



Canyon Bridge Replacement Project | Photo Credit: Bridgeway Civil Construction

12

GROWTH MANAGEMENT AND GOVERNANCE ELEMENT

The goal of growth management is to ensure that public services and facilities can keep pace with demand as communities grow. Growth management policies also aim to fairly distribute the cost of growth so that existing residents and businesses are not unduly burdened and new development pays its way. While growth management policies are locally focused, they also support regional goals related to the efficient use of land and transportation facilities. Local growth management policies also align with state and regional goals related to climate change and hazard mitigation.

“Governance” refers to the ways in which services are delivered to residents and businesses by a public agency. This is especially important in Moraga, as the Town is a limited-service municipality that relies on other agencies and organizations for many services, including schools, libraries, fire protection, environmental health, utilities, building permitting, plan checking, and code enforcement, to name a few. Intergovernmental coordination is critical to protect the quality of life and public safety. Governance also addresses the ways in which a municipality engages with its residents, including a commitment to transparency, accessibility, and responsive communication.

For the past 50 years, Moraga’s general plans have focused on responsible growth management and efficient, effective governance. The 2040 General Plan carries that focus forward while also satisfying the Contra Costa County requirement to include a Growth Management Element in the General Plan.



12.1 GROWTH MANAGEMENT

HISTORY AND LEGAL FOUNDATION

In 1988, Contra Costa County voters approved Measure C, authorizing a half-cent sales tax for 20 years to pay for countywide transportation projects and programs. The measure was estimated to generate \$1 billion over 20 years, with a portion of those funds used for regional projects and a portion returned to municipalities for local transportation improvements and street maintenance. Receipt of the local funds (referred to as “return to source” funds) was contingent on each municipality adopting a Growth Management Element as part of their General Plan.

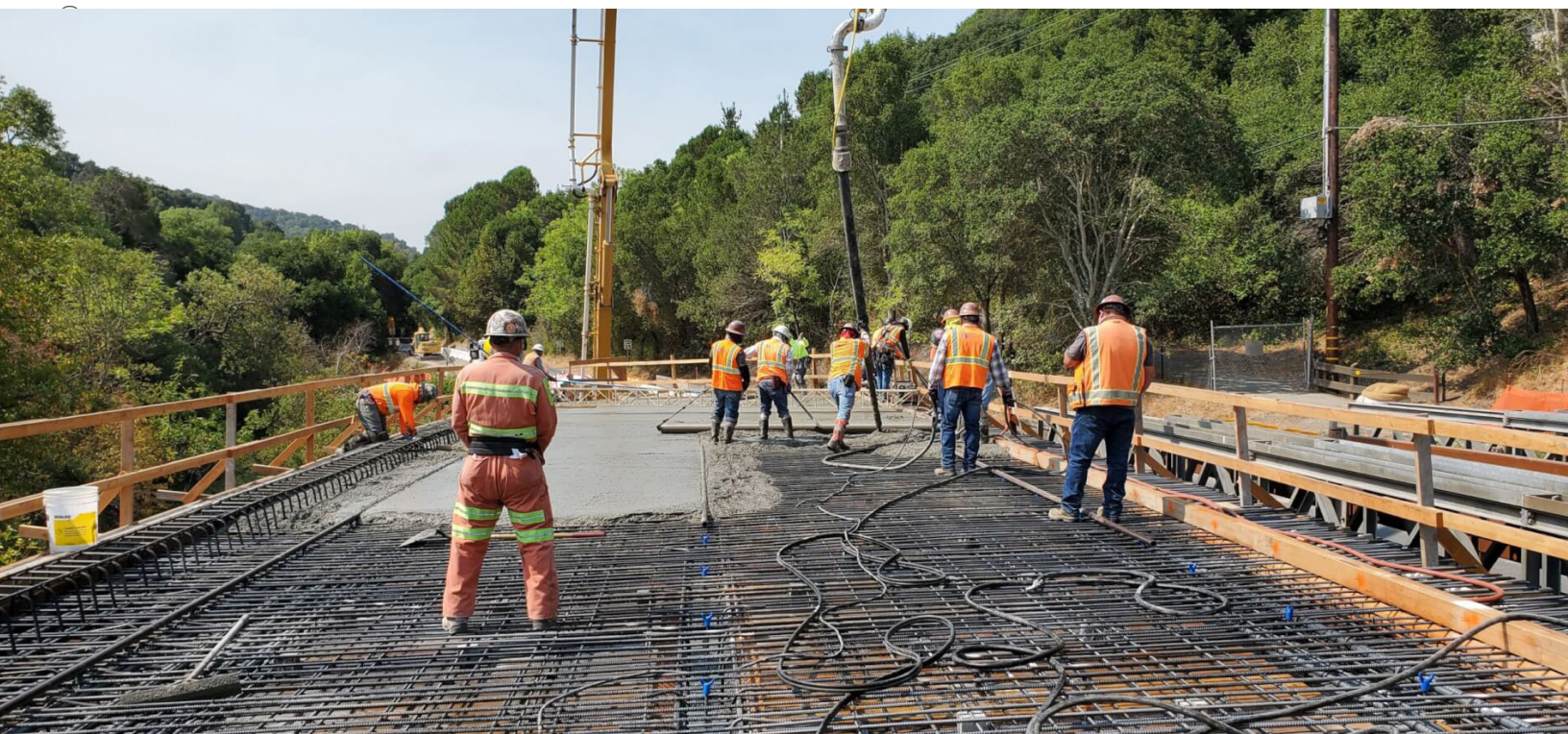
The purpose of the Growth Management Element requirement was to ensure that cities and towns could be held accountable for managing the impacts of future development and would participate in regional and subregional planning with the County and neighboring jurisdictions. Measure C created the Contra Costa Transportation Authority (CCTA) to implement the growth management program and manage

