complicated and complex these projects are truly are.

T

Thiel 1:12:47

Thank you. Council member teal, and I think we covered it. I think my curiosity was, if there was any restrictions that this funding would be limited to, or any controls in place for us to understand how they were applying it to project costs, if it's for acquisition, as our planning director had mentioned, would just be good to bring that back and perhaps include it in the report the town staff will put together. And I

H

Hillis 1:13:13

just had a follow up question, and I apologize if this was answered earlier. It may have done a complete fly by on me. My understanding is the only reason we're even able to apply for this grant is because Moraga is one of the few communities in the Bay Area, and I believe the state of California that has a pro housing designation. Is that accurate?

P

planning guy 1:13:37

Correct? It's open for pro housing designation? Well, good job to staff

H

Hillis 1:13:40

for helping us secure that. Thank you so much. With that, I want to, unless there are any other questions, I wanted to open it for public comment. Public comment is now open, seeing none I'll close public comment. Do any of my colleagues have comments? I see

W

Woehleke 1:13:54

council member Wallace. I commend all the work, and I whoever asks about that project, I boast that this will be the first housing unit in Moraga that has an elevator, excepting for the two assisted living facilities. So this will be a new type of housing unit in Moraga for several reasons, and it may provide the opportunity for since it's going to be all affordable senior housing for grandparents to come in, for some people to downsize, Perhaps, or move from apartments elsewhere to make room for additional families to move in. And so it's, it's a, it's a really positive for Moraga, and I am very happy with that. Thank you.

H

Hillis 1:14:53

Thank you, malio.

M

Maglio 1:14:55

I can't underscore enough how pleased I am at the count. Member and how proud the community is and or should be, of our town staff, in particular, the staff of the planning department. We're working to get this very important designation. It means a lot, and it's just not an honor, an honorable title. It means that the town gets key advantages with housing and with housing and community development, and that's really important, not only for this project, but for projects going forward. This project fits the bill. That is all the elements required in order to provide funding, and I think I'm and I'm very pleased to know that this senior project will be able to help this project along. Thank you.

H

Hillis 1:15:53

Thank you. Council member teal, Vice Mayor. I just wanted to add a few comments to this general again, I want to thank staff for all of their work in making this I think it may be our first 100% affordable housing complex of any type here in Moraga, but staff can correct me if I'm wrong. That is a monumental accomplishment for a town whose previous mantra was stop everything we now have one of our first multi unit apartment buildings approved and close to begin construction in Moraga, and I believe, over 30 years. So that is a huge thing, especially given that it re emphasizes the ream center as moragas in actuality downtown. And I think that staff's focus as we continue to move forward with our economic development consultant will help us to really ensure that we have as vital a downtown as we possibly can, given that much of our downtown development was deferred to the town of Walnut Creek and Lafayette and our error in never establishing a redevelopment agency when we had that opportunity. Thank you so much. And now we will move on. We need to vote. I will thank the second time I've done that. I item six, item 6.5, do we have a motion? Motion? Do we have a second? Second? All in favor, aye. And we will now move on. Oh, and now we're on to announcements and reports on activities. I will start this time over with council members

T

Thiel 1:17:44

heal, sure. So I can just give a brief overview of the marine clean energy meeting from the 14th of this month. I'd say the main takeaway is there was significant public comment and concerns from Solano County residents and members from keep Vacaville safe, which were all in opposition to a Corby best or battery energy storage system project in early development. Also attended the League of California Cities on the Friday training for ethics with town manager, Mayor Hillis and council member Maglio.

H

Hillis 1:18:21

Thank you. And with that, I was actually reminded that I had promised our town manager that he could give a more holistic update at the top, apologies for that oversight on the activities that we all participated in this week, at the last week at the California League of Cities mayors and council members Academy,

T

Town Manager 1:18:42

okay, Mr. Mayor, Members of the Council. Before I do that one, one last thing on the housing piece. So earlier today, town staff, Sonia or zua, our planning director, myself, members of our economic development consulting team, Larry cosmont and a couple folks from his team, we had a virtual meeting with two representatives from HCD housing community development on the very issue of helping us with some zoning issues, land use issues and how it impacts housing at the Moraga center and some other other property. So very, very constructive meeting. We did make them aware of this agenda item, we conveyed our appreciation and gratitude that we had access to the funds. So it was all good. We're in very good standing with HCD gives me a chance right here to tell you, rather than send out an email or talk to you

