

Attachment A

Contra Costa Transportation Authority Model Growth Management Element Correspondence Table

**CORRESPONDENCE TABLE BETWEEN
MEASURE J - MODEL GROWTH MANAGEMENT ELEMENT (MGME)
AND
COUNTY GENERAL PLAN GROWTH MANAGEMENT POLICIES AND PROGRAMS**

Contra Costa residents extended the Measure C (1988) transportation sales tax and growth management program when they approved Measure J in 2004. Measure J changes the specific requirements for the growth management program from those set in Measure C, eliminating two requirements, adding one and clarifying or refining others. County growth management policies and programs developed to comply with Measure C are not inherently in conflict with Measure J growth management requirements as is demonstrated by this correspondence table. The one growth management requirement added by Measure J, a voter-approved urban limit line, was already part of the County General Plan in 1991. In response to a Measure J refinement to the Measure C Housing Options requirement, the General Plan was amended in 2008 to include adoption of policies and standards into the development approval process that support transit, bicycle and pedestrian access in new developments. The Measure J Model Growth Management Element requires local jurisdictions to provide a correspondence table that clearly identifies which sections of the Plan constitute each required Element. The County growth management policies and programs described in this table restate text in the County General Plan in the format required by the Measure J Model Growth Management Element.

	CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES OR PROGRAMS
<p>MODEL GROWTH MANAGEMENT ELEMENT (MGME) ¹ FINAL – RELEASED ON 06-08-07</p> <p>1 Introduction</p> <p>1.1 Purpose</p> <p>The purpose of this Growth Management Element (GME) to the General Plan is to establish the goals, policies and implementation programs that are intended to manage and mitigate the impacts of future growth and development within [the local jurisdiction]. This element is also intended to comply with the requirements of the Measure J Growth Management Program (GMP).</p>	<p><u>Planned Levels of Development; The Urban Limit Line and Land Uses (Land Use Element §3.6, pg. #3-8)</u></p> <p><u>Introduction (Growth Management Element §4.1, pg. #4-1)</u></p> <p><u>Introduction (Housing Element §6.1, pg. #6-1)</u></p>
<p>1.2 Background ²</p> <p>The Measure J GMP, adopted by the voters of Contra Costa in November 2004, requires each local jurisdiction to meet the six following requirements:</p> <ul style="list-style-type: none"> • Adopt a development mitigation program; • Address Housing Options; • Participate in an Ongoing Cooperative, Multi-Jurisdictional Planning Process; 	<p><u>Public Participation through Voting Process (Introduction §1.3, pg. #1-2 through 1-3)</u></p> <p><u>Introduction (Growth Management Element §4.1, pg. #4-1)</u></p>

¹ Local Growth Management Elements must substantially comply with the intent of this model element, but need not reflect its exact language or organization. Applicable policies that are contained in other elements of the jurisdiction's General Plan should also be referenced here within the Growth Management Element.

² Contra Costa Transportation Authority, Ordinance 06-02 Amending and Restating the Measure C Transportation Expenditure Plan to Make Non-substantive Changes and insert Specific Provisions Moved from Ordinance 88-01.

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<ul style="list-style-type: none"> • Adopt an Urban Limit Line (ULL); • Develop a five-year capital improvement program; and • Adopt a Transportation Systems Management (TSM) Ordinance or Resolution. <p>Measure J (2004) is a 25-year extension of the previous Measure C Contra Costa Transportation Improvement and Growth Management Program approve by the voters in 1988.</p> <p>Both programs include a ½ percent transportation and retail transactions and use tax intended to address existing major regional transportation problems. The Growth Management component is intended to assure that future residential business and commercial growth pays for the facilities required to meet the demands resulting from that growth.</p> <p>Compliance with the GMP is linked to receipt of Local Street Maintenance and Improvement Funds and Transportation for Livable Community funds from the Transportation Authority. The Growth Management Program defined by the original Ordinance 88-01 continues in effect along with its linkage to Local Street maintenance and improvement funds through March 31, 2009. Beginning on April 1, 2009, the Measure J GMP requirements take effect. Measure J eliminates the previous Measure C requirements for local performance standards and level-of-service standards for non-regional routes. Measure J also adds the requirement for adoption of a voter-approved ULL.</p>	
<p>1.3 Intent</p>	
<p>By adopting and implementing this Element, the jurisdiction intends to establish a comprehensive, long-range program that will match the demands for multi-modal transportation facilities and services generated by new development with plans, capital improvement programs and development mitigation programs. The Urban Limit Line is intended to promote compact urban development patterns and restrict the extension of infrastructure into areas where urban development is not planned.</p>	<p><u>Introduction (Growth Management Element §4.1, pg. #4-1)</u></p>

