

LAMORINDA FEE AND FINANCING AUTHORITY (LFFA) MEETING AGENDA

Monday, September 14, 2026, 2:05 PM

County Supervisor District 2 Office
3338 Mt. Diablo Boulevard
Lafayette, CA 94549

This is an in-person meeting of the LFFA Committee, with the option for members of the public to appear in person or to participate via Zoom teleconference. Persons who wish to address the Board during public comment or with respect to an item on the agenda may comment in person or may call in or log in to the meeting via Zoom.

Join Zoom Meeting

<https://ccccounty-us.zoom.us/j/81030732499?pwd=4KkPYde4LCXNu8Yy5J5a8oRfjpNnnK.1>

Meeting ID: 810 3073 2499

Passcode: 141631

1. Call to Order the Lamorinda Fee and Financing Authority (LFFA)
2. Roll Call
3. Adoption of the LFFA Agenda
4. Public Comment
Members of the public are invited to address the Committee regarding any item that is not listed on the agenda.
5. Consent Calendar:
 - a. February 2, 2026, Minutes
Recommendation: Approve
6. New Business:
 - a. Appoint Stella Wotherspoon (current alternate board member) as the primary board member for Lafayette and appoint Susan Candell as alternate board member.
 - b. Presentation – Lamorinda Development Mitigation Fee Nexus Study update by Fehr & Peers
7. Old Business: None

Lamorinda Fee and Financing Authority

8. Adjourn LFFA Meeting to Monday, October 5, 2026, 2:30 p.m.

I, Sivakumar Natarajan, City Engineer, declare under penalty of perjury under the laws of the State of California that this regular meeting agenda has been posted at least 72 hours in advance at the Orinda City Hall, 22 Orinda Way and the Orinda Library, 26 Orinda Way.

Location of Agendas and Agenda Packets: Agendas and packets are available for review by the public by following this link: <https://swatcommittee.org/lffa-meetings/> and during regular business hours at the Orinda City Hall, 22 Orinda Way, Orinda, CA 94563. Agendas and packets shall be made available at least 72 hours in advance of regular meetings and 24 hours in advance of special meetings.

Any writings or documents pertaining to an open session item provided to a majority of the Lamorinda Fee and Financing Authority less than 72 hours prior to the meeting, shall be made available for public inspection at this link: <https://swatcommittee.org/lffa-meetings/> and at the Orinda City Hall, 22 Orinda Way, Orinda, CA 94563.

MEETING MINUTES

LAMORINDA FEE AND FINANCING AUTHORITY (LFFA) MEETING AGENDA

Monday, February 2, 2026, 2:05 PM

**County Supervisor District 2 Office
3338 Mt. Diablo Boulevard
Lafayette, CA 94549**

AGENDA

- 1. Call to Order the Lamorinda Fee and Financing Authority (LFFA)**
- 2. Roll Call** - Board Member Susan Candell, Lafayette; Brian Dolan, Moraga; Cara Hoxie, Orinda (Alternate). Staff Present: Patrick Golier, Lafayette, Sivakumar Natarajan, Orinda.
- 3. Adoption of the LFFA Agenda**
Hoxie moved and Dolan seconded. The LFFA unanimously adopted the agenda.
- 4. Public Comment**
None
- 5. Consent Calendar:**
 - a. December 1, 2025 Minutes
Recommendation: Approve
Dolan moved, Candell seconded
The LFFA unanimously approved the Consent Calendar.
- 6. Old Business:**
None
- 7. New Business**

Lamorinda Fee and Financing Authority

- a. Election of new Chair and Vice Chair
Chair Candell nominated Gee, and Dolan seconded. The LPMC unanimously elected the Chair.
Chair Candell nominated Dolan, and Hoxie seconded. The LPMC unanimously elected the Vice Chair.
- b. Staff Update: FY 2025/26 Annual Transportation Fee Adjustment
Recommendation: Accept Report
Candell moved, and Hoxie seconded. The LFFA unanimously accepted the Report.
- c. Staff Update: 2025 Basic Financial Statements and Independent Auditor's Report and Communications
Recommendation: Receive and File

Tim Przybyla described the audit of LFFA financial statements for the fiscal year ending June 30, 2025. Mr. Przybyla reported that for the year ending June 30, 2025 the net position totaled \$458,808, reflecting the \$175,251 in contributions, and \$6,217 in administrative expenses.

