City of Lafayette
Special Joint Meeting
Lafayette City Council
Moraga Town Council
Orinda City Council

MINUTES

Lafayette Library and Learning Center – Community Hall
3491 Mt. Diablo Boulevard, Lafayette, California

February 29, 2016
7:00 p.m.

1. CALL TO ORDER

Vice Mayor M. Anderson called special City Council meeting to order at 7:00 p.m.

2. ROLL CALL

Present: Lafayette City Council: Vice Mayor Anderson; Councilmembers Andersson and Tatzin

Absent: Mayor Mitchell and Councilmember Reilly

Staff Present: Steven Falk, City Manager; Niroop Srivatsa, Planning and Building Department Director; Mala Subramanian, City Attorney; James Hinkamp, Transportation Planner.

Moraga Town Council: Mayor Metcalf, Vice Mayor Trotter, Councilmembers Arth, Onoda and Wykle

Orinda City Council: Mayor Smith, Vice Mayor Phillips, Councilmembers Orr, Worth and Gee

3. ADOPTION OF AGENDA

ACTION: It was M/S/C (Tatzin/Smith) to adopt the agenda; which carried by unanimous vote.

PLEDGE OF ALLEGIANCE – Vice Mayor Anderson led in the Pledge of Allegiance.

4. PUBLIC COMMENTS – None

5. NEW BUSINESS

A. Update on the Lafayette Downtown Congestion Study

Recommendation: Receive and file.

James Hinkamp, City of Lafayette Transportation Planner, stated the Lafayette Downtown Congestion Study has been ongoing since last spring and is funded by a CCTA grant and he will provide an overview PowerPoint presentation on the details of the study. The objective of the study is to reduce congestion in the Downtown area of Lafayette and seek ways to enhance the quality of life for all residents and visitors.

Mr. Hinkamp stated there have been decades of transportation planning in Lafayette and previous studies conducted related to vehicular congestion, bikeways and walkways master planning and similar studies. He presented a timeframe of over 35 years of efforts leading to this point. The current study tries to build on this foundational knowledge and create a comprehensive strategy moving forward.

Mr. Hinkamp reviewed successful projects implemented, which include:

- Downtown signal timing optimization
- New third eastbound lane on MDB (Moraga Rd to First St)
- Reconfigured plaza (Moraga Rd to First St)
- Improved eastbound SR 24 on ramp at First St
- Improved bike and pedestrian facilities in Downtown
- Wider sidewalks on MDB
- Multi-use path on Moraga Rd (connecting schools)
- Crossing enhancements
- Bike sharrows
- Downtown bike bypass and route signage

The study is different in that it builds on successes, identifies new ideas and "Moonshots;" it applies new "Big Data" sources and tools, such as anonymous GPS tracking and cell phone data; evaluates strategies and projects "holistically" with oversight from a steering committee; identifies the most feasible strategies, with proposed timeframes and cost constraints to understand when the opportunities are ripe to take on; and the study focuses on implementation and funding.

Mr. Hinkamp presented the study area which is the same area used for the Downtown Specific Plan (DSP) which was adopted in 2012. The boundary includes significant regional infrastructure including SR 24, proximate to I-680 and Pleasant Hill Road which is a route of regional significance, as well as the BART station. Some projects and programs that may come out of the study may require collaboration across Lafayette's borders.

He then displayed a map and discussed various downtown issues such as relative travel demand, routes through downtown, Moraga Road running north/south leading to the "Y" intersection [with Mt. Diablo Boulevard] which is heavily traveled through the peak period. White dots comprise of one mile of relatively close signal spacing going east/west which makes optimization a challenge. Orange blocks represent significant trip generation and attraction forces which are commercial activity centers. The yellow areas represented driveways that represent potential conflict points when vehicles must turn in and out and affect the flow of traffic. Left turns are a major concern on Moraga Road, particularly since there are few left turn pockets.

Another sample of quantitative analysis that has occurred includes Mt. Diablo Boulevard and Moraga Road and Mt. Diablo Boulevard and the First Street intersection. Mr. Hinkamp presented trends in the p.m. peak hour volumes and said what is evident is that volumes are actually lower than they were in 2000. However, more recently there has been a slight uptick which could be a new trend moving forward.

