

Comparison of Measure C and Measure Growth Management Programs

<i>Existing Measure C</i>	<i>New Measure J</i>
<p>Introduction</p> <p>Consistent with and in furtherance of its role as the county’s designated Congestion Management Program Agency, while serving such role, the overall goal of the Growth Management Program is to achieve a cooperative process for Growth Management on a countywide basis, while maintaining local authority over land use decisions and the establishment of performance standards. The Growth Management and Congestion Management Programs functions shall, to the extent possible, be harmonized. To the extent they conflict, Congestion Management Program activities shall take precedence over Growth Management Program activities.</p> <p>The transportation retail transaction and use tax is intended to alleviate existing major regional transportation problems. Growth management is needed to assure that future residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth.</p> <p>It is the intent of the Transportation Authority to create a process that results in the maintenance of the quality of life in Contra Costa.</p>	<p>Goals and Objectives</p> <p>The overall goal of the Growth Management Program is to preserve and enhance the quality of life and promote a healthy, strong economy to benefit the people and areas of Contra Costa through a cooperative, multi-jurisdictional process for managing growth, while maintaining local authority over land use decisions. [FOOTNOTE: The Authority shall, to the extent possible, attempt to harmonize the Growth Management and Congestion Management Programs. To the extent they conflict, Congestion Management Program activities shall take precedence over Growth Management Program activities.]</p> <p>The objectives of the Growth Management Program are to:</p> <ul style="list-style-type: none"> ▪ Assure that new residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth. ▪ Require cooperative transportation and land use planning among Contra Costa County, cities, towns, and transportation agencies. ▪ Support land use patterns within Contra Costa that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions. ▪ Support infill and redevelopment in existing urban and brownfield areas.
<p>Adopt a Growth Management Element</p> <p>Each jurisdiction is to develop a Growth Management Element of its General Plan to be applied in the development review process. The element must include sections 2 and 3 below, and jurisdictions must comply with sections 4-8 below. The Authority and the Regional Transportation Planning Committees</p>	<p>Adopt a Growth Management Element</p> <p>Each jurisdiction must adopt a Growth Management Element as part of its General Plan that outlines the jurisdiction’s goals and policies for managing growth and requirements for achieving those goals. The Growth Management Element must show how the jurisdiction will comply with sections 2–7 below. The</p>

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<p>shall jointly prepare a model element and administrative procedures to guide the local jurisdictions. Local jurisdictions shall develop their Growth Management Element within one year after receipt of the Authority’s model element.</p>	<p>Authority shall refine its model Growth Management Element and administrative procedures in consultation with the Regional Transportation Planning Committees to reflect the revised Growth Management Program.</p> <p>Each jurisdiction is encouraged to incorporate other standards and procedures into its Growth Management Element to support the objectives and required components of this Growth Management Program</p>
<p>Adopt Traffic Level Of Service (LOS) Standards keyed to types of land use:</p> <p>Rural: LOS low-C Semi-Rural: LOS high-C Suburban: LOS low-D Urban: LOS high-D Central Business District: LOS low-E</p> <p>Based on the categories established above, each jurisdiction shall determine how the Traffic Service standards are to be applied to their General Plan land use and circulation elements, and the land areas to be defined as Rural, Semi-Rural, Suburban, Urban, and Central Business District (as suggested in the Guidelines in Appendix A). Each jurisdiction shall comply with the adopted standards. Jurisdictions may adopt more stringent standards without penalty.</p> <p>Level of Service (LOS) would be measured by Circular 212 or the method described in the most commonly used version of the Highway Capacity Manual. Any issues with respect to the application of the Highway Capacity Manual or measurement of level of service shall be referred to the Authority’s Technical Coordinating Committee for review and recommendation to the Authority. In the event that an intersection(s) exceeds the applicable Traffic Service standard, the Authority shall, jointly with local jurisdictions, establish appropriate mitigation measures or determine that a given intersection is</p>	<p>[not included in Measure J]</p>

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<p>subject to a finding of special circumstances.</p> <p>Any intersection that presently exceeds the Traffic Service standard and which will be brought into compliance in the most current Five Year Capital Improvement Program (see section 6) shall be considered to be in compliance with the applicable standard.</p> <p>The Authority, jointly, with affected local jurisdictions, shall determine and periodically review the application of Traffic Service Standards on routes of regional significance. The review will take into account traffic originating outside of the county or jurisdiction, and environmental and financial considerations. Local jurisdictions, through the forum provided by the Authority, shall jointly determine the appropriate measures and programs for mitigation of regional traffic impacts. (See Section 5)</p> <p>Capital projects necessary to meet and/or maintain the Traffic Service standards are to be included in the required Five Year Capital Improvement Program. (see Section 6)</p>	
<p>Adopt Performance Standards, maintained through capital projects, for the following items, based on local criteria:</p> <ul style="list-style-type: none"> a. fire b. police c. parks d. sanitary facilities e. water f. flood control <p>Jurisdictions may have already adopted performance standards for some or all of these items.</p>	<p>[not included in Measure J]</p>