individually, but really, really positive meeting, so we're plugging away on that. Okay, so the mayor had did, and did ask me to provide some comments up front here last week, three of you, or two of you for two days, three of you for one day, and your town manager did participate in the mayors and council members Academy. So every year, Cal cities offers it's, it's my favorite conference to go to, because it's. So timely and topical. It's a great primer with respect to how local government works, and it's designed for newly elected what used to be designed for newly elected council members to come learn about, well, come into Sacramento and learn about how local government works in California, what your role is as a neither elected or appointed. Now, now, okay, be careful what you wish for. So here's what's involved, and it's grown in popularity. It's not just for those newly elected or appointed. It's for any elected that wants to go. And I'm always excited when the council member wants to go, because it means I I get to go with them. So I'll do a quick summary and how the three days went, and this will satisfy our AB, 1234, reporting out as well. And then for those that went, if you want to add on. So the day started on Wednesday last week, on the 21st we, we met with Casey Elliot from Townsend and Associates, our our new advocate, if you will, for the with the three, with the three cities. So we we wanted to go see their office. And we went in there. We saw the office, met with Casey, and then from there, and then we talked a little bit about the services provided and current issues and that type of thing. And then we went over and met with Senator Tim Grayson and his chief of staff in his office, very important that council members go periodically to Sacramento meet our folks in their office. So we had, I'm sorry, we went to our assembly member first, sorry, assembly member, Rebecca Bauer Khan, and we had a very productive meeting. Long meeting. Been there for a while and and we did have a list of topics, the legislative priorities, and they were very, very simple, housing, economic redevelopment, transportation infrastructure, disaster preparedness, fire safety, and then the new open meeting requirements, SB, 707, and how that's impacting municipalities such as Moraga. And then last, if not most importantly, fiscal stability and independence. So we went into a little bit of details and very good dialog. I thought the meeting with the assembly member was outstanding. And then from there, we walked to another office and met with our senator, TIM GRAYSON and his chief of staff. So we did that right away, right when we got to Sacramento, boom, we did that. And then from there we had lunch with Casey Elliott, and we furthered the discussion about priorities for Moraga and talked about how we could work in cooperation with the two other la Miranda cities and just be more effective. Remember, you you don't get if you don't ask, and you can't ask if you don't go to the state capitol. And then from there, we went over to the conference or the Academy and the sessions we attended, don't worry, I won't go into detail, but I'll just list them. We did the introductory explanation, overview of the Cal cities, what it is, how to use it, that type of thing. They then we went into a session on effective advocacy and key city issues. That was really good, good primer on what's going on, then the legal powers and obligations as a council member, conflict of interest, open meeting laws. So good primer on the legal aspect of being council member. We had a nice dinner function, informal. We went with different members from the East Bay, different Meyers and city managers. We sat with the folks from Concord, and our rep from the league was there, Sam, formerly Cagle, different last name now, really nice, informal dinner. Then the next day, on Thursday, I got my dinners mixed up. That was the that was Wednesday. Okay, that's right, that's right. So Thursday, we had a session on in the morning on land use planning. So good overview, and those issues were directly pertinent to Moraga about, well, why is it that it's cheaper to build single family homes, especially luxury, luxury homes, than to do a multi family infill project like the senior project across the street, very revealing and interesting about those realities. Again, they're the most affordable, the most expensive thing to build in Cal in housing are as afford is affordable housing, and the least expensive thing is luxury, single family home. So it's very interesting when you look at the dichotomy of that. There was a session on, I think I'm getting my stuff mixed up. Oh, that's right. And then we had a session on the council

manager relationship, understanding what, what's the role of the council versus that as a city manager and staff, and how to have a good, effective team. There was a session on social media, digital communication, civic engagement. So lots of challenges out there with social media. Which you, which you, you have rights to do stuff on social media. But then when does it become a serial meeting, and when are you going beyond being a member of the council and and creating challenges for yourself as a newly elected council member? I thought that. Was very interesting. And then your town manager's favorite subject at the end of the day, financial responsibilities, city revenues workshop part one, that was that. And then we did another dinner function that night with we went out with elected officials from Livermore, Concord and other other communities. And then the last day, on Friday, the wrap up session was fiscal responsibilities, the workshop part two, and then a, the ethics training, A, b1, 234, and council member Theo joined us on the third day, and our mayor did participate in a transportation, communications public committee workshop or a long meeting, because you're part of that. So I ran you through the day very effective. And the fact that Moraga was there, which is not always the case, and that we visited our elected officials, was a big deal, and I'm grateful for the opportunity to have been there with you. So that's the overview of how that went.

H

Hillis 1:25:59

Thank you, Town Manager and all more to say on that. When it comes around for my opportunity, I'm going to just stay on this side. Vice Mayor. Did you want to provide any update?

D

Dolan 1:26:10

Mexico is great.

H

Hillis 1:26:13

Very good. Council member wall looking.

W

Woehleke 1:26:17

I like to defer to council member maggio first. I

M

Maglio 1:26:24

first, the town manager provided an excellent overview about the days as well as the evenings, and both days and evenings were quite productive. I think there was a lot to learn and a lot to review. I particularly appreciated the Municipal Finance and fiscal portions of the of the conference, and it was very important also for all of us to get a chance to know and to meet with and have dinner with other members of council, other Meyers, other town managers in surrounding communities and communities actually far and wide, it gives us a chance to bounce things off others, get ideas and just establish relationships, which is very, very important. Most importantly, I was so happy to to know and to be present, to see how our representatives really did listen to us. We had a short time with them, and we were able to get a lot in expressing our concerns, expressing what our priorities are. And I really appreciate the fact that our town manager decided to move forward with that, and Townsend was very helpful.

H

Hillis 1:27:49

Thank you. Councilmember willickie, you

W

Woehleke 1:27:51

want to say anything about yesterday?

M

Maglio 1:27:53

Oh, yes, I also attended yesterday, along with councilmember wallocky The annual board meeting of our annual retreat, I should say, of Recycle Smart, several things were discussed, mostly surrounding the new contract, which will be coming up in 2026 a multi year contract, very long contract, 10 years with Republic, which we had discussed some time ago, when that contract was awarded, we discussed rates and the maragas adjustment, as a member agency will be adjusted to 7% which is very much for residential rates, which is very much in line with the other communities. We're kind of smack dab in the middle, as compared to Danville, Lafayette, arindo, Walnut Creek and the county. We discussed SB, 1383 Cal Recycle enforcement reviews which are coming up. There was interesting discussion on shifting funding to producers, as opposed to rate payers for paying for such recycling. In other words, let the producers of the items to be recycled pay up front. That's sort of a move and a push in that direction. I'm sure there's, will be, and has been, already a lot of pushback. The we discussed in general, the new franchise agreement, the highlights, the services, the terms, contract management and implementation. We there will be a waste characterization study that Recycle Smart will be doing coming up in the spring. And my most favorite item of the day, and perhaps council member Wallace, most favorite, is we got our hands dirty and we did a. Landfill sorting exercise at three tables, and they did provide hand sanitizer after and we each had a bag of various items to sort through, and we had to see whether or not we could put the items in the correct bin. And I have to tell you, they provided us with challenges. It was difficult, and it will be difficult. It changes every year and well, let's just say it was a fun exercise. You may have more to say on that. Thank you.