Mr. Hinkamp then presented housing projections from Plan Bay Area looking toward 2040, showing Lafayette and Moraga. Over the last 16 years there has been about 3% growth in overall, with 2/10th of a percent growth each year. Over the next 24 years, there is a projected growth of 15% overall. He presented an animated visualization of the Traffic "Big Data" of

relative travel speeds from April 2015 during the weekday, not attached to a major holiday. The graph below the animation shows free flow speeds and as conditions degrade, yellow, orange and red will appear. Red indicates speeds of only 10% to 30% of what free flow could be. As highways get worse, impacts show up in Lafayette's downtown core. Mr. Hinkamp then presented and described an animated video showing activity which tracks GPS data.

Another application depicts the understanding of where people are going, where they are coming from and how that impacts the local network. Mr. Hinkamp displayed a pie chart showing that almost 2/3 of traffic in Lafayette is either starting or finishing in the city, but the orange slice is almost 1/3 of traffic impacting Lafayette starting and finishing outside. In other words, almost 30% of traffic starts outside city limits and goes through Lafayette somewhere else.

The City conducted public outreach as well which began in mid-November with a project specific website; www.lafayettecongestion.com where a two-part survey was conducted online. One was a multiple choice transportation survey where open comments could be added. There was also a collaborative map that provided opportunities to drag a pin over, and these were color coded based on biking issues, pedestrian issues, for example, and people could then attach comments to them.

Mr. Hinkamp reviewed the results of the Multiple Choice Survey, noting that over 850 unique Internet Protocol Addresses were identified in the survey. Of those participants, results revealed that driving alone was the preferred mode of choice. The pink portion of the pie chart represented people who felt that the question was not relevant to them (17% do not participate in commute trips). 49% of people drive alone for commute trips. School trips also have a relatively large segment of drive alone trips. It is noted that trips to downtown have a significant carpool component where one could infer there is a social aspect to traveling downtown.

One question asked for the three highest priorities as far as transportation in the City, which resulted in the following priorities ranked highest to lowest:

- Downtown congestion
- Downtown parking
- SR 24 ramp access
- School congestion
- BART parking
- Bike/ped downtown access
- Downtown character
- School safety
- Downtown safety
- Transit to BART
- Other option
- Bike/ped BART access
- School bus service
- BART safety

About 45% of the multiple choice participants submitted open comments which totaled 385 unique comments. The top three themes that jumped out in those comments include parking, general growth of development or traffic growth and biking, and he displayed verbatim comments regarding the top three comments, as well as walking, transit, school options and intersection comments.

The second part of the survey was a Collaborative Map Survey where 131 people participated, which generated 420 comments and subsequently 1,421 comment votes. For each comment there was an opportunity to vote as to whether participants liked a comment or not. In conclusion, the clustering of comments by interest in the type of travel mode revealed that Moraga Road generates a lot of interest, and Mt. Diablo Boulevard, as well as areas around the BART station, in addition to general vehicular traffic and general pedestrian traffic which ranked #1 and 2, in terms of interest.

Based on information to date, a Steering Committee is overseeing the study and the City will be using the data and public input to generate a long list of ideas, and the committee will guide and advise what they see as some of the more feasible options. They will reduce this to a short list which will then be packaged into 3 distinct scenarios which will be vetted by the committee as to whether there is high impact and low cost, something relatively easy to be done soon, or something that may be a high cost/high impact but resources would need to be developed ahead of time. There will be analysis conducted of those scenario packages and the public will get to weigh in again as to whether they agree/disagree with what has been formulated.

Mr. Hinkamp then presented contact information for questions or comments and said he was available for questions.

Mayor Smith referred to the slide showing Traffic "Big Data" which represents 29% is thru traffic and she asked if these were on City streets or freeway.

Mr. Hinkamp clarified these are through the street network of Lafayette. Primarily, Moraga Road is a key connector. Thru traffic was captured in a green zone which he pointed to. They could not identify exactly where trips started, but for example, they could infer based on the travel pattern that much of the traffic was coming from the Town of Moraga heading eastbound. Within the 30% of thru traffic, 39% was attached to Moraga Road eastbound.

Vice Mayor Trotter asked if there were any particular items being discussed for inclusion on the short list at the present time.