regionwide transportation planning and improvements. A uniform set of requirements for the Growth Management Element was established at that time.

The Growth Management Element was not intended to limit or stop growth. Rather, its purpose was to coordinate growth with the capacity of the region’s transportation and infrastructure networks. Moreover, the Measure C requirements did not supersede the authority of local governments to regulate land use and transportation; they merely required cities and towns to coordinate their plans. In addition to the Growth Management Element, Measure C required that each jurisdiction adopt a Transportation Demand Management program, a five-year capital improvement program, and an Urban Limit Line. It further required that cities and towns work collaboratively to develop regional and subregional transportation plans (see text box).

In 2004, Contra Costa County voters approved Measure J, extending the growth management requirements through 2034. Measure J maintained the half-percent sales tax and revised transportation standards and Growth Management Element requirements. Under Measure J, mandatory standards apply only to

Canyon Bridge Replacement Project | Photo Credit: Bridgeway Civil Construction



regional transportation routes (called “routes of regional significance”) and urban limit lines. Local governments may choose to retain standards for other local facilities and services but are no longer required to do so. Measure J continues to mandate participation in multi-jurisdictional planning and also requires communities to demonstrate progress in meeting their affordable housing goals. The Contra Costa Transportation Authority continues to oversee compliance.

Measure J Background

Measure J, adopted by the voters of Contra Costa County in November 2004, requires each local jurisdiction in the county to meet the following six requirements:

- Adopt a development mitigation program
- Demonstrate progress toward meeting regional housing assignments
- Participate in an ongoing cooperative, multi-jurisdictional planning process
- Adopt an Urban Limit Line (ULL)
- Develop a five-year capital improvement program
- Adopt a Transportation Management (TSM) Ordinance or Resolution.

The Growth Management Element is a vehicle for demonstrating compliance with these mandates.

The Town of Moraga cannot enforce standards for services that it does not provide (fire, libraries, schools, etc.). As such, the Town is maintaining its previously adopted standards for parks and transportation in General Plan 2040. Transportation standards include vehicle miles traveled (VMT) thresholds for environmental review purposes (see the Transportation Element) and roadway level of service (LOS) standards for planning purposes. The Town works with other agencies, including the Moraga-Orinda Fire District, the Moraga School District, the Acalanes Union High School District, the Contra Costa County Library, County Connection, East Bay Municipal Utility District, and the Central

Contra Costa Sanitary District, to ensure that their standards are met for as plans are reviewed and new development takes place.



*The County Connection bus serves Saint Mary's College
Photo Credit: Wikimedia Commons*

RELATIONSHIP TO OTHER PLAN ELEMENTS

The principle of growth management is woven throughout this General Plan:

- The **Land Use** Element directs growth and density to those areas of Moraga with transportation capacity and improves the ability to travel without relying exclusively on cars. It also supports mixed use development as a way to reduce trip lengths and allow people to live, work, and shop in the same community, thereby reducing intercity travel. It also discourages urban sprawl and emphasizes developer responsibility for infrastructure improvements.
- The **Community Design** Element encourages connectivity and walkability—intended to make the transportation system operate more efficiently and with fewer environmental impacts.
- The **Housing** Element supports growth management by calling for more workforce housing, reducing the distance Moraga workers



must travel on local roads to reach their place of work. It also emphasizes the importance of housing for all income groups, which is an important growth management principle.