W

Woehleke 1:30:34

Just, just a few more notes. So the new contract, which has now been signed. It doesn't take effect, though, until March of 2027, so there's going to be a lot going on this this next year. And this is highly complex, because it's not only the, you know, collecting the three different types of garbage, plus other special garbage pickups and and what have you. And it goes to multiple different entities with ultimate different dispositions and locations. And it all has to be coordinated. And it's all a lot of it's going to be different. We're going to have additional options with regard to containers, both in terms of organics and recycles. There, there are a lot of positive things that are going to happen, both first, single family, multi family and commercial. They are really have been focused on and walking the talk in, in trying to really meet the needs of the community, and I really commend them for that. One negative is that the types of plastics that we can recycle is reducing, getting two or three are being removed from ability to recycle, but other things are happening which may impact that we did talk about, and it was certainly a focus for me, stakeholder engagement, because there is going to have to be significant engagement of stakeholders,

W

Woehleke 1:32:26

just just learning

W

### Woehleke 1:32:30

what the options are and how to communicate, and The different pickups that, as opposed to now and and so they are going to design an engagement program. And I offered suggested that they make use of the multimedia opportunities, for example, that or social media opportunities that we have to have multiple touches, push outs, so that it can be a very, very successful transition. And also just for note, MDR, Mount Diablo, research resource recovery will also now have, potentially at will or with some funding if you have illegal dumping in your town, like sofas. And of course, we have that. That's the really, it's the county has that out by San Leandro reservoir. They will now offer that as a service. And that's that's a positive. One other thing I want to just note there is the new bill, SB, 54 it's been there for a number of years. It's gotten the implementation of it has gotten delayed, but this bill is focused, and right now it's end of this year for one 127, that everything sold in California is required to be recyclable or combustible, not combustible. Compost, compostable, compostable. That is a real, real objective, especially when you have things that are being shipped into California, you know, and it's been kicked down the road at least once. We'll, we'll see if it actually happens, I think, ultimately, and I'm trying to declutter the house, and I come across all these things that, you know, I don't want to put in landfill, but it can't be recycled, or, you know, can't do anything with it. That's it.

H

### Hillis 1:34:51

Thank you. And I want to thank my colleagues for the wholesome updates on the activities you've been engaging in. I think that, again, this is our opportunity. We do. A lot of work, and we need to be sure that our residents are kept well informed. Thank you so much for your updates to that fact. In addition to the updates provided by the town manager regarding the mayor and council members Academy, as he mentioned, I have been I have been appointed now for my second year to serve on the transportation, public works and community Communications Committee for the California League of Cities in that we meet four times a year, one time of that is virtual, and we discuss really the ledge, the legislative priorities that all California cities will be pursuing together with respect to transportation, communications and public works. So in that we have established through a survey of all of the members, which are just like me, an elected official from multiple communities throughout the top three priorities of us and our infrastructure and maintenance of funding, transportation systems, mobility and safety, climate resilience, wildfire and emergency preparedness, those are the three broad categories, which we are then going to work for the operationalize later. Our work plan is going to be structured around those top priorities, and I'm going to go through some other details, we also received a presentation from Caltrans project manager Lauren prihoda, who is in charge of the road charge program. This is basically now that we have declining revenues as a state from from the gas tax, which is almost exclusively if you look at the charts for how road funding is taken care of in California, it comes from about 90% I believe, or some obnoxiously high percentage from the gas tax. Well, I have, for example, an electric vehicle. I have another hybrid. There are a lot of people like me like that in Moraga and also in other places, we don't necessarily pay the same fair share as those that have an internal combustion and engine vehicle towards the maintenance of our roadways. As a result, California is contemplating changing how that is done. There the four issues that were identified with the gas X include what I said, But fuel efficiency gains. Because when this was established, gas guzzlers like you know your muscle car, which I would have loved to have had when I was in elementary school, they were not nearly as efficient as my Tesla, which could kick the butt of any muscle car from

the 1970s even though it's a family sedan, and it is way more fuel efficient, and every internal combustion engine vehicle is considerably more efficient than they used to be in the general increase, as I talked about, in zero emission vehicles, inflation and the loss of purchasing power has resulted in the in the money that is collected, not going as far as it used to, and uneven fuel tax burden. That's more what I was getting into before. I don't pay for it as much as the rest of you if you don't have an electric vehicle, and that's not fair. So there are multiple stages that were discussed for how this can go. And essentially, there was a pilot program for this in 2017 a four phase demonstration in 2021 a public private roads project to further demonstrate this in 2023 and a revenue collection pilot in 2024 we're now going to be moving on to town halls to actually discuss the implementation of this in greater detail. So Caltrans is has already participated in multiple of these throughout most of last year. I believe that these will be continuing before we're to the topic of any kind of legislative change to how that funding is appropriated, which will impact all of us the state budget in SB, one, the state has a structural problem that needs to be handled on a legislative level. This is something that the state has been made aware of by the Legislative Analyst Office, which had a far less optimistic projection on state funding shortfalls than the governor's budget, which was released shortly before that. In fact, the LAO, which typically does not criticize a sitting governor on the what was provided was much harsher in their criticism of this budget than they had been in previous years. Transportation funding, though, is large, which is largely funded by such special funds like the gas tax I mentioned, is generally insulated, though, from this issue, as it is not coming directly from the general fund. The bulk of the of the meeting, though, was on a topic that all of you can read about in the most recent issue of the law Miranda weekly, which is E bar, e bikes. So E bikes. These are a topic that a lot of us who didn't grow up with them, just know of them as a thing that supposedly can help you go further. I don't have one myself, but there are actually four different classifications of E bikes. Class One is basically a bike with no extra power and pedals. Class Two is an E bike with some extra help and pedals, and class three is an E bike that can exceed 28 miles an hour yet still has pedals. And class four doesn't have to have pedals and can go significantly faster than 28 miles an hour, but there is no way for law enforcement to tell the difference between what one is or another and a class four could very easily look like a class two, or somebody can put on pedals onto something intentionally to disguise the fact of what it is. And you could have somebody driving past you 40 miles an hour on the Lafayette Moraga trail. This is something which the state legislature is going into detail, into figuring how to legislate and to provide law enforcement with clear, visible identifiability from 30 to 40 feet away of what the differentiator is between these various types of E bikes. Look for more on this. This is a priority for the League of Cities. We're going to be pressing the cities on this. There was a legislative round or round table on E bikes held by the California League of Cities, which was, I believe, going on while I was driving to Sacramento, so I couldn't participate. But it was the highest attended round table in California League of Cities history. Everyone had something to say on this, including John Muir Medical Center, which made a quote, and I hope I took a picture of it, if not, I'll try to paraphrase, which in a nutshell is, oh, I think I have it. We have had deaths and our local children's hospital, which is one of the biggest in the country, their head pediatric surgeon has reported to us in our studies and all our platforms and community meetings that they have seen more traumatic brain injuries in the last two years than in the last 15 years combined. This is overwhelmingly attributed to E bikes. If you don't know about them, you could very easily purchase a wrong classification for your child a bike that would require a license. You don't know this. Your child doesn't know this. Your children can also modify them very easily to be something that no longer fits that route. Given how prevalent e bikes are in our community and in many communities in California, this is going to get the lion's share, I believe, of attention from the from the League of Cities, transportation committee, and our recommendations to the full board. In addition, I think that will round up that I wanted to give some general updates, if I can get back to my point in the