In addition, Mr. Przybyla distributed to the LFFA Board a summary of annual regional LFFA revenues, from FY16 through FY25. Revenues were further summarized by contributions from each agency. During the ten-year time period a total of \$2,118,376.05 was collected. This summary document is attached.

No approval from the LFFA Board is required for the Audit.

8. Adjourn LFFA Meeting to Monday, March 2, 2026 2:30 p.m.

Fehr & Peers

Lamorinda Development Mitigation Fee Nexus Study

Board Meeting

Julie Morgan & Bruno Lertora | September 14, 2026

Agenda

- 01** Fee Program Overview
- 02** Draft Growth Projections
- 03** Draft Project List
- 04** Next Steps

SECTION 01

Fee Program Overview

What is a Subregional Transportation Mitigation Program?

- **Measure C (1988)** and **Measure J (2004)** require all RTPCs to have a cooperative program for mitigating transportation impacts of new development.
- **In Lamorinda**, the Development Mitigation Fee Program was established in 1998 and is administered by the LFFA.
- **Program is governed by State Law.** Recent changes to state law now say that programs should be updated every 8 years; last update of LFFA program was completed in 2015.

What is a Transportation Impact Fee?



One-time charge



Imposed at building permit stage or certificate of occupancy



Imposed on all development projects within a defined geographic area



Revenue used to build facilities to mitigate impacts from new development

Mitigation Fee Act Requirements (Govt. Code §66001)

Key Findings Required

- Purpose of fee
- Use of fee revenue
- Need for improvements
- Relationship between development paying the fee and the fee's use
- Rough proportionality between amount of fee and development's impacts

Other Considerations

- Transit Oriented Development
- Transit Priority Area discounts
- Fee collection sequence
- Relationship to SB 743 and CEQA

What goes into a nexus study?



ESTIMATE
EXISTING
DEVELOPMENT
AND FUTURE
GROWTH



IDENTIFY
FACILITY
STANDARDS



DETERMINE
NEW FACILITY
NEEDS AND
COSTS



ALLOCATE
SHARE TO
ACCOMMODATE
GROWTH



IDENTIFY
ALTERNATIVE
FUNDING
NEEDS



CALCULATE
FEE BY
ALLOCATING
COSTS PER
UNIT OF NEW
DEVELOPMENT

SECTION 02

Draft Growth Projections

Process for Determining Growth Projections

1. **Review various growth projection sources:** Travel demand models (both CCTA and AlaCC), State DOF, and local Housing Elements.
2. **Define baseline:** Current DOF and Census data was used to define the number of existing housing units and employees, respectively.
3. **Define a low-end and high-end scenario for residential growth:**
Based on the range of projections, DOF growth trends are used to represent a low-end growth scenario, while the Housing Elements represent a high-end growth scenario.

Process for Determining Growth Projections

- 4. Define employment growth:** Employment growth was estimated using the jobs–housing ratio, currently about 0.78 jobs per household in Lamorinda. Historically, this ratio has remained fairly consistent over the past 20 to 30 years, though PBA 2050 expects it to decline. A modest decrease to 0.75 was applied in the low residential growth scenario and a more significant decrease to 0.70 in the high growth scenario, reflecting an assumption that new housing will outpace employment growth.

Land Use Growth Projections

Low End Scenario

High End Scenario

Land Use Type	Total Households (DUs)				Total Employment (Jobs)			
Jurisdiction	Base Year	Future Year	Delta	% Growth	Base Year	Future Year	Delta	% Growth
Lafayette	10,275	10,891	616	6%	9,821	10,004	183	2%
		13,056	2,781	27%		11,193	1,372	14%
Moraga	5,985	6,111	126	2%	4,191	4,222	31	1%
		7,787	1,802	30%		4,891	700	17%
Orinda	7,462	8,036	574	8%	4,501	4,658	157	3%
		9,080	1,618	22%		4,913	412	9%
Total	23,722	25,038	1,316	6%	18,513	18,885	372	2%
		29,923	6,201	26%		20,997	2,484	13%