Mr. Hinkamp said there are a number of things that exist from prior studies, but an example of a "Moonshot" is to bypass where Whole Foods is located, creating a cut-through between the commercial centers to create better direct access as opposed to having to do a Y, turning on Mt. Diablo Boulevard to go up to the freeway. Simpler examples include narrowing lanes in certain roadways and widening bikeways to make it safer and more compatible for multi-modal travel.

Vice Mayor Trotter referred to recent traffic trends and said the chart notes that 15 years ago vehicle counts at the two intersections were higher by several hundred than they are now at peak hour, so traffic usage at peak has gone down. He asked what this is attributable to.

Mr. Hinkamp said they noticed that BART ridership is at record highs and the Lafayette Station has been oversubscribed for the last 2 years. In the last 5 years, there has been close to a 20% increase there as far as gate entries and exits. They contribute it to that as far as wanting to park at or nearby the BART station so instead of going through First Street and Mt. Diablo Boulevard; people may decide to go up Oak Hill, although this may not be indicative of every intersection.

Mayor Metcalf referred to the slide about the future and commented that in looking at the Moraga growth numbers they are stagnant. The reason is that over the last 25 years the Town received 296 dwelling units. He suggested that growth out to 2040 will still be limited because their projects tend to take 25-40 years to come to fruition.

He said the Town of Moraga submitted its housing numbers under protest but the reality is that there will probably be a lot less housing built. Nothing in Moraga is changing that will relax restrictions on development and in fact, it is most likely going the other way. Therefore, he suggested the committee determine where else the growth is coming from and it most likely has more to do with the number of cars each family has, and the number of gardeners and service workers that the average family employs. He noted there is also not a lot of growth at Saint Mary's College, and he wondered how this projection can be made.

He cautioned not to do too much detailed planning based on the overly optimistic suggestion, hoped the schools do not use these numbers because he did not believe these translated into school children, and said the Town of Moraga is discussing this with the School Board.

Vice Mayor Anderson said these numbers came from Plan Bay Area projections where all of the cities submitted Regional Housing Needs Assessment (RHNA) numbers. The reality is probably not anywhere near the projections, but in this planning process it provides an indication of what could happen. Most likely it is congestion issues that affect Lafayette residents here and this will be the main issue the City addresses through any solutions they come up with.

Mr. Hinkamp agreed and said staff takes projections in housing or traffic cautiously. They can talk factually about rising traffic in the Bay Area over the last 5 years, and there are also studies going back to the early 1990's that did not see growth occurring the way it is now. Staff will be tracking the available data and compare to the future numbers.

Councilmember Worth thanked Mr. Hinkamp for his presentation and the analysis undertaken. She referred to the slide that shows the public outreach #1 with the three charts. She assumes that if the commenter states "not relevant" this means that the respondent did not participate in any school transportation.

Mr. Hinkamp said those who indicated "not relevant" were probably not involved in school-related travel.

Councilmember Worth said obviously the survey had over 850 respondents and she asked if staff had a way to determine who was responding to the survey from a demographic and geographic standpoint, such as age and interest.

Mr. Hinkamp said this was brought up at the most recent Steering Committee meeting; to be able to identify the demographic inputs, and this is something they are in the process of asking the consultant to flush out in more detail. He said there is also a Background Conditions Report that has been published on the website and it is 80 pages and shows all data presented tonight, as well as information on the detailed results of the survey and who responded.

Mayors and Councilmembers thanked Mr. Hinkamp for his presentation.

B. Update on the CCTA Countywide Transportation Sales Tax Measure
Recommendation: Receive and file.

Councilmember Tatzin said the City is currently enjoying the fruits of Measure J which was passed by voters in 2004 largely due to the leadership of Councilmember Worth, Chair of the CCTA that year. Under Measure J, 50% goes towards projects and 50% goes to programs over its 30 year life. After the sales tax became effective in 2008, the economy died and sales tax revenues decreased substantially; however, construction prices went down even more. The

City was able to obtain very good bids for projects such as the Caldecott Tunnel on SR 24, and by next year the City will have completed about 80% of the projects generally on time, under budget, and at very low interest rates. CCTA also recently received AAA bond rating for the latest Authority measure.

Councilmember Tatzin explained that the program provides things like County Connection buses, local Lamorinda School Bus Program, Return to Source funding which go on for the life of the measure. There has been interest in having an additional measure for an additional half-cent and CCTA is in the midst of working on this and have not decided as to whether to go to the cities to put it on the ballot, but everything they are doing is heading in that direction.