- The **Transportation** Element emphasizes improvements to transit and “active” transportation modes such as bicycling and walking as a way to optimize road capacity. It also underscores the importance of multi-jurisdictional transportation planning, particularly with Lafayette and Orinda. The Element includes Vehicle Miles Traveled (VMT) standards for transportation.
- The **Economic Vitality** Element recognizes the benefits of improving the Town’s shopping centers so that residents do not have to drive long distances for basic goods and services. This benefits the transportation system by lowering VMT and encouraging walking and bicycling.
- The **Open Space and Parks** Element includes level of service standards for parks. It also reinforces the County’s Urban Limit Line and emphasizes the importance of open space and focused growth.
- The **Conservation** Element recognizes natural constraints to growth such as steep slopes and environmentally sensitive areas. It supports water and energy conservation to reduce demand for infrastructure improvements that would be costly and have environmental impacts. It also supports greenhouse gas reduction at the local and regional levels.
- The **Safety and Resilience** Element emphasizes the need for multi-jurisdictional planning, particularly related to wildfire prevention, climate resilience, disaster response, evacuation planning, and post-disaster recovery. This Element also addresses police and fire services, and related public safety facilities.

HOUSING

Measure J expanded the requirements identified in Measure C related to housing. Every two years, the Town is required to report to CCTA on its progress in implementing its Housing Element and achieving its production targets. This requirement is met by submitting copies of the Annual Housing Progress Reports for the last two years. The Town must demonstrate reasonable progress in providing housing opportunities for all income levels.

URBAN LIMIT LINE

Contra Costa County has delineated an Urban Limit Line (ULL) to identify areas appropriate for urban expansion. The ULL boundary was approved by County voters in 2006 and local governments must abide by it in their long-range plans. Extension of infrastructure beyond the ULL is strictly limited.

All land in the Town of Moraga is within the ULL. The ULL also includes about 50 acres of unincorporated land in the Sphere of Influence east of Camino Pablo.

Local governments may adopt General Plan Map designations that focus growth in specific locations rather than building out to the edges of the ULL. Moraga has effectively done this through adoption of the Moraga Open Space Ordinance, which limits densities on much of the remaining open land in the town, even within the ULL. The Town has also increased allowable densities in its commercial districts to support infill in previously developed areas, consistent with countywide growth management goals.

TRANSPORTATION SYSTEMS MANAGEMENT

Moraga adopted a TSM Ordinance in 1998 in compliance with the Measure C requirements in effect at the time. The Ordinance encourages the use of mass transit, ridesharing, walking, flexible hours and telecommuting and supports





Lafayette-Moraga Trail near Commons Park

the use of technology to improve traffic flow. The Ordinance aims to reduce vehicle trips, vehicle emissions, and traffic congestion through local and regional programs.

CAPITAL IMPROVEMENT PROGRAM

As required by Measure J, the Town has adopted a five-year capital improvement program that identifies infrastructure improvements and related maintenance and repair projects. These projects are aligned with the General Plan Land Use Diagram to ensure that the location of infrastructure improvements is consistent with local growth and development plans. Capital improvements cover municipal buildings, creeks and drainage, parks and open space, and transportation.

(See the Land Use Element for a discussion of development mitigation fees)

SUBREGIONAL TRANSPORTATION PLANNING

As indicated in the Transportation Element, Moraga serves on several interagency groups or boards that coordinate regional and sub-regional transportation programs and improvements. These include the Southwest Area Transportation Committee (Moraga, Lafayette, Orinda, Danville, San Ramon, and unincorporated Contra Costa County), the Lamorinda Program Management

Committee (LPMC), and the Lamorinda Fee and Financing Authority. These groups are responsible for the development of transportation plans, policies, and programs in the southwest part of Contra Costa County. The Town of Moraga will continue to an active participant in these organizations, or their successors, over the life of this General Plan.

The LPMC prepares and periodically updates an “Action Plan” for the three Lamorinda jurisdictions. The purpose of the Action Plan is for each city and town in the county to participate in a cooperative planning process to address transportation issues that cross jurisdictional boundaries. The Action Plan establishes overall goals, identifies routes of regional significance, and creates performance measures (see text box).

Regional Transportation Objectives (RTOs)

RTOs are specific quantifiable objectives that describe a desired level of performance for a component of the transportation system. They address not only the efficiency of the transportation system, but also issues such as safety, climate change, and innovation. There are 21 RTOs in the Lamorinda Action Plan. Examples include increasing the percent of trips made using transit, cycling, and walking; expanding the bicycle network, increasing the share of zero emission vehicles, and reducing vehicle miles traveled per capita



12.2 GOVERNANCE

The Town of Moraga provides general government services, public works, parks and recreation, planning, and police services to the community. Its governance structure includes a Town Council, Town Boards and Commissions, and ad hoc committees. Services provided by the Town are addressed throughout this General Plan. Community services and facilities provided by other agencies are briefly profiled below and are addressed by goals and policies in this Element.