SECTION 03

Draft Project List

Process for Identifying Projects

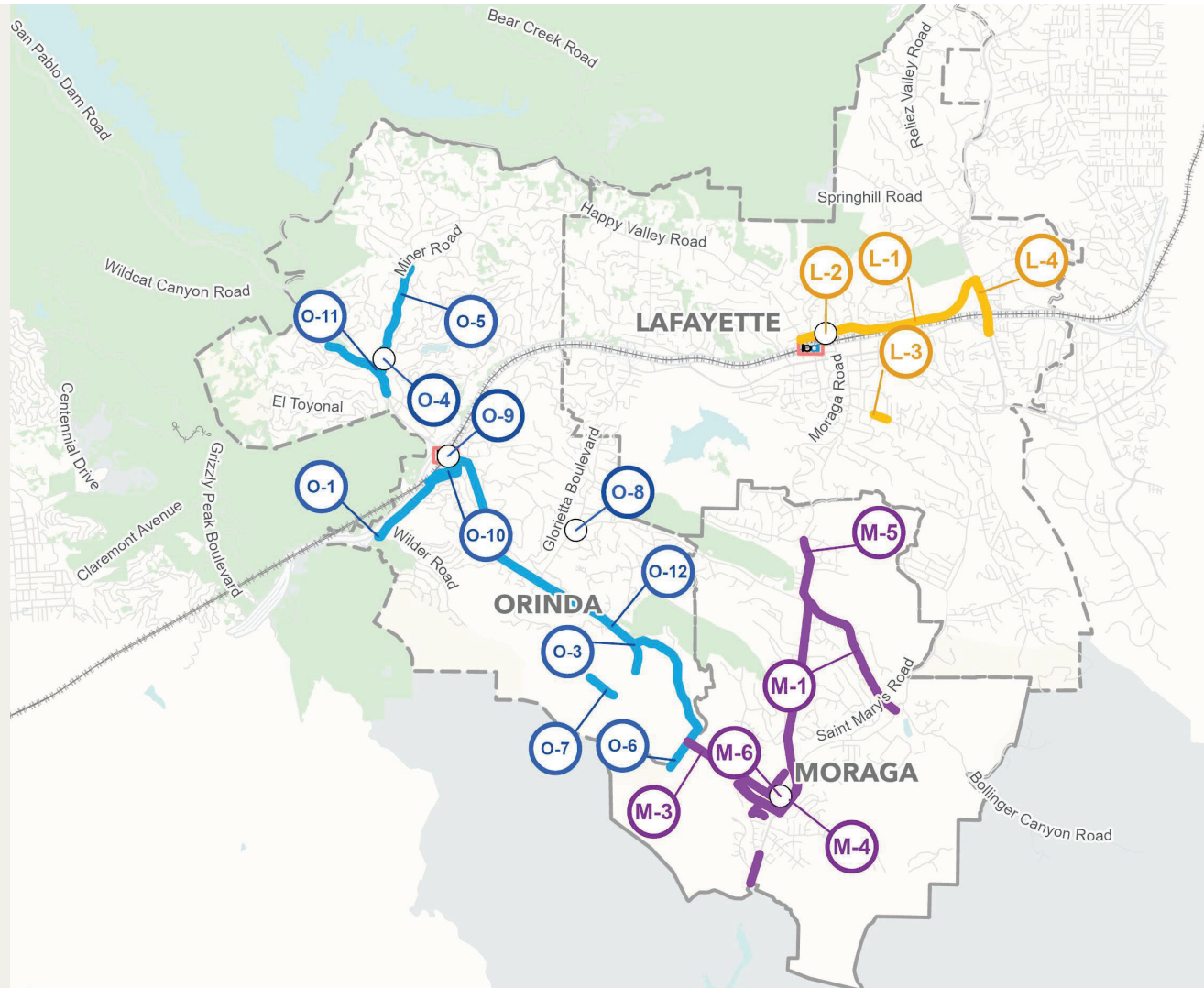
1. **Refresh 2015 project list:** project sponsors provided status updates
2. **Review numerous plans and studies completed since 2015:** pulled candidate projects from plans and studies identified by member agencies
3. **Apply nexus criteria:** projects that did not have a clear relationship between future use and the development paying the fee were screened out
4. **Compile draft list:** compiled a Draft Project List for staff review