notes, where did I go? Here we are. In addition to what I just identified, I wanted to highlight that I have been appointed, I think, one of five people to the transportation, communication and Public Works Committee Task Force, which will be working to update the league's two year legislative platform on these policy areas we'll be meeting, believe at least once, potentially multiple times, to amend some of the current draft language that we have to comport with the the the

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Hillis 1:43:34

comments that we heard from the members of the committee in that meeting. Our next meeting will be in Southern California in March, and we hope to have our holistic recommendations to them before then. Already mentioned my endorsement as an individual for connect bay area with a funding measure which seeks to rescue all transit agencies in the five county area that it is going to be covering the count the city and county of San Francisco, by way, will actually be charged a higher sales tax in this than the rest of us, as they currently have the lowest sales tax in the Bay Area region. Um, I also want to just say to our all of our residents who may have, may or may not be following me on social media, if you have ever considered volunteering to participate in one of moraga's committees or commissions, now is the time to put your service where your mouth is. And I know a lot of you have some things to say about what we do here in on the town council, please either come to our meetings or please provide your service to some of these commissions. We desperately need you, especially as we build a downtown for our community, which will endure for the next century. The openings include openings on art and public spaces, odd and Finance Committee, the planning commission, parks and recreation, local sales tax oversight. Applications for all of these are available on the town website, search for committees and commissions. More. Aga, and it should take you right there. Applications are due, I believe town clerk correct me if I'm wrong by midnight on Saturday the 31st That's correct. Thank you. Those are all of my updates, and with that, I'm going to also check with the town manager to see if you have any other updates that you'd like to provide.

T

Town Manager 1:45:20

I'll do it at the end.

H

Hillis 1:45:22

Thank you. We now move to public hearings. There are none. Depart Department reports. This is to approve by minute order, the proposed 2026 la Miranda, legislative framework, Town Manager. Do you have any discussion on this item?

T

Town Manager 1:45:42

I Mr. Mayor, Members of the Council, thank you. This is Item nine a. Give me a moment. I'll do the comments. So another sort of pivotal moment for us. The this is the proposed calendar year 2026, law Miranda, legislative framework or platform. The other two want to say framework. So we'll say framework. In following your direction, let me go back here. Back in August, the council authorized entering into the agreement with towns and Public Affairs to provide advocacy, services or lobbying services. It really allowed us to join in with Orinda and Lafayette, who've been using this firm and working to be a better advocate for legislation and funding and other types of resources in Sacramento and Washington. So we had the meeting here. Casey Elliot from Townsend came and you authorized to enter in that agreement. So the first order of business then was for the three municipalities to work together and come up with a legislative platform for the year coming up. So the three mayors at that time did have a few meetings and talk about things, and the three city managers as directed, we did get together and formulated a list, and worked with Casey Elliot to do that based on his understanding of the three municipalities. And the first council to weigh in on this was Orinda, and that was done on November five and then Lafayette on November 24 they made some minor tweaks to what's in front of you, and the document is attached, and it is divided into five focus areas. But let me just say this remind the council as articulate and report, this is a starting point. It's not an exhaustive, extensive, comprehensive list. You've got 15 elected officials three different municipalities, and we were looking for areas of mutual interest. And sometimes we're not all on the same page. For those instances, we're not on the same page, we would go about it on our own, okay. Oh, and we will do our own legislative platform, but later. So and the other two cities have their own individual legislative platform. So the five focus areas, and they're delineated in the staff report Attachment A, I'll be real brief. The first is transportation related infrastructure. These are not in order of importance, they're listed, and just to have numbers one through five, they're all equally important. But as you heard from BART representatives say, transportation is a big issue for our region, and we live and die by route 24, and 580, and these other freeways and the BART system and all of that. And so we're always trying to make our transportation network more efficient. We're really proud of the work that we're doing cooperatively as three municipalities on the smart signals project. Nate Levine, our interim public works director. He's the only registered traffic engineer in the three municipalities. So we for those who experience the gridlock or the challenges of getting in and out of Moraga, this will get notably better once we get the smart signals program in place. We're behind the curve many other municipalities, especially those that have more robust economies and better cash flow, they're already doing it. So we're working really, really hard on that, but by being having this as our priority, and we delineate the issues and the challenges by having this in place when there are bills being proposed or voted on in Sacramento or DC, we have the ability now to immediately send a council member or have a letter authored and signed by the mayor to Get there, because we'll have the platform a second focus group has to deal with disaster preparedness and wildlife readiness. Fire issue very important for our three cities, so the different components of that are delineated, and it reflects what

H

Hillis 1:49:55

the three manager, I think you meant wildfire, not wildlife.