Figure 12.1 shows the location of key community facilities.

SCHOOLS

The high quality of Moraga's schools is one of the community's most valued features. While the General Plan does not specifically address school facility improvements, it does address the relationship between projected community growth and its impacts on school facility needs. It also addresses land use issues on school properties, school-related issues such as traffic circulation and parking, and coordination between the Town and school districts, including joint use of Town and school recreation facilities.

The majority of school-age children in Moraga attend public schools. The Moraga School District (MSD) includes three elementary schools (kindergarten through grade 5) and one intermediate school (grades 6 through 8). School locations are shown in **Figure 12.1**.

The Acalanes Union High School District (AUHSD) serves grades 9-12. The District has four campuses in Lamorinda and Walnut Creek, plus an alternative school and adult education campus. Most Moraga high school students attend Campolindo High School (300 Moraga Road in Moraga). However, students in the southwestern part of the town attend Miramonte High School, which is adjacent to the Town limits

in Orinda. Campolindo High School also serves students in the Burton Valley area of Lafayette, while Miramonte also serves all of Orinda.

Enrollment data for Moraga's K-8 schools and Campolindo High School over the last decade is shown in Charts 12-1 and 12-2. In both instances, enrollment has been relatively flat, with year-over-year increases and decreases of less than 5 percent. Moraga School District enrollment was about 4 percent lower in 2024 than it was in 2014, while Campolindo's enrollment was 6 percent lower.¹

The Moraga School District adopted a Facilities Master Plan in 2024, including a site master plan and list of improvements for each campus. Many of the improvements address repair, replacement, and modernization, as MSD's schools are generally 55 to 65 years old. Future projects include improvements to student drop-off areas, landscaping, parking, classroom configuration, entries, restrooms, accessibility, energy efficiency, roofing, windows, mechanical units, and play areas, among others. At Joaquin Moraga School, the improvements include a new gymnasium and major renovation/relocation of athletic fields.