CCTA is now starting to prepare the initial versions of a draft of what the new expenditure plan and growth management plan would look like, and he reminded the group that these plans will be circulated to cities at the end of March. There will be an approximate two month period for cities to comment directly and through SWAT and then the Authority will take comments, conduct another round of polling from the public and from various advocacy groups and put together a final version which will be circulated to cities again in June and July. In order to go on the ballot, it must be approved by a majority of the cities, housing a majority of the population and also by the county separately. However, given this needs a 2/3 vote of approval, they need a coalition of the willing to make this work and if two or three cities, major interest groups or high profile elected officials do not support the measure, it is likely to fail.

Councilmember Tatzin reviewed what is likely to be in the Measure at this stage:

- About 30% of revenue goes to cities, towns and the county for local activities and CCTA is looking to raise that to 38% in the new measure.
- The Return to Source component is likely to grow to 23% versus the current 18%.
- The major streets component will be at about 9% and the significant difference here is that the state has passed a Complete Streets law which requires adherence to standards on major new projects which will be written into the measure.
- There will be another program at 6% they are tentatively calling Community Development Investment Grant Program and details are still being worked out. Essentially it will be a competitive grant with any sub-region and it will give money to projects proposed by cities that will facilitate in-fill development for housing or for jobs.
- In terms of other big expenditure categories, CCTA is discussing with BART how much to put into that. Sub-regions had different amounts of money that go into station refurbishment. East County is asking for money to extend BART further east. Right now E-BART will go into Antioch and they are looking for it to go closer to Brentwood. At the same time, BART is intending to put their own measure on the ballot and their measure is to rebuild all tracks and stations that are in need of refurbishment., but they cannot use their GO Bond money to purchase new cars. In order for the capacity of the line to increase, they need to replace and add cars. They have come to the major three BART counties asking for about $350 million each to help fund cars. Therefore, out of a $2.3 billion measure, $350 million is a lot for cars. Right now the tentative draft calls for about $300 million, but this is likely to be offset by BART providing some station improvements or other activities the jurisdictions and regions have wanted.
- In terms of other profile projects, there is not something that resembles the Caldecott Tunnel, Highway 4 or E-BART. The biggest project is most likely a redo of the I-680/SR24 interchange which is a fairly significant backlog. Another major project will be transit and interchange improvements along the I-80 corridor, West County and along the I-680 corridor in Central County. The idea is to increase the capacity in that corridor anticipating interconnected and autonomous vehicles, but in the meantime provide more bus service.

- The School Bus Program will receive additional funding.
- All of the things that cities put into the RTP list will receive some funding.
- There will be an advanced mitigation program still being negotiated for projects where there is environmental mitigation needed so they will buy up mitigation credits in advance and apply them to projects as they go along.
- In terms of the Growth Management Program, it will stay largely the same. Every jurisdiction now has a state-adopted Housing Element. The only addition will be that cities must submit an annual report to the state indicating how they are doing with the housing requirement. The date submitted to the state will probably be part of the compliance checklist for return to source funds to indicate the city did it.
- There is discussion about the urban limit line. There is no plan at this stage to change the urban limit line, but this is done by each jurisdiction, but the current rules for most jurisdictions says they can make up to 30 acre adjustments to their urban limit line without a vote of the people. There are some advocacy groups who would like that provision eliminated, some who do not want it eliminated, and they are determining whether there is some way to compromise. Optimistically, he thinks they can get there and the final wording is still being worked out.
- The only other addition to the Growth Management Element will be the addition of a Complete Streets requirement which will follow state law and the advanced mitigation program.

Councilmember Tatzin said members of CCTA and cities' representatives on the regional transportation committee and he as the representative of SWAT on the CCTA will be happy to talk to councils, take feedback, make appropriate changes, and return in June assuming they are still proceeding and ask for concurrence, and he said he would be happy to take questions.

Councilmember Trotter asked and confirmed with Councilmember Tatzin that the proposed sales tax measure will be in addition to the existing Measure J, which is subject to the current limit on the cap on sales tax percentages.