T

Town Manager 1:49:58

Oh, sorry. Yeah, in my head, it was wildfire, but what I may have said was something different. I apologize, so I appreciate the correction. So this gives us the flexibility on the public safety type of items the next area has which is related area three is insurance, accessibility, really challenging issue for our area, but especially Orinda, where over half of the State Farm customers in Orinda received non renewal notices for their State Farm Insurance. I think it was like 15 or 20% of State Farm customers here in Moraga. State Farm is not the only provider, but a major provider in our region, so we're working together to be supportive of legislation or measures to help provide better access to insurance. All right, that's that was an agreed upon issue that we had in common. The fourth one is housing. We've already also talked about that. So it's a delicate balancing act on housing. We want to make sure we can protect what makes our I shouldn't say, protect, but sustain what makes our region so desirable for families, but at the same time, make sure that the affordable housing requirements are reasonable and doable, and then the last category, fiscal sustainability. So like legislation like SB 707, just by way of one example, the state says, Oh, hey, new law, you have to do any new things. You have to spend a lot of money and good luck to you, because we're not going to provide the funding. So unfunded mandates and things that the state does, or others do to us that makes it hard to be sustainable. We need the flexibility to respond nimbly, and then when we have a chance to tell our population, hey, if we're going to provide the things that you are demanding, we have to figure out how to pay for it. Okay? And if we can't pay for it, then we have to figure out what we cut. But we'll have the flexibility now to lobby on these type of issues. So again, this is a starting point. It's not exhaustive, and if there you have concerns about any of this, just know it's a livable, readable, flexible document, and we can come back and make changes. So should you give the thumbs up? Our friends in Orenda and Lafayette will be grateful because they've been waiting. And then we'll have the official platform for the year. We'll come back to you as your staff in Moraga, if not, the next meeting, very shortly, with a legislative platform for just Moraga, for Moraga issues. So right now that's being circulated. Casey Elliot, our representative, he and I sat down and we came up with a starting point, and the department heads are reviewing it now, and then we'll present it to council. And then on that one you could massage it, do what you want. On that one you can great, because it's just for us. And then we'll have our own legislative platform on a variety of topics. So when we need to act on for just Moraga, we can do that. So that's it. And then we will work. Then if you give the green light on the regional one, the three city managers will get together and start moving on this, and then we need to schedule the next regional meeting, which we're hosting, so in a few months. Oh, and also, we'll start the process. It's part of the understanding that with the three mayors and the three city managers to meet on a regular basis to talk through issues. Sorry for the long report, but that's it.

H

Hillis 1:53:26

Thank you, time manager. I'm gonna start over on my left side here. Do either council member Dolan or teal have any questions?

**T** Thiel 1:53:34  
I'd say just starting with last thing first, that next regional meeting that'll be a public meeting. Absolutely awesome, great. And question might lead into a comment, but I can hold

**T** Thiel 1:53:47  
comment for later. Comments after

**T** Thiel 1:53:51  
Sure, I'll hold comment for

**D** Dolan 1:53:53  
after vice mayor. Where are we going to have the meeting?

**T** Town Manager 1:53:59  
It'll it's probably gonna be a St Mary's College. I believe it's gonna be, yeah, likely at the college, yeah, because we have to be able to accommodate 15 so the college, or at the hacienda, maybe the country club, but likely the college,

**H** Hillis 1:54:15  
I would love it to be at the at the college, as I've requested before, just because, as you know, it's the biggest thing we got here to showcase, and we can't do it enough. My comment on that.

**W** Woehleke 1:54:28  
Did you have any other he just violated what he

**W** Woehleke 1:54:33  
any questions from this? Yes. Thank you,

W

Woehleke 1:54:39

Town Manager. So what we're being asked to approve tonight, this attachment, a for Townsend, is this a contractual document?

T

Town Manager 1:54:50

No, the guidelines. It's

W

Woehleke 1:54:53

guidelines. So it's really not a finished document, per se. I mean, it's not a it's. It's not going to be used to determine by itself what actions they take or don't take. That my understanding is that correct? Well, you're

T

Town Manager 1:55:10

adopting by minute motion, I'm sorry, minute order. So it just gives us the Flex, gives you the flexibility, okay, for the for us to act quickly when there's legislation or other pending items. I think our town attorney wanted to

A

Attorney 1:55:27

clarify, yeah, I just wanted to add that the contract with Townsend does have within the scope of work that they will basically take direction from this guidance

W

Woehleke 1:55:41

from this document, correct? Okay, answers my question, yeah.

**T** Town Manager 1:55:47

And for clarity, it's not that common or frequent for this to happen, or at least not as we get started. If something's going to happen, like there's something being proposed, it's on the floor and the voice of La Miranda is going to be articulated. Believe me, all of you are going to know about it. Each city manager will make sure that there are five council members know what's happening. And even on some of these, if it's somewhat unclear or controversial, I'm going to talk to you individually to make sure that, hey, this is going down the right path. I won't violate the Brown Act, but there will be no surprises, but it's just not going to work that way.

**H** Hillis 1:56:29

Thank you. Any other questions? No, thank you. And I do not. I don't think I have any questions on this either. I'll now open this for public comment, seeing none. I close public comment council member till you want to start with comments on this.

**T** Thiel 1:56:45

Yeah, I think my comment and this ties back to the question about just ensuring that, obviously, that that regional meeting will be public. I think what you know in my short time here with the town council and the agenda items, or at least the framework that we have here with these five items, it maps directly to a number of the concerns that the public has brought before us. So would just love for us to do our best to make visible both the near term and long term goals that we believe we can achieve for the benefit of our community members in partnership, of course, with Orinda and Lafayette. I know that there's some, I'd say, early achievements from the most recent visit to Sacramento, where this early framework of a partnership has been of of direct benefit, showing some some good standing public meetings and some advancement in housing, and this pro housing grant that's now come through for the benefit of the project, but to the extent that we can continue to map it back to our public comments and concerns, I think would be wonderful

D

Dolan 1:57:56

vice Mayor, I can just say, speaking from experience, the creation of this document is best achieved as it has been here through staff, and they've been arguing over the words, I thought they did a great job covering, you know, and as much specificity as you can when you're working with three different entities, are general concerns. So I don't advise that we try to amend it, because that would be very unpopular, and I don't think all that necessary in terms of what it's used for. It's very practical. It's something comes up at the last minute, and if it's consistent with this document, we can write a letter will be written, and we can comment on it. And in some cases, there's no opportunity to have a council meeting, and then we miss that opportunity. And so it's a very effective tool for those kind of things, and I will be supporting this.