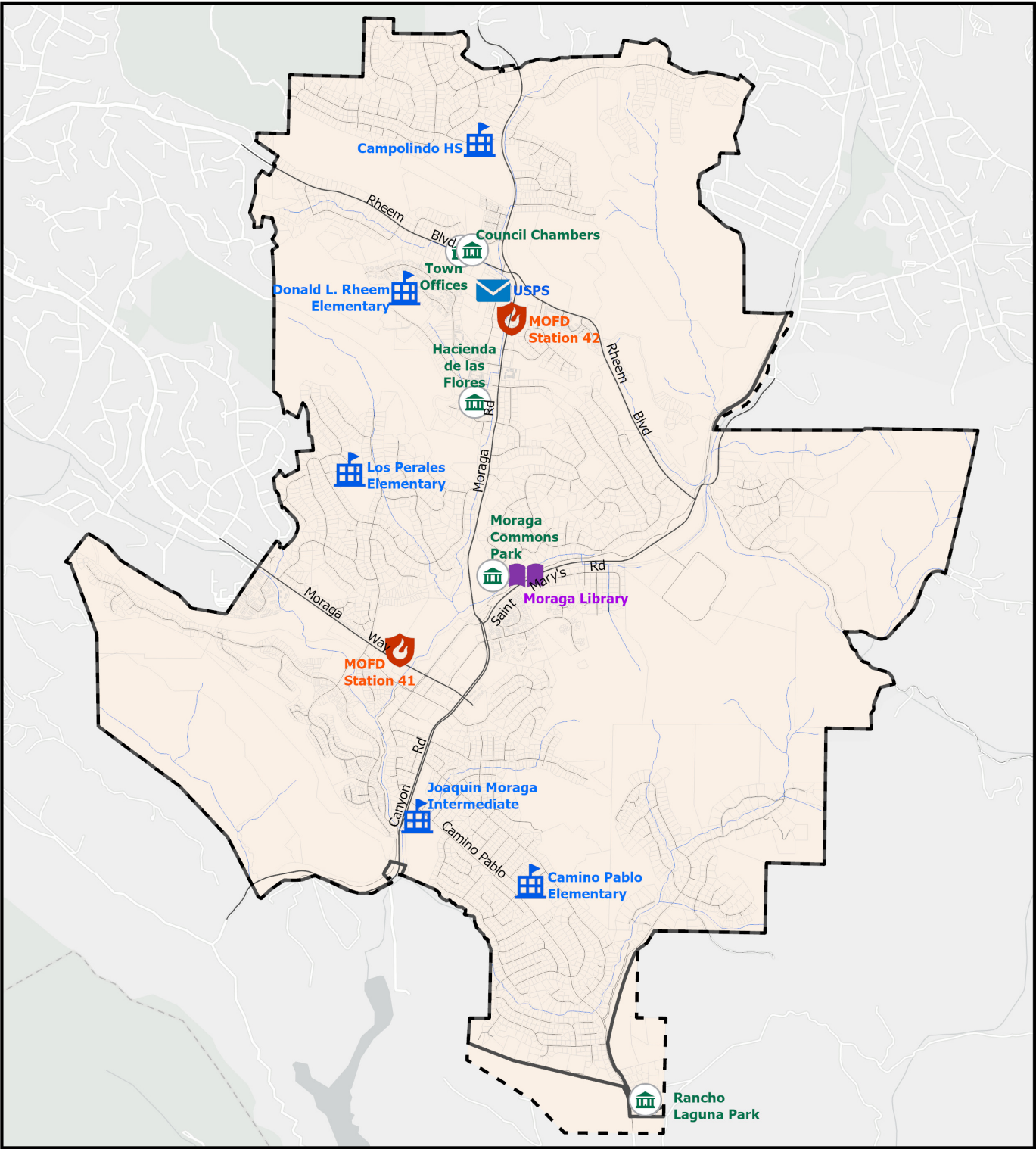
Campolindo HS campus from Painted Rock



¹ Enrollment at Miramonte High School increased by 5 percent between 2014 and 2024.



Figure 12.1: Public Facilities



Town of Moraga, California
General Plan Update

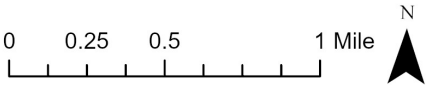


Chart 12-1: Moraga K-8 School Enrollment, 2014-2024

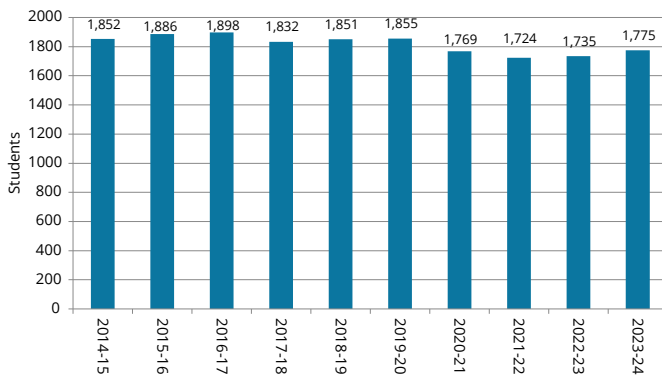
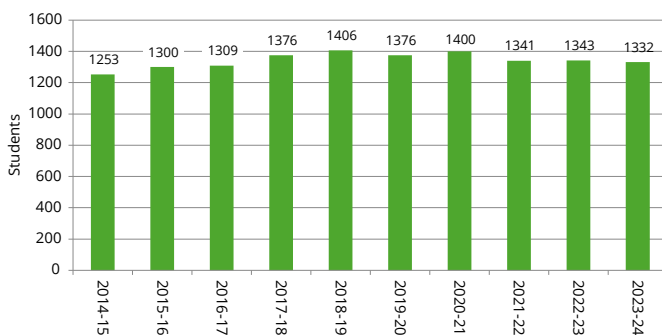


Chart 12-2: Campolindo High School Enrollment, 2014-2024



The population growth anticipated by this General Plan will likely result in increased school enrollment in the next 20 years. Even without new housing development, schools must regularly invest in modernization, safety, and technology improvements. Facility needs are also impacted by classroom size decisions and changes in the learning environment.

To offset a future project's potential impact to schools, Government Code 65995 (b) establishes the base amount of fees a school district can collect from development projects located within its boundaries. Fee justification studies may be prepared by a district to collect higher fees. In the case of Moraga School District and AUHSD, these fees may be used to fund the maintenance and/or expansion of school facilities. Future school bond measures may provide an additional source of funding for capital facilities and maintenance/repair projects.

The Town works collaboratively with the School Districts on issues of mutual interest, including land use, transportation, facility planning, public safety, emergency preparedness, and recreation. Each campus serves not only as a center for education but also as a gathering place and focal point for the community around it. The Town and Schools partner on programs such as Safe Routes to Schools, and the use of school facilities for athletics and other recreational activities.

MORAGA LIBRARY

The Town of Moraga owns the Moraga Library building at 1500 Saint Mary's Road. Contra Costa County operates the facility under a long-term lease and maintenance agreement. The library has almost 65,000 books, audio books, music items, and DVDs. It also has public computers and free Wi-Fi available. The library includes the offices of the Moraga Historical Society, as well as a community room.

A 28-member advisory commission, representing the incorporated towns and cities of Contra Costa County, provides policy direction for the library. Support is also provided by Friends of the Moraga Library, a local nonprofit that contributes to the library's materials budget and programming and keeps the facility a welcoming destination for all.