Councilmember Tatzin noted there are some exceptions where the tax will be countywide so jurisdictions like El Cerrito's and Moraga's sales taxes which are high would still end up paying the sales tax even though it is above the state cap. The County puts it on the ballot, the Authority requests it, and the voters make the decision so in theory the voters would impose taxes that exceed the statewide percentage cap.

Councilmember Worth thanked Councilmember Tatzin for his leadership, stating he was recently Chair of the Authority and got drafted back to being the manager of this public process to develop an expenditure plan and growth management plan to accompany it, which historically Contra Costa voters have said they want to pay for transportation investment along with thoughtful growth management.

Councilmember Worth added that the Public Managers Association has been very involved and she thanked city managers involved in the discussion process relative to return to source, regional investment and responding to polling results which indicates voters are desirous of funding. She said it was interesting to see the earlier report on local congestion. One way they do it in Lamorinda is the School Bus Program and investments in streets in terms of traffic smoothing, and she said she shares Councilmember Tatzin's optimism.

Councilmember Tatzin added that in the last poll of voters, they asked voters what they want and three things scored highly. They wanted a "fix it first" to fix local potholes. They wanted to improve the flow of traffic on major streets and they wanted more money for BART. He thanked

the city managers as well as they have indicated what the cities need from their perspective and they have been willing to engage in a dialogue to see how they can meet city needs as well as those of the advocate groups which requires much more stringent requirements on any money going back to the cities.

Vice Mayor Anderson thanked Councilmember Tatzin for his efforts.

C. Update from Cities on Local Planning Matters and Project
Recommendation: Receive and file.

Vice Mayor Anderson called on the Town of Moraga to provide an update.

Planning Director Ellen Clark gave the following update for the Town of Moraga:

- The Town currently has 3 projects of 70 units under construction after a significant hiatus of development:
  - Via Moraga project is a small lot single family home development of 17 units on Moraga Road.
  - The Camino Ricardo project is a 26 unit single family home development in the Moraga Center area.
  - The Rancho Laguna II project along Rheem Boulevard where they will partner with the Town to do a significant repair of a landslide that underlies Rheem Boulevard.
- The 10-unit Los Encinas project is going through design review and will anticipate pulling permits this year.
- The Palos Colorados project which was a project 27 years in the making. They expect the developers to move forward with their final map before the Town Council in late March, and thereafter they will obtain their grading permit and finalize regulatory requirements.
- Longer term, the Town has applications moving forward for the Bollinger Valley project. They will move forward with their Final EIR later this spring for the 126 unit project.
- There is a smaller project to annex a small area that is on the southern Town boundary off of Camino Pablo for a 13 lot subdivision.
- On a slightly larger scale, Saint Mary's College has begun an update of their Campus Master Plan, making the plan more like a specific plan document to plan for their campus facilities over the next 20+ years. The Town has begun work to begin the EIR and a draft will be available later this spring. The college is looking at a lot of facilities to serve their existing campus population. There are existing under-graduates providing more on-campus housing, upgrading their library and learning center, and expansion of their campus where they will look at impacts as part of the EIR process.
- The Town is undertaking projects with grant funding efforts which includes:
  - An update of its zoning regulations for the Moraga Center Specific Plan which is Moraga's PDA;
  - A pedestrian-bicycle master plan update which includes a wayfinding component;
  - A comprehensive review of their hillside and ridgeline developments, including implementing guidelines of the Moraga Open Space ordinance as well as numerous other regulations that accompany it and are protective of the key scenic ridgeline and hillside open space areas in the town.

Vice Mayor Anderson thanked Ms. Clark for her presentation and said he did not know Moraga had a PDA and he asked for its location.

Ms. Clark said Moraga has two commercial centers; the Rheem Valley Shopping Center and the Moraga Center and the Town has a PDA for that area.

Mayor Smith welcomed and introduced the City's new Planning Director Drummond Buckley and provided the following update for the City of Orinda:

- The Wilder subdivision consists of 245 home sites; 169 lots have been sold; 76 lots are available; 11 homes have been completed; 27 homes are under construction.
- The Art and Garden Center is in its design phase, and playfields #4 and #5 will be started with the center when it is completed.
- 25 Orinda Way which is the big lot across the street from their library is a proposed +/- 18,000 square foot commercial building and it is in the middle of the Planning Commission's review.
- J & J Ranch is an approved subdivision of approximately a 20-acre site into 13 single family home sites. It includes preservation of the historic Moraga Adobe.
- 73 units were sold and occupied in the Orinda Grove project which was previously known as Pulte Subdivision adjacent to the freeway.
- Monte Verde which was the City's senior affordable housing project has 67 apartments fully occupied with a significant waiting list.
- The City has a downtown parking study underway.