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<p>1.4 Authority</p> <p>The GME is adopted pursuant to the authority granted to local jurisdictions by Section 65303 of the Government Code of the State of California which states:</p> <p><i>The general plan may include any other elements or address any other subjects which, in the judgment of the legislative body, relate to the physical development of the county or city.</i></p> <p>The GME also is consistent with the requirements of Contra Costa's Transportation Sales Tax Expenditure Plan (Measure J), approved by Contra Costa County voters in 2004, and as amended by the Contra Costa Transportation Authority.</p>	<p><u>Introduction (Growth Management Element §4.1, pg. #4-1)</u></p>
<p>1.5 Relation to Other General Plan Elements</p> <p>[Refer to other elements.]</p>	<p><u>Relationship to Other General Plan Elements (Land Use Element §3.2, pg #3-2)</u></p> <p><u>Relationship to Other General Plan Elements (Growth Management Element §4.2, pg. #4-2)</u></p> <p><u>Relationship to Other Elements (Transportation and Circulation Element §5.2, pg. #5-1 through 5-2)</u></p> <p><u>Relationship to the General Plan (Housing Element §6.1E Table 6-1, pg. #6-6 through 6-7)</u></p>
<p>1.6 Organization of Element</p> <p>The GME establishes goals, and policies in Section 2 and sets forth corresponding implementation programs in Section 3. All sections are numbered sequentially, with the first number referring to the section and the second number to the subsection.</p>	<p><u>1.7 Definition of Maps, Goals, Policies, and Implementation Measures (Introduction, pgs. #1-5 through 1-7)</u></p>
<p>2 GOALS AND POLICIES</p> <p>2.1 Introduction</p> <p><i>The introductory text should (i) describe the relationship of the goals and policies in the GME to the other elements of the General Plan, especially the policies in the Circulation and Land Use element,</i></p>	<p><u>(1) Relationship to Other General Plan Elements (Land Use Element §3.2, pg #3-2)</u></p> <p><u>(See Relationship to Other General Plan Elements (Growth Management Element §4.2, pg. #4-2) under 1.5 Relation to Other</u></p>

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<p>(2) define terms such as Action Plans, Routes of Regional Significance and Urban Limit Line, or refer to definitions in other parts of the Plan, and</p> <p>(3) present a general discussion of how the jurisdiction will comply with Measure J. Text may also be included that discusses the roles of other agencies in the attainment of standards, or other factors that relate to the success of the programs included in the Section.</p>	<p><u>General Plan Elements in the MGME)</u></p> <p><u>Relationship to Other Elements (Transportation and Circulation Element §5.2, pgs. 5-1 through 5-2)</u></p> <p>(2) <u>Land Use Definitions (The Text of Measure C-1988 and Measure C-1990 §1.11, pg. #1-16)</u></p> <p>(3) <u>4.1 Introduction (Growth Management Element, pg. #4-1)</u></p> <p><u>Growth Management Program (Housing Element §6.3, pg. #6-49 through 6-51)</u></p>
<p>2.2 Goals (Examples based on Measure J)</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. ▪ Support cooperative transportation and land use planning in Contra Costa County. ▪ Support land use patterns 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><u>Land Use Goals, Policies and Implementation Measures (Land Use Element §3.8, pg. #3-32 and pg. #3-33 Goal 3-K)</u></p> <p><u>Goals, Policies and Implementation Measures (Growth Management Element §4.4, pg. #4-4)</u></p> <p>(See Table 6-1, Goal 6 and 7 under 1.5 Relation to Other General Plan Elements in the MGME)</p> <p><u>Land Use Goals, Policies and Implementation Measures (Land Use Element §3.8, pg. #3-34 through 3-37)</u></p>
<p>2.3 Policies</p>	

