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## **Napa County Transportation and Planning Agency (NCTPA)**

### **Board of Directors**

#### **AGENDA**

**Wednesday, December 16, 2009  
1:30 p.m.**

**NCTPA/NVTA Conference Room  
707 Randolph Street, Suite 100  
Napa CA 94559**

### **General Information**

***All materials relating to an agenda item for an open session of a regular meeting of the NCTPA Board of Directors are posted on our website at [www.nctpa.net/m\\_a.cfm](http://www.nctpa.net/m_a.cfm) at least 72 hours prior to the meeting and will be available for public inspection, on and after at the time of such distribution, in the office of the Secretary of the NCTPA Board of Directors, 707 Randolph Street, Suite 100, Napa, California 94559, Monday through Friday, between the hours of 8:00 a.m. and 5:00 p.m., except for NCTPA holidays. Materials distributed to the present members of the Board at the meeting will be available for public inspection at the public meeting if prepared by the members of the NCTPA Board or staff and after the public meeting if prepared by some other person. Availability of materials related to agenda items for public inspection does not include materials which are exempt from public disclosure under Government Code sections 6253.5, 6254, 6254.3, 6254.7, 6254.15, 6254.16, or 6254.22.***

***Members of the public may speak to the Board on any item at the time the Board is considering the item. Please complete a Speaker's Slip, which is located on the table near the entryway, and then present the slip to the Board Secretary. Also, members of the public are invited to address the Board on any issue not on today's agenda under Public Comment. Speakers are limited to three minutes.***

***This Agenda shall be made available upon request in alternate formats to persons with a disability. Persons requesting a disability-related modification or accommodation should contact Karrie Sanderlin, NCTPA Board Secretary, at (707) 259-8631 during regular business hours, at least 48 hours prior to the time of the meeting.***

***This Agenda may also be viewed online by visiting the NCTPA website at [www.nctpa.net](http://www.nctpa.net), click on Minutes and Agendas – NCTPA Board or go to [www.nctpa.net/m\\_a.cfm](http://www.nctpa.net/m_a.cfm)***

## **ITEMS**

1. Call to Order – Chair Jim Krider
2. Pledge of Allegiance
3. Roll Call

### **Members:**

Leon Garcia, Mayor	City of American Canyon
Joan Bennett	City of American Canyon
Jack Gingles, Mayor	City of Calistoga
Michael Dunsford	City of Calistoga
Jill Techel, Mayor	City of Napa
Jim Krider	City of Napa
Bill Dodd	County of Napa
Mark Luce, BOS Chair	County of Napa
Del Britton, Mayor	City of St. Helena
Eric Sklar	City of St. Helena
Cynthia Saucerman, Mayor	Town of Yountville
Lewis Chilton	Town of Yountville
JoAnn Busenbark	Paratransit Coordinating Council

4. Public Comment
5. Chairperson, Board Members' and Metropolitan Transportation Commission (MTC) Update
6. Directors Update
7. Caltrans Update

### **8. CONSENT ITEMS (8.1 – 8.6)**

### **RECOMMENDATION**

- 8.1 Approval of Meeting Minutes of September 16, 2009, October 21, 2009 and November 18, 2009 (Karrie Sanderlin) (*Pages 7-24*)

APPROVE

- 8.2 Approval of Amendment No. 7 to the Joint Powers Agreement for the Napa County Transportation and Planning Agency (NCTPA) (Paul W. Price) (*Pages 25-50*)

APPROVE

Board action will approve the amendment to the NCTPA Joint Powers Agreement.

- 8.3 Approval of Revised Personnel Policies and Procedures Manual (Karrie Sanderlin) (*Pages 51-52*)

APPROVE

Board action will approve the revised NCTPA Personnel Policies Manual.

- 8.4 Approval of Professional Services Agreement (PSA) for a Comprehensive Compensation and Classification Study (Karrie Sanderlin) (*Pages 53-54*) APPROVE

Board action will authorize the Executive Director to enter into an agreement for a Comprehensive Compensation and Classification Study services contract in an amount not to exceed \$ 50,000.

- 8.5 Approval to Surplus and Sell Transit Fleet Vehicles (Deborah Brunner) (*Pages 55-56*) APPROVE

Board action will (1) surplus specified transit fleet vehicles and (2) authorize the Executive Director to sell surplus vehicles by auction and redirect the sales revenue into the transit budget.