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<p>Performance standards shall be adopted for inclusion in each local jurisdiction’s General Plan. Each jurisdiction shall comply with the adopted standards. The Performance Standards should take into account fiscal constraints, and how the standards are to be applied in each jurisdiction’s development review process. To ensure the continued applicability of these standards, each jurisdiction may annually review and modify their adopted standards, in consultation with special districts where appropriate, and provide an opportunity for public comment.</p> <p>Capital projects, exclusive of operating budgets, to achieve and/or maintain Performance Standards are to be included in the required Five Year Capital Improvement Program. (see Section 6)</p>	
<p>Adopt a Development Mitigation Program to ensure that new growth is paying its share of the costs associated with that growth.</p> <p>Local jurisdictions, for the most part, already impose fees for a variety of purposes including site specific traffic improvements. Only a few jurisdictions impose fees for regional traffic mitigation.</p> <p>To meet the requirements of this Section, each jurisdiction shall:</p> <ol style="list-style-type: none"> 1) Ensure that revenue provided from this measure shall not be used to replace private developer funding which has been or will be committed for any project. 2) Adopt a development mitigation program to ensure that development is paying its share of the costs associated with that development. <p>In addition, the Authority shall:</p> <ol style="list-style-type: none"> 1) Develop a program of regional traffic mitigation fees, assessments or other mitigations, as appropriate, to fund regional and subregional 	<p>Adopt a Development Mitigation Program</p> <p>Each jurisdiction must adopt, or maintain in place, a development mitigation program to ensure that new growth is paying its share of the costs associated with that growth. This program shall consist of both a local program to mitigate impacts on local streets and other facilities and a regional program to fund regional and subregional transportation projects, consistent with the Countywide Comprehensive Transportation Plan.</p> <p>The jurisdiction’s local development mitigation program shall ensure that revenue provided from this measure shall not be used to replace private developer funding that has or would have been committed to any project.</p> <p>The regional development mitigation program shall establish fees, exactions, assessments or other mitigation measures to fund regional or subregional transportation improvements needed to mitigate the impacts of planned or forecast development. Regional mitigation programs may adjust such fees, exactions, assessments or other mitigation measures when developments are within walking distance of frequent</p>

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<p>transportation projects, as determined in the Comprehensive Transportation Plan of the Authority.</p> <p>2) Consider such issues as jobs/housing balance, carpool and vanpool programs and proximity to transit service in the establishment of the regional traffic mitigation program.</p> <p>3) The development mitigation program will be implemented with the participation and concurrence of local jurisdictions in determining the most feasible methods of mitigating regional traffic impacts. Existing regional traffic impact fees shall be taken into account by the Authority.</p>	<p>transit service or are part of a mixed-use development of sufficient density and with necessary facilities to support greater levels of walking and bicycling. Each Regional Transportation Planning Committee shall develop the regional development mitigation program for its region, taking account of planned and forecast growth and the Multimodal Transportation Service Objectives and actions to achieve them established in the Action Plans for Routes of Regional Significance. Regional Transportation Planning Committees may use existing regional mitigation programs, if consistent with this section, to comply with the Growth Management Program.</p>
<p>Participate in a Cooperative, Multi-Jurisdictional Planning Process to Reduce Cumulative Regional Traffic Impacts of Development.</p> <p>The Authority shall establish a forum for jurisdictions to cooperate in easing cumulative traffic impacts. This will be accomplished through the Regional Transportation Planning Committees, and be supported by an ongoing countywide comprehensive transportation planning process in which all jurisdictions shall participate.</p> <p>As part of this process, a uniform database on traffic impacts will be created, based on the countywide transportation computer model.</p> <p>Use of the countywide transportation computer model provides an opportunity to test General Plan(s) transportation and land use alternatives, and to assist cities and the county in determining the impact of major development projects proposed for General Plan Amendments. This would provide a quantitative basis for inter-jurisdictional negotiation to mitigate cumulative regional traffic impacts. Input for the model shall include each jurisdiction's Five Year Capital Improvement Program of transportation</p>	<p>Participate In an Ongoing Cooperative, Multi-Jurisdictional Planning Process</p> <p>Each jurisdiction shall participate in an ongoing process with other jurisdictions and agencies, the Regional Transportation Planning Committees and the Authority to create a balanced, safe and efficient transportation system and to manage the impacts of growth. Jurisdictions shall work with the Regional Transportation Planning Committees to:</p> <p>A. Identify Routes of Regional Significance, and establish Multimodal Transportation Service Objectives for those routes and actions for achieving those objectives.</p> <p>B. Apply the Authority's travel demand model and technical procedures to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan objectives.</p> <p>C. Create the development mitigation programs outlined in section 2 above.</p> <p>D. Help develop other plans, programs and studies to</p>