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<p>The local jurisdiction intends to comply with the Measure J GMP. The following policies are intended to implement Measure J and achieve the goals of this element:</p> <p>2.3.1 Development Mitigation Program: Adopt and maintain in place a development mitigation program to ensure that new growth is paying its share of the costs associated with that growth.</p> <p>2.3.1.1 Local Mitigation Program: The local jurisdiction shall adopt a local program to mitigate development impacts on non-regional routes and other facilities. Revenue provided from this program shall not be used to replace private developer funding of any required improvements that have or would have been committed to any project.</p> <p>2.3.1.2 Regional Mitigation Program: The local jurisdiction shall participate in a regional development mitigation program to 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 on the regional transportation system.</p> <p>2.3.2 Address Housing Options: Demonstrate reasonable progress in provide housing opportunities for all income levels and demonstrate reasonable progress in meeting housing goals.</p> <p>2.3.2.1 Periodic Reports. Prepare periodic reports to the Contra Costa Transportation</p>	<p>(See Policies 3-5 through 3-7, 4-1 through 4-4, and 5-4 and 5-21 under 2.3 Policies in the MGME)</p> <p>(See Policies 3-5 through 3-7, 4-1 through 4-4, and 5-4 and 5-21 under 2.3 Policies in the MGME)</p> <p>(See Policies 4-3 and 4-4 under 2.3 Policies in the MGME)</p> <p>(See Housing Element: §6.6 – Housing Plan (pg. #6-88 through 6-92 – only certain policies cited) under 2.3 Policies in the MGME)</p> <p>Housing Plan (Housing Element Appendix B,</p>

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<p>Authority to demonstrate reasonable progress in providing housing opportunities for all income levels.</p>	<p>pg. #6-1B, Table B-1, "Program Implementation Status" (<i>Periodic Reports are provided to CCTA via the Biennial Compliance Checklist</i>)</p>
<p>2.3.2.2 Impacts on Transportation. Consider the impacts that the local jurisdiction's land use development policies have on the local, regional, and countywide transportation system, including the level of transportation capacity that can reasonably be provided.</p>	<p>(See Policies 4-3 under 2.3 Policies in the MGME)</p>
<p>2.3.2.3 Incorporation into Development Approval Process. Incorporate policies and standards into the development approval process that support transit, bicycle and pedestrian access in new developments.</p>	<p>(See Policies 4-1 and 5-21 under 2.3 Policies in the MGME)</p>
<p>2.3.3 Participate in On-Going Multi-Jurisdictional Planning: Participation in an on-going multi-jurisdictional planning process with other jurisdictions and agencies, the RTPC, and the Contra Costa Transportation Authority to create a balanced, safe, and efficient transportation system and to manage the impacts of growth.</p>	<p>(See Policies 4-4 and 5-1 under 2.3 Policies in the MGME)</p>
<p>2.3.3.1 Action Plans. Work with the RTPC to develop and update Action Plans for Routes of Regional Significance. For the network of designated Routes of Regional Significance, set Multimodal Transportation Service Objectives (MTSOs) for those routes, and identify actions for achieving the MTSOs. The Action Plans also include a process for monitoring and review of the traffic impacts of proposed new developments.</p>	<p>(see previous)</p>
<p>2.3.3.2 Travel Demand Model. Apply the Authority's travel demand forecasting model and <i>Technical Procedures</i> to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effect on the regional transportation system, including the Action Plan MTSOs.</p>	<p>(None)</p>
<p>2.3.3.3 Interagency Consultation. Circulate traffic impact analyses to affected jurisdictions and to the RTPC for review and comment.</p>	<p>(See Policies 4-4 under 2.3 Policies in the MGME)</p>
<p>2.3.3.4 Mitigation Program. Work with the appropriate RTPCs to develop the mitigation</p>	<p>(See Policy 4-3 under 2.3 Policies in the</p>

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program outlined in Section 2.3.1.2 above.	MGME)
2.3.3.5 Countywide Transportation Plan. Participate in the preparation of the Authority's Countywide Comprehensive Transportation Plan and the ongoing countywide transportation planning process.	(None)
2.3.3.6 Travel Model Support. Help maintain the Authority's travel demand modeling system by providing information on proposed land use developments and transportation projects, including those projects that the jurisdiction has adopted as part of its five-year CIP.	(See 2.3.3 Participate in On-Going Multi-Jurisdictional Planning and 2.3.3.2 Travel Demand Model in the MGME)
2.3.4 Adopt an Urban Limit Line (ULL): The local jurisdiction shall adopt a ULL that has been approved by the majority of the voters within the local jurisdiction. The ULL may be either a MAC-ULL, a County ULL, or a Local Voter ULL as defined in the Principles of Agreement (Attachment A) to the Measure J GMP (as amended).	<u>Land Use Goals, Policies and Implementation Measures §3.8, pg. #3-34, Policies 3-5, 3-10 and 3-11</u>
2.3.4.1 Applicability. A complying ULL shall be in place through March 31, 2034, which is the end of the Measure J sales tax extension	(See 2.3.4 Adopt an Urban Limit Line in the MGME)
2.3.4.2 Policies. The ULL includes the following policy provisions: <i>[List applicable policies here]</i>	(See 2.3.4 Adopt an Urban Limit Line in the MGME)
2.3.5 Develop a Five-Year Capital Improvement Program (CIP). Annually or biennially, prepare and maintain a capital improvement program that outlines the capital projects needed to implement the goals, policies, and programs of this General Plan for the next five years. The CIP shall include approved projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements.	(See Policies 3-7 and 4-1 under 2.3 Policies in the MGME)
2.3.6 Adopt a Transportation Systems Management (TSM) Ordinance or Resolution: To promote carpools, vanpools, and park and ride lots, the local jurisdiction shall maintain in place an ordinance or resolution that conforms to the model TSM ordinance or resolution that the Authority has drafted and adopted.	(See Policy 5-24 under 2.3 Policies in the MGME)
3. IMPLEMENTATION PROGRAMS	
3.1 Development Mitigation Program.	
The jurisdiction will adopt and implement 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	<u>Land Use Goals, Policies and Implementation Measures (Land Use Element §3.8, pg. #4-9)</u> <u>Goals Policies and Implementation Measures</u>