Project Locations

L# Lafayette Projects

M# Moraga Projects

O# Orinda Projects

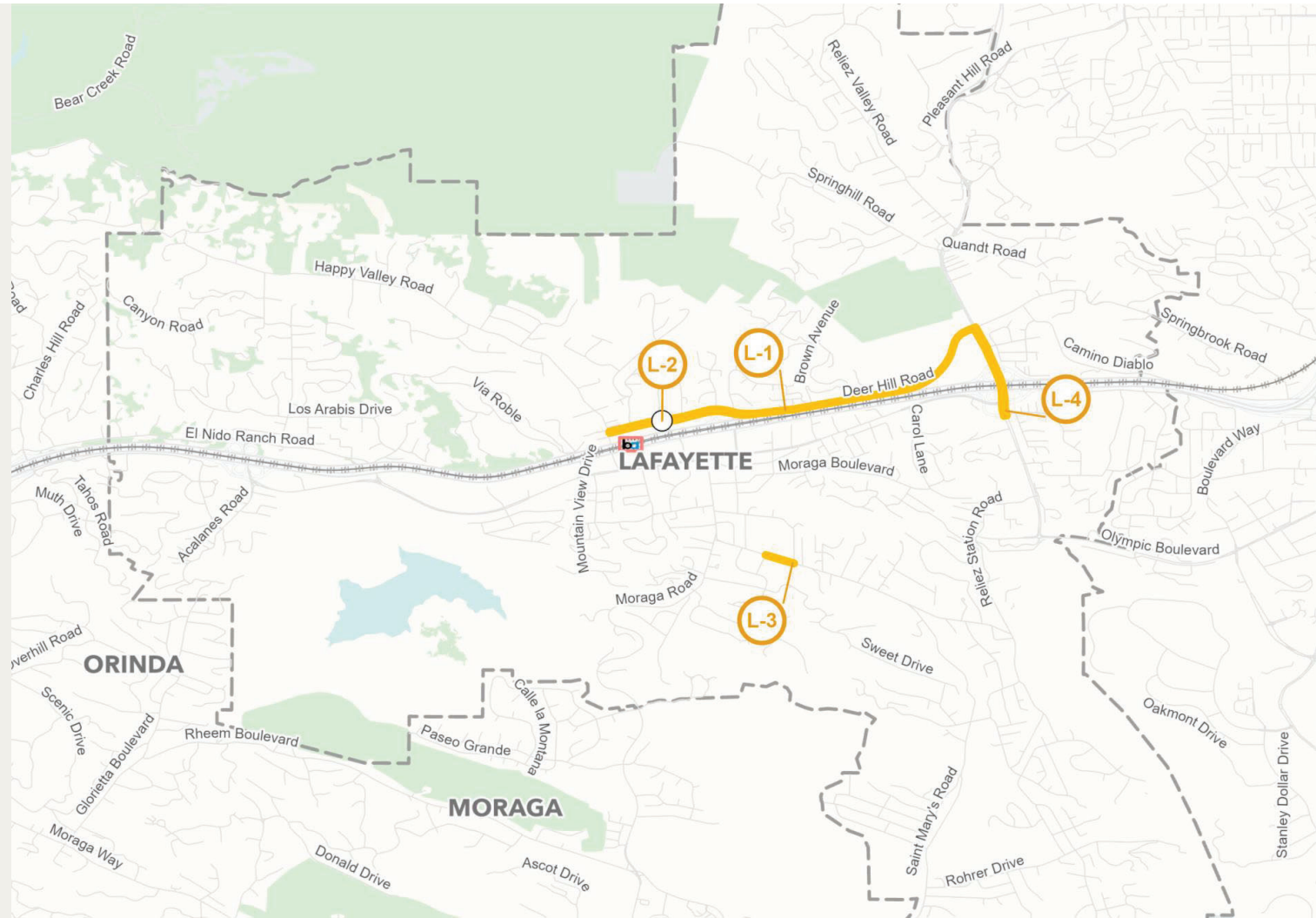


Projects by Jurisdiction

Lafayette

Project Name	Project Description
Lafayette Aqueduct Pathway Project	Construction of a 1.5-mile ADA-compliant low-stress pedestrian and bicycle pathway through Downtown Lafayette and eastward along Deer Hill Road to Pleasant Hill Road along the EBMUD Aqueduct right-of-way, connecting the Lafayette BART station to Pleasant Hill Road. The project will provide a critical active transportation connection serving new residents and employees generated by housing element sites in the Downtown Lafayette area.
Traffic Signal Design and Construction at Deer Hill Road / Oak Hill Road	Design and construction of a new traffic signal at the intersection of Deer Hill Road and Oak Hill Road, adjacent to the Lafayette BART station. New development near the BART station and in the broader Downtown Lafayette area is anticipated to increase pedestrian, bicycle, and vehicle volumes at this intersection, generating demand for improved traffic control.
Construction of St. Mary's Drop-Off and Sidewalk Gap Closure Project	Construction of a formal drop-off and pick-up facility on St. Mary's Road serving Stanley Middle School, and expansion of the pedestrian pathway along the north side of St. Mary's Road between Acampo Drive and Topper Lane. New residential development within the Lafayette Housing Element area is expected to increase enrollment at Stanley Middle School, generating additional pedestrian activity and demand for safe school access infrastructure along this corridor.
Pedestrian/Bike Access through the Pleasant Hill Road Interchange	Construction of a fully separated pedestrian and bicycle pathway along Pleasant Hill Road between Old Tunnel Road and Deer Hill Road/Stanley Boulevard through the SR-24 interchange, closing gaps in the non-motorized network and eliminating conflicts between pedestrians, bicyclists, and vehicles at freeway on- and off-ramps. The project will provide a continuous active transportation connection serving new residents on the Pleasant Hill Road corridor. Final alignment to be determined following further design of the Lafayette Aqueduct Pathway Project.