H

Hillis 1:59:08

Thank you. Council member williekie,

W

Woehleke 1:59:11

again, I worked on initial efforts on this, and I commend all the progress that has been made as a contractual document, I give it a failing grade and and it's not substance. It's just more. For example, in one a it makes immediate reference to complete streets. And streets is not capitalized. Well, all of our references in town documents streets is, it's complete streets. It's not there's not a verb there or anything. It's so just, you know, from that standpoint, and all these, these, in several of these areas, there's a mixing of passive and active. You. Uh, tenses that make some of the some of the documents awkward and to me, not as clear and strong as ensuring, for example, every document or every all, they all start with a sort of a strong verb saying exactly what's desired. And this is something I discussed with the town manager and and, you know, I know you're all looking for a yes vote.

W

Woehleke 2:00:32

Well, you've heard my my concerns.

H

Hillis 2:00:36

Council member Malia.

M

Maglio 2:00:39

I think the language is designed to give us flexibility. I think it's important that we can remain nimble and be able to react quickly if necessary, and also be able to include all of the concerns of the three jurisdictions when it comes to a particular topic, so I'm very pleased with the language in that regard, and I commend the work of staff in putting this together.

H

Hillis 2:01:10

Thank you. As council member Wallace has noted in the past, Moraga has historically been incredibly inward looking. We had no voice when it came to Sacramento. We had very minimal voice when it came to any of our regional groups, besides, again, the previous motto of our town, stop everything. Unfortunately, that stop everything motto did not correspond to our legislative advocacy in Sacramento. Since I've been on the planning commission and since I have been on the council, all have eventually lamented the elimination of many of the policing powers that our town had and claiming back by the state of California. The League of Cities exists to protect local control, and we are the voice of local control for Moraga, we will be completely voiceless in Sacramento without this document. I'm glad that we have the contract in place. I'm glad that we're moving this forward. For those of you that do not know exactly the finer pieces for how the legislative process works in the community, the you can have us write a letter on something opposing a bill. One letter gets changed in that bill before it moves to the next committee. We don't have time to meet to write another letter to oppose the bill, now amended with a one letter change, we no longer oppose the bill. The language in the framework allows for this kind of sure footed ability for our town to actually advocate for the things that the town residents have been asking for us. For example, we are already midway through our eight year Rena allocation with very little to show for it. At this point, we will be getting another one at some point soon, if we are able to continue to advocate to so that, as the residents have told us, we're not opposed to growth, but we definitely want that growth to be smart and within the bounds of what our roadways can handle. If we're going to be able to do that and have any say, as we all know, once it gets to a bag, we will have no opportunity to protest what is given us. We will we can go. We can try council member Wallace, I think, can speak to this at the time, when we got our allocation, we didn't do an opposition of it. We sent a letter because we had seen everyone else get rejected. So I strongly support this legislative framework. I think it gives us the muscle we need to actually ensure the advocacy that our residents demand. Thank you, and with that, I will see whether or not anyone Hello, I thought we were in public. No, I did public comment already, and now I'm going to ask for a motion. Did anyone want to move the item?

T

Thiel 2:04:28

Happy to make a motion. Do I

H Hillis 2:04:30

have a second? Second? All in favor? Aye. Opposed. The measure passes, and now we are, is this, was it on relevant to the item, or can it wait for

T Town Manager 2:04:47

Okay, Mr. Mayor, Members of the Council. Council member Wolk, he is correct on the verb tense should have been consistent. I thought the same thing. But to correct all that means, like I take it back to the other two. I. But we'll make it a more crisp document, and we'll tighten up whatever loose ends there are. Okay, so the three city managers own that we should have done better.

H Hillis 2:05:15

It's called code clean up after the fact. And with that, we are now at item 10 on the agenda. Council member requests for future agenda items. Do any of my colleagues have any requests for items for the future? I do have one. I request that we add for discussion future agenda item regarding Moraga community service day, making it a town sponsored event, as is done in many other, if not most communities in the state of California, to be administered by town staff. Do I have a second

W Woehleke 2:05:53

question? Sure,

H Hillis 2:05:55

are we allowed to discuss because this is just very

A Attorney 2:05:59

superficial, yeah, very superficially, not the substance of the

W Woehleke 2:06:03

are you asking for a staff report on this?

H

Hillis 2:06:07

I'm asking for a discussion. So

W

Woehleke 2:06:10

my interpretation is no staff report.

H

Hillis 2:06:13

If staff feels that there's any clarification on what things have been done, they are free to do that. I am asking for a discussion.

W

Woehleke 2:06:24

I will move that but specifically conditioned on no staff report. If there's staff reports needed, it can come after the discussion. You know, we set this up. The Town Council set this up before you were all on the council, remember, we have very, very, very limited ability to propose anything. It's always, you know, we're always in reaction. This is our means to do that. And however, when you request a meeting, and it involves the staff report, as we saw mid last year, not only does it suck up staff time, and staff is very stretched, it also extends out before you can have that discussion. So one way to address this is or, and we should state, a state of, when are we going to have this? And secondly, I'd like to try to force, let's have that discussion and then decide whether we need staff to actually act in some way, shape or form, and give them direction as to what the what the opportunity is at as we see it, at that point in time, in that brief discussion, to more efficiently, effectively move whatever subject is.

H

Hillis 2:07:56

I appreciate your request for an amendment. I think that the phrasing that I had here addresses exactly the concern you raised. I do not believe that if staff feels the need to have any clarification on this point, they should be restricted from doing so. With that, I would ask if there's a second that does not ask for an

A

Attorney 2:08:19

amendment, Mr. Mayor, to clarify. Council member wolke asked, essentially, was asking for a friendly amendment to your motion for a future agenda item. You're indicating that you are not open to an amendment to your motion.