Vice Mayor Anderson reviewed the following update for the City of Lafayette, as prepared by the Director of Planning and Building Niroop K. Srivatsa:

- Of the many projects underway in the Downtown, on Risa Road is a 9,600 square foot office building nearing completion.
- 56 unit residential condominiums called the Woodbury II located behind the Veterans Building.
- Lennar Homes development located at the old Celia's site. The proposal is for 66 residential condominiums, 4,000 square foot restaurant and 1,500 feet of retail which is currently under review.
- Lennox Homes is comprised of 6 townhomes.
- Town Center III is under construction which includes 69 residential units located between Mt. Diablo Boulevard and the BART station. The project will provide immediate BART access.
- The Plaza Way Buildings is an overlay district that has several façade improvements that mirror the old downtown look of Lafayette. They are slowly getting leasing options there for food and restaurant uses. They expect to see something over the next year that brings people to the area. Some leases include Side Board and the Runner's Mind which is an athletic store.
- The Homes at Deer Hill which are 44 single family homes, multi-purpose athletic field and playground, multi-use trail and dog park. This project is currently under review.
- Hoedel Court is comprised of 8 single family homes also in design review.
- Lucas Ranch of Soldier Field Properties is comprised of 8 single family homes currently in design review and under appeal to the Council.

Vice Mayor Anderson said last year several studies were undertaken by the Council to begin to look at some of the issues of not only congestion but other issues which he presented in a slide:

- A process to improve the design review process underway.
- The Sales Tax Revenue Subcommittee is looking at a potential sales tax increase to put on the ballot in November.

- An amnesty program for unpermitted second units which is being reviewed which would allow people to come forward if they have a second unit not permitted and bring them into conformance without penalty. This will allow the City to add second units to its RHNA inventory.
- Pleasant Hill Road Traffic Signal Operation Study is underway. There are concerns about access up and down Pleasant Hill Road to the freeway and the City is looking at optimizing its signalization.
- Update of the Trails Master Plan is underway.
- East End Landscape Maintenance Study is underway for the east end of Mt. Diablo Boulevard. Landscaping is being reviewed to determine how costs can be kept down, given little interest in adding to the assessment district funding.
- The Parking Ordinance Update is underway.
- The Downtown Congestion Study is underway, as presented tonight.
- A Downtown Creeks Master Plan process is underway which looks at the creeks through the Downtown and how the City can do things that will affect zoning and development which will highlight the creek as well as its access, to enhance people visiting restaurants and businesses.
- School Traffic Congestion Study is an ongoing process where the City's Police Chief and the School Board have met and looked at school parking issues and traffic congestion around schools.
- Update of the Emergency Operations Plan.
- Review and update of the Inclusionary Housing Ordinance.
- Closed circuit TV study underway.
- Update to the Emergency Evacuation Plan.

Mayor Smith asked if the update to the Emergency Operations Plan affects the joint Lamorinda disaster preparedness efforts.

Ms. Srivatsa stated she will speak with the Chief about this, and Vice Mayor Anderson said the three cities have a coordinated effort with this and he would imagine this will be shared amongst all cities.

Councilmember Andersson referred to Lafayette's Emergency Operations Plan and said there is the overall matrix and a variety of detailed plans for everything, and this is being coordinated through Dennis Ryan involving all three cities.

Councilmember Worth asked about Lafayette's closed circuit TV study.

Vice Mayor Anderson said Police have had success in catching criminals and mostly burglaries through this program. They are looking at how to improve it and getting out the word to HOA's for private security systems and cameras to link into the City's system about traffic in various neighborhoods. Police can obtain information about any unusual activity or cars in a neighborhood during a burglary or crime committed, and this enables police to better identify the perpetrator. He confirmed this was also related to license plate cameras.

D. Infrastructure Updates and Partnering Opportunities
Recommendation: Receive and file.

Mayor Smith provided the following update for the City of Orinda:

- Regarding residential roads those with a Pavement Condition Index (PCI) under 25: In 2014, one mile of road was reconstructed and in 2015 6.8 miles were constructed. This represents 12% of residential public roads reconstructed.