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<p>the Countywide Comprehensive Transportation Plan.</p>	<p><u>(Growth Management Element §4.4, pg. #4-9, Measure 4-g)</u></p>
<p>3.1.1 Local Mitigation Program – Required Mitigation or Fees. The jurisdiction will require development projects to provide local mitigation or fees as established for proposed new development.</p>	<p><u>Goals Policies and Implementation Measures (Growth Management Element §4.4, pg. #4-11, Measure 4-m and 4-n)</u></p> <p><u>Roadway and Transit Implementation Measures (Transportation and Circulation Element §5.6, pg. #5-17, Measure 5-e)</u></p>
<p>3.1.2 Regional Mitigation Program – Required Fees and Exemptions. The jurisdiction will require development projects to pay regional development mitigation fees established by the RTPC in accordance with the RTPC’s adopted program. [List specific RTMP requirements here]</p>	<p><u>Goals Policies and Implementation Measures (Growth Management Element §4.4, pgs. #4-8 and 4-9, Measures 4-b and 4-d)</u></p> <p><u>Roadway and Transit Implementation Measures (Transportation and Circulation Element §5.6, pg. #5-17, Measure 5-f)</u></p>
<p>3.1.3 Analyze the impacts of land use policies and future development on the transportation system by evaluating General Plan Amendments and requiring preparation of traffic impact reports for projects that generate in excess of a specified traffic threshold.</p>	<p><u>The General Plan Amendment Process (Introduction §1.10, pg. #1-9)</u></p> <p><u>Goal, Policies and Implementation Measures (Growth Management Element §4.4, pgs. #4-8 and 4-9, Measures 4-c through 4-e)</u></p> <p><u>Contra Costa County Guidelines for Administering the California Environmental Quality Act (2010), Appendix M</u></p>
<p>3.1.4 Use of Measure J Funds. Measure J transportation improvement funds, including the 18% Local Street Maintenance and Improvement Funds, may be used for any eligible transportation purpose. In no case, however, will those funds replace private developer funding for transportation projects determined to be required for new growth to mitigate the impacts it creates.</p>	<p><u>Goals, Policies and Implementation Measures (Growth Management Element §4.4, pg. #4-9, 4-d)</u></p>

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<p>3.2 Address Housing Options.</p> <p>To achieve reasonable progress in providing housing opportunities for all income levels, the local jurisdiction will:</p> <p><i>[List specific implementation programs here, or reference programs located in the Housing Element]</i></p>	<p><u>Land Use Goals, Policies and Implementation Measures (Land Use Element §3.8, pg. #3-39, Measures 3-ab)</u></p> <p>Housing Plan (Housing Element Appendix B, pg. #6-1B, Table B-1, “Program Implementation Status”) (Periodic Reports are provided to CCTA via the Biennial Compliance Checklist).</p>
<p>3.2.1 Prepare a biennial report on the implementation of actions outlined in the local jurisdictions Housing Element, for submittal to CCTA as part of the biennial GMP Compliance Checklist. The report will demonstrate reasonable progress using one of the following three options:</p>	<p>Housing Plan (Housing Element Appendix B, pg. #6-1B, Table B-1, “Program Implementation Status”) (Periodic Reports are provided to CCTA via the Biennial Compliance Checklist).</p>
<p>3.2.1.1 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 jurisdictions Housing Element; or</p> <p>3.2.1.2 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</p> <p>3.2.1.3 Illustrating how a jurisdiction’s General Plan and zoning regulations facilitate the improvement and development of sufficient housing to meet those objectives.</p>	<p><u>Goals, Policies and Implementation Measures (Growth Management Element §4.4, pgs. #4-11 through 4-12, “Land Supply/Development Monitoring Analysis”)</u></p> <p>(See 3.2.1.1 in the MGME)</p> <p>(See 3.2.1.1 in the MGME)</p>
<p>3.2.2 As part of the development review process, support the accommodation of transit, bicycle, and pedestrian access for new development.</p> <p><i>[List specific procedures]</i></p>	<p><u>Land Use Goals, Policies and Implementation Measures (Land Use Element §3.8, pg. #3-39 through 3-40, Measures 3-al through 3-ao)</u></p> <p><u>Goals Policies and Implementation Measures</u></p>