Moraga Library on Saint Mary's Road



FIRE PROTECTION

The Moraga-Orinda Fire District (MOFD) was formed in 1997 as an integrated independent special district. MOFD consolidated the former Moraga and Orinda Fire Protection Districts to enable more efficient fire protection and emergency medical services. The MOFD service area is 42 square miles and had a population of 38,500 in 2024.

Please see the General Plan Safety Element for additional information about MOFD and fire prevention and protection services in Moraga.

TRANSPORTATION AND INFRASTRUCTURE

The following agencies provide transportation and infrastructure services to Moraga:

- Contra Costa County Transportation Authority (County Connection) provides bus service
- Moraga is located in the Bay Area Rapid Transit (BART) service area, with the nearest stations in Orinda and Lafayette
- East Bay Municipal Utility District (EBMUD) provides potable water
- Central Contra Costa Sanitary District (Central San) is responsible for the collection, treatment, and disposal of wastewater
- Central Contra Costa Solid Waste Authority is responsible for solid waste collection and disposal

Additional information on these service providers may be found in the Transportation and Conservation Elements. In addition to the public agencies listed above, a range of private, non-profit, and investor-owned utilities provide energy and telecommunication services to Moraga residents and businesses.

12.3 GROWTH MANAGEMENT AND GOVERNANCE GOALS AND POLICIES

GOAL G-1: GROWTH MANAGEMENT

MANAGE MORAGA'S GROWTH TO ALIGN WITH LONG-TERM REGIONAL TRANSPORTATION AND UTILITY PLANS, ENHANCE REGIONAL SUSTAINABILITY, AND INCREASE RESILIENCE TO CLIMATE CHANGE.

Policy G-1.1: Measure J Compliance

Comply with Contra Costa County Measure J, which requires each city and town in the county to adopt a growth management program as a condition of receiving its share of countywide transportation sales tax proceeds.

Policy G-1.2: Countywide Transportation Plan

Participate in the preparation of Contra Costa Transportation Authority's (CCTA) Countywide Comprehensive Transportation Plan and the ongoing countywide transportation planning process.

Policy G-1.3: Transportation Impacts

Consider the impacts that Moraga's land use policies have on the local, regional, and countywide transportation system, including the level of transportation capacity that can be provided. This should include participation in an on-going multi-jurisdictional process with CCTA and nearby jurisdictions to manage the impacts of growth. It further includes working with the Lamorinda Program Action Committee (LPMC) and Southwest Area Transportation Committee (SWAT) to develop and maintain an Action Plan



that identifies transportation priorities and establishes Regional Transportation Objectives (RTOs).²

Policy G-1.4: Travel Demand Model

Use CCTA's travel demand forecasting model and Technical Procedures to evaluate proposed General Plan Amendments (GPAs) and developments exceeding thresholds specified by CCTA for their effect on the regional transportation system. Provide information to CCTA on proposed development and transportation projects, including those in Moraga's Capital Improvement Program, to keep the travel demand model current.

Policy G-1.5: Regional Mitigation Program

Participate in a regional program to establish fees, exactions, assessments or other measures to fund regional transportation improvements. This includes regular review of CCTA's project lists, fees, and plans, including Subregional Transportation Mitigation Programs (STMPs).

Policy G-1.6: Urban Limit Line (ULL)

Adopt an Urban Limit Line that is consistent with the voter-approved countywide boundary. To the greatest extent possible, areas outside the urban limit line shall be retained in open space and rural uses, consistent with County policy.

Policy G-1.7: Capital Improvement Program (CIP)

Prepare and maintain a capital improvement program that outlines the capital projects needed to implement the goals, policies, and programs of the General Plan for the next five years. Projects necessary to maintain and improve traffic operations shall be included. The CIP shall include an analysis of the costs of

² The Southwest Area Transportation Committee (SWAT) addresses transportation issues in Moraga, Lafayette, Orinda, Danville, San Ramon, and nearby unincorporated areas. RTOs are earlier in this chapter.

proposed projects as well as a financial plan for providing the improvements. Funding sources and project phasing should be identified (see also Transportation Program T-A).

Policy G-1.8: Transportation Systems Management (TSM) Ordinance

Consistent with countywide policy, maintain Municipal Code provisions for transportation systems management (TSM). These provisions should promote the use of mass transit, carpools, vanpools, park-and-ride lots, and telecommuting as alternatives to solo driving.

Policy G-1.9: Use of Measure J Funds

Use County Measure J transportation improvement funds for any eligible transportation purpose. In no case, however, may Measure J funds replace private developer funds for transportation projects determined to be required to mitigate the impacts of a specific private development.