- The 2015 project is reconstructing 23 residential roads throughout the City and as of today, 19 have been completed and 4 are waiting on better long-term weather forecasts for completion.
- The bid price for the 2015 Measures L and J road project was $4,108,515. The total 2015 project included 2 collector roads which were paid for return to source and gas tax, which is about $5.2 million.
- In 2016, the City is planning on spending another $6 million of the combined Measures L ($1M) and J ($5M). These roads are currently under design and will go to bid this spring for construction.
- Assuming the ordinance is adopted, the Council is in the process of placing a measure on the June 7, 2016 a $25 million bond which will represent Phase III of their road and storm drain repair plan.

Orinda City Manager Janet Keeter first thanked Councilmember Orr who brought up partnering opportunities the last couple of times they held a Tri-City meeting, which is for the three cities to work together to find opportunities to combine forces for infrastructure efficiencies. She presented the following Orinda opportunities:

- A joint effort with the Town of Moraga for the Ivy Drive project: They are in the process of putting together a cost-sharing agreement that would fix the part of Ivy Drive that fronts Miramonte High School, near the Miramonte Gardens. The total cost is approximately $380,000 of which $190,000 would be contributed by Moraga with the City of Orinda paying the balance. She noted that the Moraga Commons HOA came to the City to discuss whether or not they could tag onto their contract, but when they go out to bid, the City will advise them who the bid is awarded to and they can have a separate contract with the contractor if they choose.
- A joint project with the City of Lafayette which is White Oak Court. The cost sharing agreement is underway for this project. They were notified today by Lafayette that the design work for the project is 50% complete, and both projects will go out to bid for construction to be completed in the summer 2016. The City of Orinda's contribution would be $70,000.

Town of Moraga **Mayor Metcalf** introduced Interim Town Manager Bob Priebe to discuss Moraga's partnering with Lafayette. Interim Town Manager Bob Priebe gave the following report:

- This past year they have completed the construction/remodel of their Council Chambers at 335 Rheem Boulevard and invited the cities to come see it. It will serve as the Town's EOC and noted the public can now see Council meetings on Comcast television and also live streaming through the Town's website.
- Regarding infrastructure this year, the Northern California Chapter of Public Works Association selected the Town's 3-year intensive pavement program as Project of the Year for Small Cities and Rural Communities in the category of Environment. Their Pavement Condition Index (PCI) has improved in 3 years from a pre-measured PCI of 49 to a 2015 PCI of 70.
- The incorporation of recycled rubber in all three projects with funding assistance from Cal Recycle has diverted 53,500 old tires from landfills.
- Two separate joint Moraga-Lafayette surface seal projects are planned this year. The Moraga Town Council authorized a partnering agreement and it is their understanding that Lafayette staff will bring it to their Council on March 14. Once all approvals are in place, they anticipate construction to begin after schools let out in June.
- They had a full depth reclamation project planned this year on a portion of Bollinger Canyon from St. Mary's Road to Joseph Drive, on Corliss Drive from Wakefield Drive to Camino Ricardo and on Larch Avenue to Camino Pablo. This is a rehabilitation

technique where the full thickness of the asphalt pavement and a predetermined portion and underlying materials is uniformly pulverized to provide a strong material. They hope for construction to start in late June of this year.

- A resurfacing project is planned for Moraga Road from St. Mary's to Draeger with a rubberized hot mixed asphalt overlay. They hope to start construction for this in early September.
- Regarding the Rheem Boulevard Repair and Repaving Project, staff will bring to Council at their next meeting an alternate plan from one originally approved. The original approval involved the deep excavation of the roadway and refill and rebuild. The El Nino problems and engineering staff from the developer and town are prepared to present an alternative method which would create stabilization through structural retention system of cast and drilled whole piers, horizontal grade beam, tie backs and a sub-drain. They hope to get the project approved to begin after April 15.

Vice Mayor Anderson thanked all cities for their presentations and noted the Mayors' Conference will be held Thursday in Lafayette. The agenda will include a workshop format on the ABAG/MTC merger discussion.

6. ADJOURNMENT

The meeting adjourned at 8:13 p.m.

APPROVED:

Michael Metcalf, Mayor

ATTEST:

Marty McInturf, Town Clerk