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<p><u>(Growth Management Element §4.4, pg. #4-9, Measure 4-i)</u></p> <p><u>Roadway and Transit Implementation Measures (Transportation and Circulation Element §5.6, pg. #5-18 through 5-23 (certain Measures only))</u></p>	<p><u>(Growth Management Element §4.4, pg. #4-9, Measure 4-i)</u></p>
<p>3.3 Multi-Jurisdictional Transportation Planning.</p> <p>The jurisdiction will participate in multi-jurisdictional transportation planning by participating in activities of the RTPC including development of Regional Route Action Plans and cooperating in the assessment and mitigation of traffic impacts in neighboring jurisdictions when it is believed that local actions contribute to conditions at such intersections.</p>	<p><u>Goals, Policies and Implementation Measures (Growth Management Element §4.4 pg. #4-8, Measure 4-b)</u></p>
<p>3.3.1 Action Plans for Routes of Regional Significance. The map/list on page () shows Routes of Regional Significance that have been designated by the local jurisdiction in cooperation with the RTPC and the Contra Costa Transportation Authority. The jurisdiction will participate with both agencies in developing and implementing Action Plans for Routes of Regional Significance.</p>	<p>(See Measure 4-b under 3.3 Multi-Jurisdictional Transportation Planning in the MGME)</p>
<p>3.3.2 Travel Demand Modeling. The jurisdiction will apply the Authority's travel demand model for analysis of General Plan amendments affecting land use or circulation and development projects that generate more than a specified threshold of peak hour trips to determine the effects on the regional transportation system and compliance with the Multimodal Transportation Service Objectives established in the Action Plan applicable to the jurisdiction's planning area. The jurisdiction also will help maintain the Authority's travel demand modeling system by providing information on proposed improvements to the transportation system, planned and approved development within the jurisdiction, and long-range plans relative to ABAG's projections for households and jobs within the local jurisdiction.</p>	<p><u>Land Use Goals, Policies and Implementation Measures (Land Use Element §3.8, pg. #3-38, Measure 3-o)</u></p>
<p>3.3.3 Other Planning and Implementation Programs. The jurisdiction will work with the RTPC and the Contra Costa Transportation Authority to help develop other plans, programs and studies to address transportation and growth management issues.</p>	<p>(None)</p>

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<p>3.3.4 Conflict Resolution. The jurisdiction will participate in the Contra Costa Transportation Authority's established conflict resolution process as needed to resolve disputes related to the development and implementation of Actions Plans and other programs described in this Element.</p>	<p><u>Goals, Policies and Implementation Measures (Growth Management Element §4.4, pg. #4-9, Measure 4-h)</u></p>
<p>3.4 Urban Limit Line (ULL). The jurisdiction will adopt either a Mutually Agreed-Upon Countywide ULL, a County ULL, or Local Voter ULL consistent with the requirements of the Measure J GMP (as amended by Authority Ordinance 06-04). Urban development is allowed within the line, subject to the policies and standards of the Land Use Element: The ULL can only be amended by a subsequent vote of the electorate; minor adjustments of less than 30 acres may be approved by a majority vote of the local jurisdiction's legislative body.</p>	<p><u>Land Use Goals, Policies and Implementation Measures §3.8, pg. #3-38, Measures 3-p through 3-s)</u></p>
<p>3.5 Five-Year Capital Improvement Program. Capital projects sponsored by the local jurisdiction and necessary to maintain and improve traffic operations will be included in the five- year Capital Improvement Program (CIP). Funding sources for such projects as well as intended project phasing will be generally identified in the CIP.</p>	<p>(See Measure 4-g under 3.1 Development Mitigation Program in the MGME)</p>
<p>3.6 Transportation Systems Management. As part of this growth management program, the jurisdiction will adopt and implement [a Transportation Systems Management (TSM) ordinance] or [a TSM Resolution] or [an alternative mitigation program].</p>	<p>(See Measure 4-j under 3.2.2 in the MGME)</p>
<p>GLOSSARY</p>	
	<p>(See Land Use Definitions under 2.1 Introduction in the MGME)</p>

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