Policy G-1.10: Biennial Report

Prepare a biennial report for CCTA to demonstrate compliance with the Growth Management Program requirements. As required by Measure J, the biennial report should include a section on Moraga's progress in meeting regional housing targets. The report should reference specific programs in the adopted Housing Element and illustrate how Moraga's General Plan and zoning regulations are facilitating the improvement and development of sufficient housing for persons of all income levels.

Policy G-1.11: Conflict Resolution

Participate in CCTA's conflict resolution process as needed to resolve disputes related to the development and implementation of Action Plans and other growth management programs.





Annual street rehabilitation project

Policy G-1.12: Infrastructure Planning and Maintenance

Participate in efforts by water, sewer, electric, gas, and telecommunication service providers to maintain and upgrade utility infrastructure. Share information on anticipated development with service providers for their use in long-range facility planning.

GOAL G-2: MITIGATION OF PRIVATE DEVELOPMENT IMPACTS

ENSURE THAT NEW RESIDENTIAL, BUSINESS AND COMMERCIAL GROWTH PAYS FOR THE FACILITIES REQUIRED TO MEET THE DEMANDS RESULTING FROM THAT GROWTH.

Policy G-2.1: Development Mitigation Program

Adopt and implement a development mitigation program to ensure that new growth is paying its fair share of the costs associated with that growth. The program shall include:

- (a) A local program to mitigate impacts on local streets and Town facilities.
- (b) A regional program to fund regional and subregional transportation projects, consistent with the Countywide Comprehensive Transportation Plan, subregional Action Plans, and adopted programs of the Southwest Area Transportation Committee.
- (c) Measures to ensure that new development contributes or participates in the improvement of parks, fire, police, sanitary sewer, water, and storm drainage systems in proportion to the demand generated by the project.

Policy G-2.2: Conditions of Approval

Require that conditions of project approval have been satisfied at the time of project occupancy, including improvements to transportation facilities and other capital projects.



Policy G-2.3: Traffic Levels of Service

Establish the following Level of Service (LOS) standards for Moraga's roads:

- (a) On routes of regional significance, which include Moraga Road, Moraga Way, and Saint Mary's Road, the LOS shall be defined by the most recent Lamorinda Action Plan, prepared in accordance with CTA requirements.
- (b) On all other routes, LOS shall be high "C" (0.75 to 0.79 volume to capacity ratio).

While VMT is the applicable metric for environmental review documents, LOS standards may be used for transportation planning purposes.

Policy G-2.4: Sustainability Focus

As part of the development review process, support the accommodation of transportation priorities related to safety, climate change, and equity. This should include development standards and approval processes that support transit, bicycle, and pedestrian access.

Policy G-2.5: Interjurisdictional Review

For projects with the potential to impact neighboring jurisdictions, circulate traffic impact analyses to these jurisdictions and affected transportation agencies for review and comment.

Policy G-2.6: Water and Sewer Facilities

Prior to the approval of new development projects, require:

- (a) Verification from East Bay Municipal Utility District that adequate water supply, treatment, storage, and delivery capacity is available to serve the proposed development.
- (b) Verification from Central Contra Costa Sanitary District that adequate wastewater collection, treatment and disposal capacity is available to serve the proposed development.
- (c) Verification from the Town of Moraga Engineer that adequate storm drainage facilities will be provided, and that runoff from the proposed development will generally not exceed pre-development conditions.

Celebrating art at Rheem Elementary School



GOAL G-3: SCHOOLS

SUPPORT HIGH-QUALITY SCHOOL FACILITIES AND EXCELLENCE IN PUBLIC EDUCATION.

Policy G-3-1: Mitigation of Development Impacts

Work with the Acalanes Union High School District and Moraga School District to ensure that potential impacts on school enrollment and facilities are considered when development is proposed. Facilitate the collection of impact fees to offset the costs of school facility improvements, in accordance with state law.

Policy G-3.2: School Facility Improvements

Support efforts by the Acalanes Union High School District and the Moraga School District to modernize and replace school facilities to ensure student safety and meet long-term academic needs. Participate in school master facility plans to ensure that planned residential development is considered in enrollment forecasts and master planning.

Policy G-3.3: School Campus Issues

Work with local schools and adjoining neighborhoods to address traffic, parking, safety, and land use issues on and around school campuses.

(See also Policy T-1.3 on school traffic safety)

Policy G-3.4: Schools as Community Centers

Collaborate with the school districts to strengthen the role of schools as community centers and to provide public access to school facilities for neighborhood and community activities.

(See also Policy OSP-3.14 on recreational use of school facilities)

GOAL G-4: TOWN OPERATIONS

MANAGE TOWN OPERATIONS IN AN EFFICIENT, EFFECTIVE, FISCALLY PRUDENT, AND TRANSPARENT MANNER.