Lafayette Project Locations



Projects by Jurisdiction

Moraga

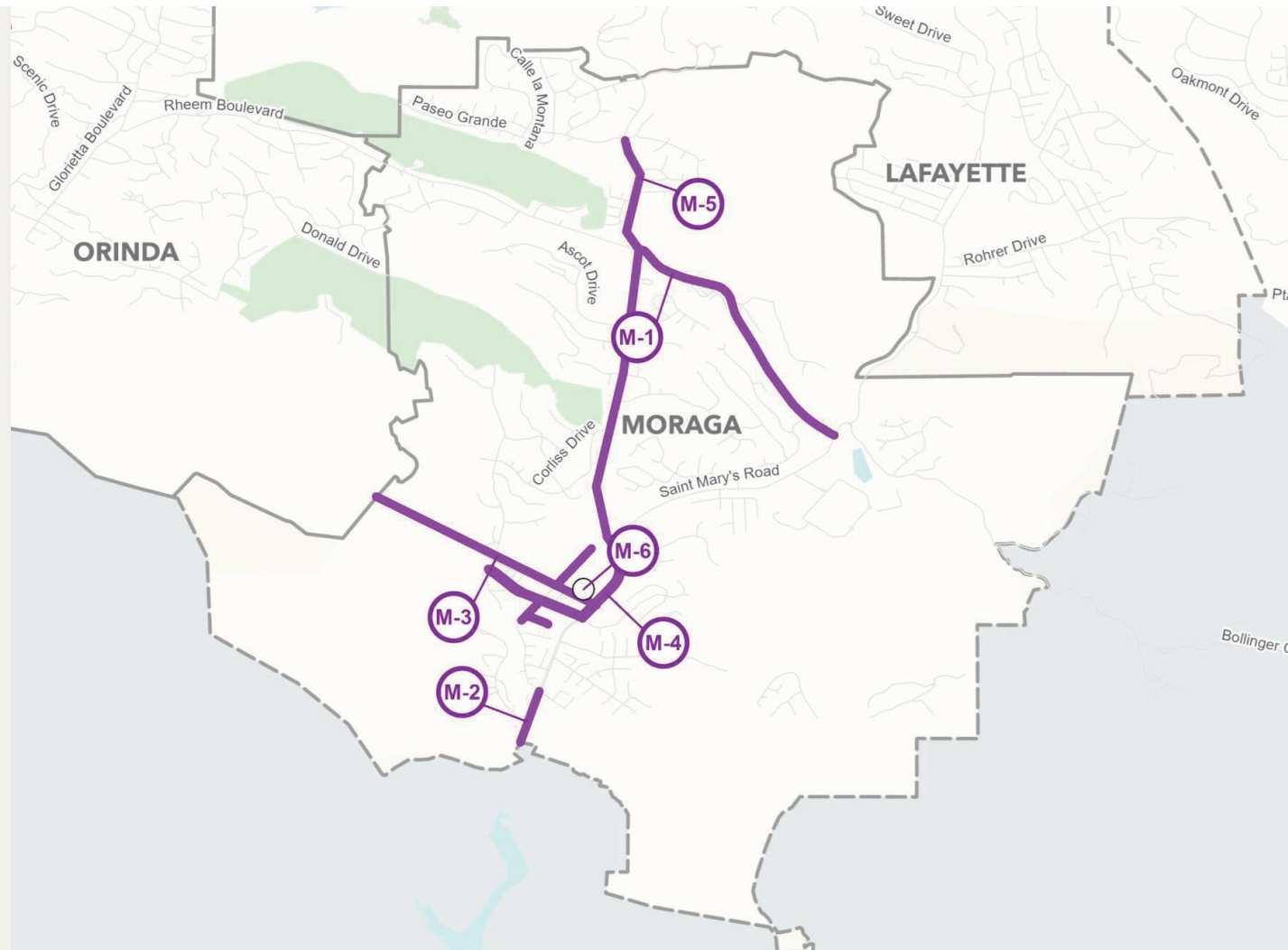
Project Name	Project Description
Rheem Blvd Bike & Pedestrian Improvements (Moraga Rd to St. Mary's Rd)	Improvements to pedestrian and bicycle facilities along Rheem Boulevard between Moraga Road and St. Mary's Road, approximately 0.3 miles, including sidewalk construction or upgrades on one side from Moraga Road to Fay Hill Road and shoulder improvements on both sides to provide a Class III on-street bike route. Rheem Boulevard serves as a key east-west connector between residential neighborhoods and the Moraga Center area, and improvements along this segment will serve new residents anticipated from housing element sites within the Moraga Center area.
Canyon Road Complete Streets Project	Preliminary design and construction of a complete streets corridor along Canyon Road from the Moraga Creek Bridge to the Town limits, including a continuous multi-use path, sidewalks, bike lanes, roadway realignment, and intersection improvements to provide a multi-use corridor for the Town. Canyon Road serves as a key access corridor to the Moraga Center area, where housing element sites are projected to accommodate new residential growth.
Lamorinda Regional Trail and EVA Evacuation Lane – Phase 1 (Moraga portion)	Construction of a 1-mile Class I multi-use trail and auxiliary emergency access lane parallel to Moraga Way between Ivy Drive and Moraga Road. The facility will provide dedicated pedestrian and bicycle access along the Moraga Way corridor, connecting Moraga Center-area housing element sites to regional destinations. The auxiliary lane will also serve as an emergency evacuation route for first responders. New residential development within the Moraga Center area will generate additional users of this trail corridor.