- 8.6 Approval of Resolution 09-38 Support for Transportation for America Efforts (Eliot Hurwitz) (*Pages 57-93*) APPROVE

Board action will support Transportation for America's efforts in asking the USDOT to make safer streets a priority.

**9. REGULAR AGENDA ITEMS – TRANSPORTATION** **RECOMMENDATION**

- 9.1 Update on Transit Project Funding and Tracking (Tom Roberts) (*Pages 94-97*) APPROVE

Board action will receive and file a report on the status of various transit projects.

**10. INTERJURISDICTIONAL ISSUES FORUM** **RECOMMENDATION**

- 10.1 Napa Countywide Preliminary Draft Climate Protection Action Plan (Eliot Hurwitz) (*Pages 98-114*) INFORMATION

An update of the Napa Countywide Preliminary Draft Climate Protection Action Plan will be provided.

10.2 Interjurisdictional Issues Discussion Forum and  
Information Exchange

INFORMATION

Members are encouraged to share specific new  
projects with interjurisdictional impacts

11. **CLOSED SESSION**

**CONFERENCE WITH LEGAL COUNSEL --  
PENDING LITIGATION**

Significant exposure to litigation pursuant to  
Government Code 54956.9 (a): (1 case).

**CONFERENCE WITH LEGAL COUNSEL --  
ANTICIPATED LITIGATION**

Significant exposure to litigation pursuant to  
subdivision (b) of Government Code Section 54956.9:  
(1 case)

12. **ADJOURNMENT**

Approval of Next Regular Meeting Date of Wednesday  
January 16, 2010 and Adjournment

**RECOMMENDATION**

APPROVE

## **NCTPA BOARD MEMBERS AND ALTERNATES \***

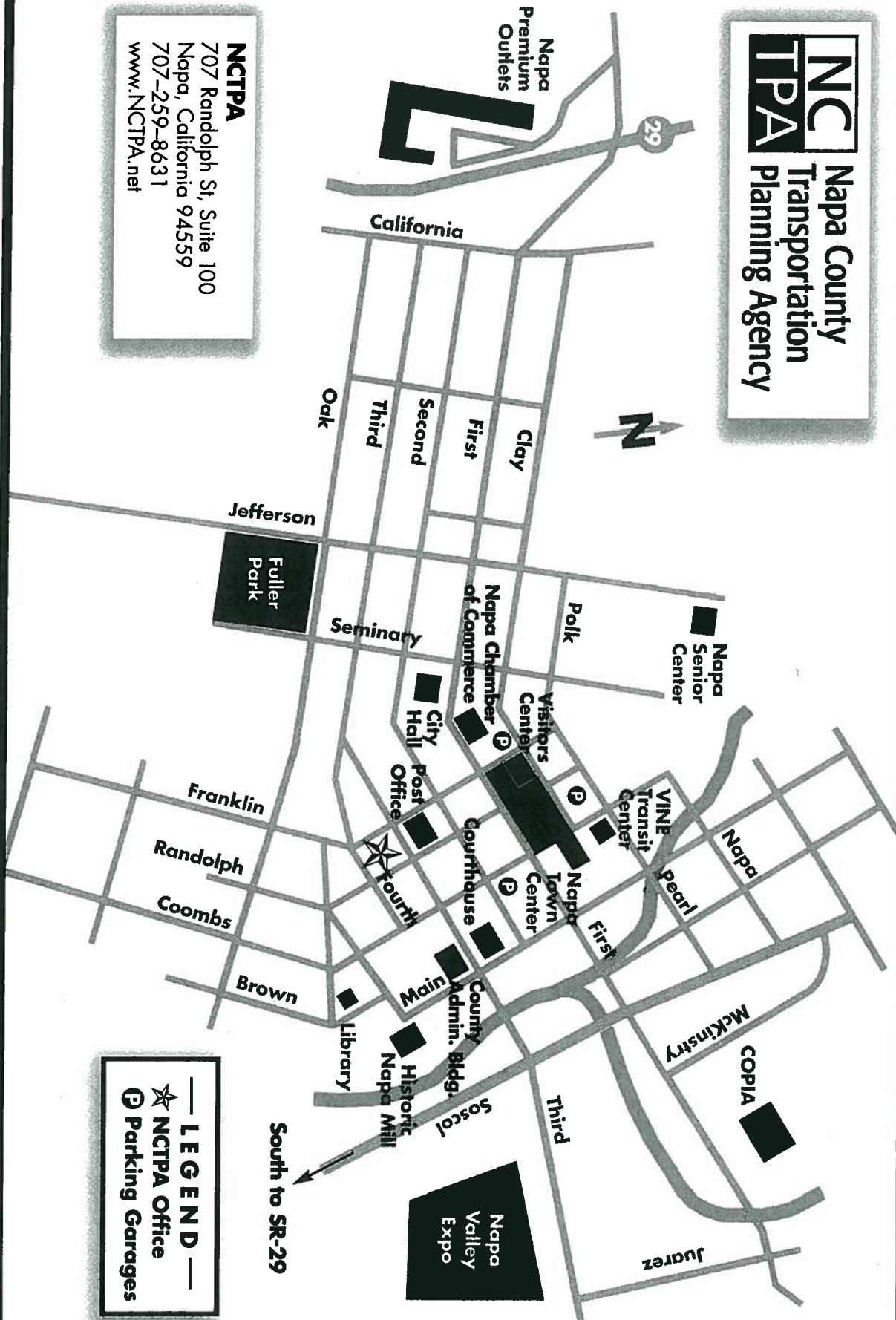
	<b><u>Agency</u></b>
Leon Garcia, Delegate Joan Bennett, Delegate Vacant, Alternate	City of American Canyon
Jack Gingles, Delegate Michael Dunsford, Delegate Karen Slusser, Alternate	City of Calistoga
Jill Techel, Delegate Jim Krider, Delegate Peter Mott, Alternate	City of Napa
Mark Luce, Delegate Bill Dodd, Delegate Diane Dillon, Alternate Keith Caldwell, Alternate	County of Napa
Del Britton, Delegate Eric Sklar, Delegate Bonnie Schoch, Alternate	City of St. Helena
Cynthia Saucerman, Delegate Lewis Chilton, Delegate John F. Dunbar, Alternate	Town of Yountville
JoAnn Busenbark, Delegate	Paratransit Coordinating Council