Policy G-4.1: Efficient Service Delivery

Maximize efficiency in service delivery, keeping capital expenditures and operating costs to a minimum while still responding to community needs and priorities. Continue to seek improved methods of governance that are cost effective and avoid increases in expenses.

Policy G-4.2: Contract Services

Continue to contract out services that require specialized expertise or that can be more economically performed by other agencies such as Contra Costa County.

Policy G-4.3: Town Library

Continue to work closely with the Contra Costa County Library System and Friends of the Moraga Library to improve and enhance library services, modernize facilities, and adapt to trends and technology in library science.

Policy G-4.4: Citizen Expertise

Solicit and utilize the expertise of Moraga residents in volunteer and special service functions, including citizen committees and Town Boards and Commissions. Such groups should reflect Moraga's demographics and be representative of all segments of the community.

Policy G-4.5: Transparency

Maintain transparent public processes that provide opportunities for the community to stay informed and easily participate in Town government.



Policy G-4.6: Annexation

Consider annexation of areas within Moraga's sphere of influence where urban services such as water and sewer will be provided.

12.4 GROWTH MANAGEMENT AND GOVERNANCE IMPLEMENTATION PROGRAMS

Program G-A: Measure J Implementation

Comply with the growth management requirements of Contra Costa County Measure J, including:

- (a) Adoption of a development mitigation program to ensure that new growth is paying its share of the costs associated with that growth. This program includes a local program to mitigate local street impacts and a program to mitigate regional impacts (Lamorinda Fee and Financing Authority). (See Policies G-1.5 and G-2.1)

- (b) Participation in sub-regional transportation planning (See Policy G-1.3)
- (c) Adoption of an urban limit line (See Policy G-1.6)
- (d) Preparation of a five-year capital improvement program (See Policy G-1.7)
- (e) Adoption and maintenance of a transportation systems management (TSM) Ordinance (See Policy G-1.8, plus Program T-I in the Transportation Element)
- (f) Submittal of a biennial progress report to CCTA, including the Town's annual housing progress reports for the prior two years and a discussion of how the General Plan supports the attainment of regional housing goals (See Policy G-1.10)
- (g) Participation in CCTA's conflict resolution process (See Policy G-1.11)

Program G-B: Annual General Plan Review

Conduct an annual review of the General Plan as required by State law and prioritize implementation measures based on the findings. To the extent possible, this review should occur before adopting the Town budget so the findings can inform budget decisions.



Library supporters celebrate Moraga



Program G-C: Annual Town Budget

Prepare, review and adopt an Annual Budget to identify and fund ongoing Town programs, services, activities, and projects, including capital improvement projects. Capital improvement projects should include park and recreation facility improvements; public safety improvements; and improvements to the circulation system that are necessary to maintain and improve traffic operations.

Program G-D: Coordination with School District

Work collaboratively with the leadership and staff at the Moraga School District and Acalanes Union High School District to address issues of mutual concern, as described in Policies G-1 through G-4.

Program G-E: Coordination with Utility Providers

Work collaboratively with utility service providers to support ongoing maintenance and service improvements, as well as resiliency and sustainability improvements. See also Policy G-2.6.

Program G-F: Coordination with Adjacent Jurisdictions

Coordinate land use planning, transportation planning, evacuation planning, housing, and development review activities, with the cities of Lafayette and Orinda, and the County of Contra Costa. This should include:

- (a) Referral of all subdivisions of more than 10 lots or within one mile of an adjacent jurisdiction to that jurisdiction for review and comment; and
- (b) Referral of Town Council and Planning Commission agendas to adjacent jurisdictions regarding proposals that may be of interest to the jurisdiction.

Program G-G: Facility Planning and Capital Improvements

Conduct periodic assessments of Town facilities as a way to identify and prioritize capital improvements and respond to community needs and priorities

Program G-H: Town Facility Management

Perform regular maintenance and repair to Town facilities to avoid future deferred maintenance expenses and to enable facilities to operate at the highest standard achievable.

Program G-I: Information for Homeowners Associations

Provide regular outreach to Moraga's HOAs, service organizations, interest and advocacy groups, and neighborhood groups, including information on Town activities and issues.

Program G-J: Citizen Participation

Continue to encourage citizen participation in all Town activities, including ongoing review and management of the General Plan and development-related decision-making. Residents and businesses should also be involved in economic development planning, evacuation and safety planning, recreation programming, and climate change/ sustainability activities. In addition, the Town will continue to support the appointment of Moraga residents to Town commissions and committees. Each commission or committee shall have a designated charge and shall be involved in the review and discussion of relevant issues, including making recommendations to the Town Council as appropriate.