Projects by Jurisdiction

Moraga

Project Name	Project Description
Moraga Center Ped & Bike Improvements	Construction of new sidewalks, pedestrian path gap closures, bicycle facilities, and streetscape improvements along streets within the Moraga Center Specific Plan area. The Moraga Center area is identified in the Town's General Plan 2040 and the 2016 Walk Bike Plan as the primary location for future mixed-use residential and commercial development in Moraga. Improvements will provide safe and comfortable pedestrian and bicycle access for new residents and employees generated by development within the Moraga Center Specific Plan area.
Livable Moraga Road Corridor Plan and Improvements	Improvements to Moraga Road between Campolindo Drive and St. Mary's Road, including a continuous multi-use path, sidewalks, bike lanes, and intersection improvements consistent with the Livable Moraga Road Concept Plan. Moraga Road serves as the primary corridor connecting residents in the Moraga Center area to schools, parks, and regional transit, and these improvements will accommodate increased pedestrian and bicycle demand generated by new residential development.
Transit Center or Park and Ride Facilities	Development of a transit center or park and ride facility within or adjacent to the Moraga Center area to serve future commuters and improve connectivity to regional transit, including BART. This project will serve increased demand for transit access from new residential development within the Moraga Center housing element area. The project scope and location will be further defined consistent with the Lamorinda Service Plan and regional transit planning efforts.