Jim Krider, NCTPA Chair  
Cynthia Saucerman, NCTPA Vice-Chair

Paul W. Price NCTPA Executive Director – (707) 259-8634

**NC**  
**TPA**  
Napa County  
Transportation  
Planning Agency

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— **LEGEND** —  
★ NCTPA Office  
P Parking Garages



**Napa County Transportation and Planning Agency (NCTPA)**

**Board of Directors**

**MINUTES**

**Wednesday, September 16, 2009**

**ITEMS**

**1. Call to Order**

Vice Chair Cynthia Saucerman called the meeting to order at 1:30 p.m.

**2. Pledge of Allegiance**

Vice Chair Saucerman led the salute to the flag.

**3. Roll Call**

Members Present:

Michael Dunsford	City of Calistoga
Karen Slusser	City of Calistoga
Jill Techel	City of Napa
Bill Dodd	County of Napa
Mark Luce	County of Napa
Del Britton	City of St. Helena
Eric Sklar	City of St. Helena
Lewis Chilton	Town of Yountville
Cynthia Saucerman	Town of Yountville

Non-Voting Member Present:

JoAnn Busenbark	Paratransit Coordinating Council
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Members Absent:

Leon Garcia	City of American Canyon
Joan Bennett	City of American Canyon
Jim Krider	City of Napa

**4. Presentation from Scott Haggerty, MTC Chair**

Mr. Haggerty reviewed MTC's implementation of the Transportation 2035 plan including the project readiness and funding opportunities.

**5. Public Comment - None**

**\*MSC - Motioned, Seconded, and Unanimously Carried**

**6. Chairperson, Board Members' and Metropolitan Transportation Commission (MTC) Update**

No reports given.

**7. Directors Update**

*Paul W. Price, Executive Director*

Reported that the four new electric hybrid busses, purchased with RM2 funds, are now in service and that NCTPA should be receiving an additional four new busses, which will be purchased with ARRA funds, next summer.