H

Hillis 2:08:35

I would like to see if there is a clean second that doesn't require an amendment, if you would like to represent his his motion after I think that's perfectly fine. I think that the words that I have, I request we add for discussion, resolves the concern that council member Wallace raised.

W

Woehleke 2:08:59

I'm going to say is

W

Woehleke 2:09:04

on the Bollinger Canyon item, we specifically said no report,

H

Hillis 2:09:10

and I understand your concern. I think, I think the verbiage here is fairly clear.

W

Woehleke 2:09:16

I think I've made my point. I will second I can't second my own proposals.

H

Hillis 2:09:24

Or you can just pull back the request for a friendly amendment and accept it with the language I pulled,

W

Woehleke 2:09:31

since it's so tough.

A

Attorney 2:09:37

So it sounds like the second stance unamended.

H

Hillis 2:09:40

So I will we don't do public comment on this. Hui, okay, so All in favor, aye. Aye opposed the measure passes. It looks like the town manager had a question.

T

Town Manager 2:09:56

Yeah, I think we did. Is highly problematic. Okay? Professional. Speaking, it's great to have it as a future agenda item, but it's a disservice to the public, because you're going to have an item on the agenda with no background, no explanation, nobody know what in the world you're talking about, and it's a dangerous precedent.

H

Hillis 2:10:17

I would say the instructions that I gave for the minutes are pretty clear that I asked for a future agenda item for discussion, and that if staff felt a need for clarification, they can choose to provide that

T

Town Manager 2:10:37

on this item, I'm happy if you don't want a recommendation from staff, bad practice, but we're happy to do that, but we should at least explain what does community service day mean? How does it work? And then the council can decide how you want to to address your your suggestion, but keep in mind the community or the audience should understand what it is, what the agenda item is, and if we just put the title out there, but there's no explanation, then we all show up wondering, okay, what are we talking about?

H

Hillis 2:11:15

Can I address that I'd like to keep with the item is already closed. I would just say I think the discussion was fairly clear on what direction were to staff. If staff feels that it is appropriate to further clarify any items here, I'm not going to operationalize what that would look like, and I trust the judgment of the town manager and his staff to provide appropriate information for us to be able to have an informed discussion. Okay?

T

Town Manager 2:11:39

And we will not have a recommendation. We'll just this. This is what the issue is, all right.

H

Hillis 2:11:43

And now we are on to item 11, which is informational items. It doesn't look like we have any. And item 12, Town Manager follow up and announcements,

T

Town Manager 2:11:55

okay, Mr. Mayor, Members of Council staff will follow up as directed on the on the various items, on the E bikes issue. For those who are listening or watching, if there are parents or individuals that are a little confused or concerned, please do not hesitate to reach out to the Moraga Police Department. Please do not hesitate to come in talk to the chief or any police officer if you want to get an overview or clarity on how the law works, and just some good parenting advice here about the challenges of these bikes. Okay, because it is an issue in the community, and

H

Hillis 2:12:30

I'll just share a quick point. My son had a bike helmet on his womb balance bike, and he fell and it shattered. They are made of Styrofoam, if your if your child is going on an E bike that is traveling faster than a couple miles an hour, they should be wearing an appropriate helmet to ensure they don't have a traumatic brain injury, and we will be discussing this further. Sorry. Time Manager, I just

T

Town Manager 2:12:54

want to No, no, no, it's all good the next

T

Town Manager 2:12:59

so the next council meeting. My notes here will be on February 11, and that'll be a relatively light agenda. We're going to focus primarily on the annual town attorney performance review in closed session, and we have a few light agenda items coming up later in February, we'll have follow up on the food truck regulations issue you've directed us to do that, and possibly on the 25th the livable Moraga Road project update that's been a few years in the war in the works. I do want to point out some exciting things that are that are coming up. Get all my notes here together. So this Saturday, the 31st right, or 30th St Mary's basketball will be playing Gonzaga, the last time they'll be playing up in Spokane. It'll be a watch party Saturday night. I think the game's at 730 at the college. So it's open to the public, free, free parking free. So if you want to come and

T Town Manager 2:14:00  
be part of that. You may do so,

T Town Manager 2:14:03  
and that'll be really it, but I do have a exciting thing that I want to do at the very, very end.  
Okay, question

W Woehleke 2:14:12  
of staff. Yes, thank you, Scott.

W Woehleke 2:14:16  
There have been two items on that have been on the agenda and have been pulled. And one of them is sustainable, updating the sustainable Moraga.

W Woehleke 2:14:30  
I guess it says report, but I see it as something else.

W Woehleke 2:14:34  
And it was on the agenda last year, and it's, it's off, it's not, you know, it's been and then, likewise, the power, the emergency power study, it was supposed to be, I don't know if it was tonight or,

W Woehleke 2:14:50  
you know, it's, again, it's been pulled. And

T

Town Manager 2:14:54

I think these were ending this by eight o'clock, you know, we've got to get some of these things. Done. So I think climate action plan is that the one that's one of them, yeah, it's that one. We have the agenda forecast. We show you these things are, remember, the general forecast is a moving document, but, but that one is a little bit involved. We'll come back and on the town facilities, energy generation project that's now scheduled for Mark March 11, because there's just, there's been some changes in that, and Nate Levine and his crew, they're working on it. So we're definitely going to come back to council. Just not ready, agenda management, calendars and so on. But it is what it is, and we'll come back. I'm happy to talk to you, each of you, individually, if you have concerns about that, and Councilmember local, I'll talk to you tomorrow and bring you up to speed in that on that one.