Moraga Project Locations



Projects by Jurisdiction

Orinda

Project Name	Project Description
Wilder-Downtown Multi-Use Path	Construction of an approximately one-mile Class I multi-use path for pedestrians and bicyclists between Wilder Road and Downtown Orinda, from Wilder Road/Orinda Fields Lane to Moraga Way via Brookwood Drive. The project will provide a safe, low-stress active transportation connection between the Wilder residential area and Downtown Orinda.
Annual Bicycle, Trails, and Walkways Program	Annual implementation of priority projects from the City's Bicycle, Trails, and Walkways Master Plan, guided by the City's Top 10 Priority List to support grant opportunities and ongoing active transportation improvements citywide. The TIF-eligible portion of the annual program reflects new development's proportional share of program costs, consistent with projected residential and employment growth in Orinda.
Moraga Way Pathway – Phase 3	Construction of a separated pedestrian pathway on the west side of Moraga Way between Altamont Drive and Ivy Drive, approximately 0.5 miles in length. The pathway will close a gap in the Moraga Way pedestrian network, improving north-south connectivity along this corridor and serving new residents generated by housing element sites along the Moraga Way corridor.
Miner Road Pedestrian Bridge	Construction of a new pedestrian bridge over San Pablo Creek at Miner Road, providing a safe non-motorized crossing and improving active transportation connectivity along the Miner Road corridor.

Projects by Jurisdiction

Orinda

Project Name	Project Description
Miner Road Widening for Bicycle Route and Pedestrian Use	Shoulder widening along Miner Road to accommodate bicycle and pedestrian travel between Camino Pablo and Lombardy Lane, including installation of speed feedback signs and wayfinding signage to improve safety along the corridor.
Ivy Drive Sidewalk	Construction of a continuous sidewalk on one side of Ivy Drive for its entire length, approximately 1.3 miles, improving pedestrian safety and connectivity along this corridor. The project will serve new residents generated by housing element sites along the Moraga Way corridor and improve pedestrian access to schools expected to see enrollment growth as a result of new residential development.
Don Gabriel Walkway (La Cresta to Valley View)	Sidewalk construction along Don Gabriel Way from La Cresta Road to Valley View Drive improving pedestrian safety and connectivity. The project will serve increased pedestrian demand generated by new residential development in the Orinda housing element area, which is expected to increase enrollment at Del Rey Elementary.
Rheem Blvd/Glorietta Blvd Intersection Improvements	Installation of a traffic signal and turn lanes at the intersection of Rheem Boulevard and Glorietta Boulevard. This project will serve future demand from the Rancho Palos Colorados residential development.