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<p>projects (see Section 6) and the projects of federal, state and regional agencies such as Caltrans, transit operators, the Metropolitan Transportation Commission, etc. In addition, the computer model database will include each local jurisdiction’s anticipated land use development projects expected to be constructed within the next five years.</p>	<p>address other transportation and growth management issues.</p> <p>In consultation with the Regional Transportation Planning Committees, each jurisdiction shall use the travel demand model to evaluate changes to local General Plans and the impacts of major development projects for their effects on the local and regional transportation system and the ability to achieve the Multimodal Transportation Service Objectives established in the Action Plans.</p> <p>Jurisdictions shall also participate in the Authority’s ongoing countywide comprehensive transportation planning process. As part of this process, the Authority shall support countywide and subregional planning efforts, including the Action Plans for Routes of Regional Significance, and shall maintain a travel demand model. Jurisdictions shall help maintain the Authority’s travel demand modeling system by providing information on proposed improvements to the transportation system and planned and approved development within the jurisdiction.</p>
<p>Address Housing Options And Job Opportunities</p> <p>As part of its Five Year Capital Improvement Program and pursuant to the state mandated housing element of its General Plan, each jurisdiction shall develop an implementation program that creates housing opportunities for all income levels.</p> <p>Each jurisdiction shall also address land use information as it relates to transportation demand as well as a discussion of each jurisdiction’s efforts to address housing options and job opportunities on a city, subregional and countywide basis.</p>	<p>Address Housing Options</p> <p>Each jurisdiction shall demonstrate reasonable progress in providing housing opportunities for all income levels as part of a report on the implementation of the actions outlined in its adopted Housing Element. The report will demonstrate progress by (1) comparing the number of housing units approved, constructed or occupied within the jurisdiction over the preceding five years with the number of units needed on average each year to meet the housing objectives established in the jurisdiction’s Housing Element; or (2) illustrating how the jurisdiction has adequately planned to meet the existing and projected housing needs through the adoption of land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development; or (3) illustrating how a jurisdiction’s General Plan and zoning</p>

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	<p>regulations facilitate the improvement and development of sufficient housing to meet those objectives.</p> <p>In addition, each jurisdiction shall consider the impacts that its land use and development policies have on the local, regional and countywide transportation system, including the level of transportation capacity that can reasonably be provided, and shall incorporate policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments.</p>
<p>Develop A Five Year Capital Improvement Program to meet and/or maintain Traffic Service and Performance Standards (defined in Sections 2 and 3).</p> <p>Each jurisdiction shall determine the capital projects needed to meet and/or maintain both its adopted Traffic Service and Performance Standards. Capital financial programming will be based on development to be constructed during (at a minimum) the following five year period. The Capital Improvement Program shall include approved projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements.</p>	<p>Develop a Five-Year Capital Improvement Program</p> <p>Each jurisdiction shall prepare and maintain a capital improvement program that outlines the capital projects needed to implement the goals and policies of the jurisdiction’s General Plan for at least the following five-year period. The Capital Improvement Program shall include approved projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements. The jurisdiction shall forward the transportation component of its capital improvement program to the Authority for incorporation into the Authority’s database of transportation projects.</p>
<p>Adopt a Transportation Systems Management (TSM) Ordinance or alternative mitigation.</p> <p>To promote carpools, vanpools and park and ride lots, the Transportation Authority will draft and adopt a Model Transportation Systems Management Ordinance for use by local jurisdictions in developing local ordinances for adoption and implementation. Upon approval of the Authority, cities with a small employment base may adopt alternative mitigation measures in lieu of adopting a TSM Ordinance.</p>	<p>Adopt a Transportation Systems Management (TSM) Ordinance or Resolution</p> <p>To promote carpools, vanpools and park and ride lots, each jurisdiction shall adopt a local ordinance or resolution that conforms to the model Transportation Systems Management Ordinance that the Transportation Authority has drafted and adopted. Upon approval of the Authority, cities with a small employment base may adopt alternative mitigation measures in lieu of a TSM ordinance or resolution.</p>

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[not included in Measure C]	<p>Adopt an Urban Limit Line</p> <p>Each jurisdiction must continuously comply with either a new “<i>Countywide mutually agreed upon voter approved ULL</i>” or the “<i>local jurisdiction’s voter approved ULL</i>” before that jurisdiction would be eligible to receive the 18% return to source funds or the 5% TLC funds. In the absence of a new local voter approved ULL, submittal of an annexation request to LAFCO outside the countywide voter approved ULL will constitute non-compliance with the Measure C Growth Management Plan.</p> <p>The new ULL will be developed and maintained consistent with the “Principles of Agreement” in Attachment A, incorporated herein by reference.</p>