T

Town Manager 2:15:50

And then at the very end of the night, like

W

Woehleke 2:15:51

to chat on the climate action plan

M

Maglio 2:15:53

too. Okay, sounds

H

Hillis 2:15:54

great or in unless there are any other questions on that item, I'd like the town manager to continue the update. Yeah. So I

T

Town Manager 2:16:05

just wanted to point out that our town clerk, Amy Haven, or this is her last meeting she has, she's moving on to be the city clerk for the city of Livermore. So it's good for her. It's not so good for us, but we're always proud when we have a member of our team that is able to further their career, and we've had people from this organization go on to really great municipalities and private sector opportunities. And this is another one, so I'm a little bit mixed feelings to point this out, and she doesn't want any attention,

T Town Manager 2:16:41  
so I just wanted to point that out.

H Hillis 2:16:45  
I am going to ask that we not follow that guidance, and request that the town manager take a picture of all of us with Amy,

T Town Manager 2:16:54  
so that I have nothing to do with this.

H Hillis 2:17:00  
I'd like, well, this is a, like, a ceremonial item.

W Woehleke 2:17:04  
Can we? Can we have comments first before we adjourn?

H Hillis 2:17:07  
Well, we're not, we're not to there yet. So, and I know you have an update later.

T Town Manager 2:17:12  
If no, no, no, that was it. That was if Amy would like,

H Hillis 2:17:16  
I personally have loved your service and would appreciate a photo with you? Are

T Town Manager 2:17:35  
you gonna do the photo? I've never been asked to take a photo. Brent,

T Town Manager 2:17:55  
take a photo. I was told not to get the not to get the ceiling. Pretend like you like each other.

T Town Manager 2:18:09  
We're off the camera, right? Sure?

T Town Manager 2:18:22  
No checkered shirt to spoilers. All right,

T Town Manager 2:18:26  
there we go. On, three, say Livermore, 123, okay, we're good. I

H Hillis 2:18:47  
Oh, and does the town manager want to give us any highlights on the new furniture that are present in the council chambers?

D Dolan 2:18:54  
No, we're going to get comments, Mr. Mayor, before

H Hillis 2:19:01  
you move on to that. I believe. How I believe council members wanted to comment on that. Are there any comments on on the item we just rose for council member, wolicky, thank you.

W

Woehleke 2:19:14

Like everybody else, Amy, I'm really going to miss you. You have brought some very positive perspective to the position efficiency really helped out, especially as we transition to new computers and different ways of handling I'm I hope we're going to be able to survive your you know, handling these, the the new or the iPads without you at least me,

W

Woehleke 2:19:44

but I also note

W

Woehleke 2:19:47

you're going to the big time.

W

Woehleke 2:19:50

Livermore is at least five times the size of Moraga population wise, and that's a heck of a heck of a change. Heck of a. Going to be super for you. Thank you.

H

Hillis 2:20:04

Any other comments, Vice Mayor,

D

Dolan 2:20:08

I just wanted to say thank you. You know, when I got talked into running, you were there to it was your first election and my first running. And so you made that process, even though neither one of us knew exactly what we were doing, you made it really easy. And I really appreciate all your help. And I'd like to second the comments on the in the improvements in our technology, even since, you know, I was in a room, it's gotten dramatically better. And you know, who'd have thought we'd get these. Thank you.

H

Hillis 2:20:50

Good luck. Council member Molly,

M

Maglio 2:20:53

I, too, reflected back on the moment we met, and at that moment, I felt that I was in good hands. I did not know what I was doing as a candidate as well. And even though this was your first election, you took it by the reins and you ran with it, and you did everything just right, and you made us You made us all feel secure in knowing we were doing the right thing. Subsequent to that you have been nothing but the utmost professional in every single way. We do appreciate the technology that you brought to us, and I'm sad that we'll be losing you, but I wish you the very, very, very best, and I'm very, very happy for you as we all are, and thank you for everything. Much gratitude.

T

Thiel 2:21:43

Amy council member, too, yeah, similar with Brent and Lisa, we wouldn't be here without you. So thank you. You're awesome. And wish you luck and success in your new role.

H

Hillis 2:21:57

I just want to add, when I saw the email come through. I was like, Oh no, but you're going to a good a good city. I love that we helped with your experience. Getting us into a modern agenda database Granicus was not an easy task. Updating our technology has been stated was not an easy task, made even more difficult from those of us that constantly forgot our our passwords or couldn't access various things. Thank you for your patience. We can't be too mad about it. We stole you, after all, from Walnut Creek supplied on our own. Turn about is fair play. I congratulate walnut or Livermore. They're going to have a great city, man or city well, I'm already giving you another promotion, city clerk. Best of luck. I hope that somebody will take up your practice of giving us candy in the candy dish, because I don't know when these meetings go along. We need it. Thank you so much, Amy, and best of luck. Thank you so much for your comments. Council, it's been a pleasure. And did we have any other council or town manager updates?

T

Town Manager 2:23:14

No, but I do want to say one thing. I do have something for Amy, that I'm not going to present it here. I'll do it after but Amy, you're going to be really missed. I think you've been a model city clerk, and there are times when, especially if it's elected city clerk, that there can be challenges and responsibility authority and all that. You did a great job. You made not just the council's job, but that of the city manager, department heads jobs better. But I want to share a very interesting and surprising fact. So it turns out that Amy and I discovered, after she was here a few months, we actually grew up in almost the same neighborhood and down in LA Harbor, California, and we were just talking one day we realized that we were like three or four streets away from each other. So, small world, right? How can that be possible? But I'm gonna miss having that former larva person not here anymore. Was she

**T** Town Manager 2:24:18  
there 50 years before? You? No. We after, no,

**T** Town Manager 2:24:23  
before me, after me. I think we crossed over a few years. But it's a blue collar inner sort of La suburb, but it's a it looks the same today as then. It's a great place to be from. It's true working people, and it's a great place, a special everybody where we grow up is a special place, but to have somebody here in Moraga that we could talk about the same burger queue, fast food place, the same high school, the same elementary school and all that. So I'm going to miss that. Amy, I know you. I don't want to embarrass you, but I'm going to miss having that interaction.

**H** Hillis 2:24:58  
Thank you. I appreciate it. And with that, we're adjourned.

**D** Dolan 2:25:07  
Love the new Kinder gentleman.