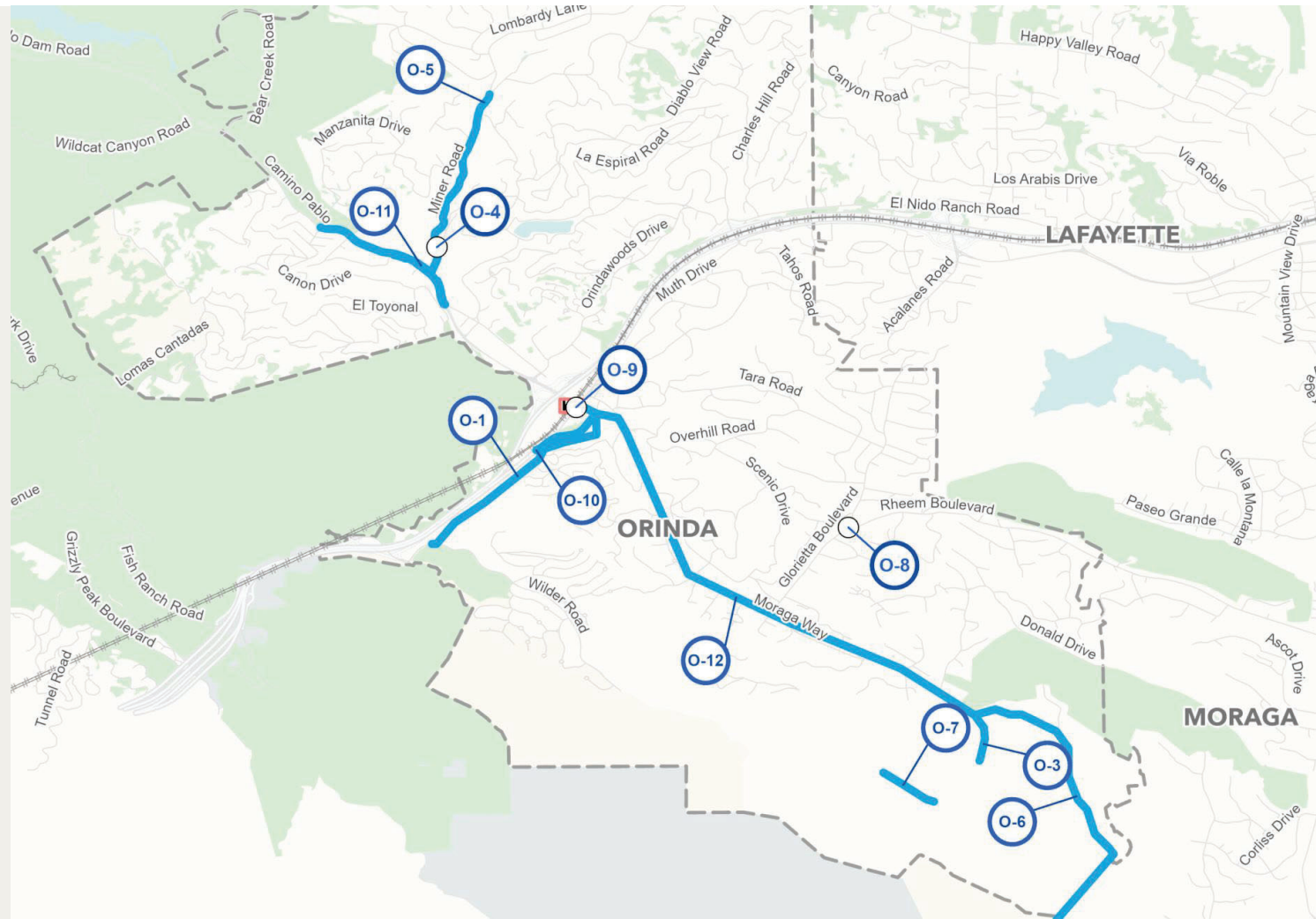
Fehr&Peers

Projects by Jurisdiction

Orinda

Project Name	Project Description
Direct Connection from Moraga Way and Camino Pablo to EB SR 24	Reconfiguration of the existing SR-24/Camino Pablo interchange to provide a direct connection to the eastbound SR-24 on-ramp from Moraga Way and Camino Pablo, serving new trips generated by new residential development in the Orinda housing element area.
Auxiliary Lane on EB SR-24 Gateway On-Ramp to Brookwood Road and Completion of EB Off-Ramp Improvements	Construction of an additional eastbound lane on the SR-24 Gateway on-ramp to Brookwood Road, including completion of improvements to the eastbound Brookwood off-ramp. This project will serve additional demand generated by new residential development in the Orinda housing element area.
Camino Pablo Pathway: Orinda Way to Claremont Ave	Widening of the Camino Pablo Pathway between Orinda Way and Claremont Avenue to a standard width accommodating comfortable two-way pedestrian and bicycle travel, improving pedestrian and bicycle connectivity between North Orinda, Downtown, and nearby schools. The project is a top priority in the City's Bicycle, Trails and Walkways Master Plan and will serve increased pedestrian and bicycle demand generated by new residents in the Orinda housing element area.
Lamorinda Regional Trail and EVA Evacuation Lane – Phase 1 (Orinda portion)	Construction of a 1-mile Class I multi-use trail and auxiliary emergency access lane parallel to Moraga Way between Ivy Drive and the Orinda BART station. The facility will provide dedicated pedestrian and bicycle access along the Moraga Way corridor, connecting Moraga Center-area housing element sites to regional destinations. The auxiliary lane will also serve as an emergency evacuation route for first responders. New residential development within the Moraga Center area will generate additional users of this trail corridor.

Orinda Project Locations



SECTION 04

Next Steps

Next Steps

1. Confirm project list
2. Update cost estimates
3. Determine whether there are existing deficiencies at the project locations.
4. Conduct nexus analysis to allocate costs by development type.