Reported that the new Veolia contract is in place as of August 30, 2009. Further, the Federal Transit Administration (FTA) rejected MV Transportations protest and approved NCTPA to sign the contract with Veolia.

Reported that the Trancas Park and Ride Lot and the Yountville Bike Path projects, both of which are ARRA projects, are in the design phase and it is expected to award contracts for both in December 2009.

Reported that the Board will receive financial reports on a monthly basis. The new financial reporting system is now on an accrual method of reporting.

Reported on new NCTPA staff and staffing changes that have occurred over the last two months:

Veronica Diaz, new Administrative Assistant

Alberto Esqueda, promoted to Agricultural Transportation Coordinator

Tom Roberts, moved in the position of Manager of Planning and Programming

Antony Onorato, new Manager of Finance

**8. Caltrans Update - None**

**9. CONSENT ITEMS (9.1 – 9.13)**

**\*MSC DODD / LUCE to APPROVE** the Minutes of June 17, 2009 and July 1, 2009 with the corrections made to the June 17, 2009 meeting minutes.

**9.1 Approval of Minutes of June 17, 2009 and July 1, 2009**

Page 15 of the June 17, 2009 minutes were updated to remove the VINE Consumer Advisory Committee (VCAC) identification from Mr. Jean Vincent Deale, the opinion expressed is of Mr. Deale's and not that of the VCAC.

**\*MSC - Motioned, Seconded, and Unanimously Carried**



**9.2 Approval of Request for Proposal (RFP) No. 09-03 for Napa County Transportation and Planning Agency (NCTPA) Comprehensive Compensation and Classification Study Scope of Services**

Board action approved the Scope of Services for the NCTPA RFP #09-03 Comprehensive Compensation and Classification Study in an amount not to exceed \$50,000.

**9.3 Cost Benefits of Hybrid Buses**

*Information Only*

Provided for Board information was a cost and emissions summary of gasoline hybrid powered buses and comparisons with conventional diesel buses.

**9.4 Authorization for Purchase of Four Additional Hybrid Buses**

Board action authorized the purchase of four (4) additional Hybrid Buses under the terms of our contract.

**9.5 Approval of Funding Agreement with Town of Yountville for Class I Bike Path Design**

Board action approved the Funding Agreement with Town of Yountville for Class I Bike Path design.

**9.6 Transportation Enhancements Call for Projects**

*Information Only*

A "Call for Projects" will begin September 20, 2009 for the 2009-2010 fiscal years. The available funding is \$356,000 countywide. A Notice of Intent is due by October 30, 2009. Completed applications are due November 30, 2009.

**9.7 NCTPA Financial Statements Reporting**

*Information Only*

Staff will provided the Board information with monthly financial statements to inform the stakeholders of NCTPA of the agency's financial performance, provide transparency, and analyze trends and make informed decisions.

**9.8 Approval of Audit Services**

Board action authorized the Executive Director to enter into an agreement with Brown Armstrong, Paulden, McCown, Starbuck, Thornburgh & Keeter ("Brown Armstrong") Accountancy Corporation for

auditing services in an amount of \$39, 880 for the 2009 fiscal year audit, \$41,350 for 2010, \$43,000 for 2011, and \$44,650 for 2012. The total proposed amount over the life of the four-year audit services contract will not exceed \$168,880.

**9.9 Approval of Resolution No. 09-28 Authorizing the Filing of Applications for Federal Transit Administration (FTA) Section 5316 Job Access and Reverse Commute for FY 09/10**

Board action authorized the Executive Director to apply for federal funding under FTA Section 5316, Job Access and Reverse Commute (JARC), with the California Department of Transportation, for implementation of the Agricultural Worker Transportation Program.

**9.10 Regional Rail Corridor Analysis**

*Information Only*

Information on Regional Rail Corridor Analysis was provided for Board review.

**9.11 Bylaws for the Napa County Transportation and Planning Agency (NCTPA) Technical Advisory Committee (TAC)**

*Information Only*

Provided for Board review were the proposed Bylaws for the NCTPA Technical Advisory Committee

**9.12 Approval of Resolution No. 09-29 Amending Resolution No. 05-12 Authorizing the Filing of Applications for Federal Transit Administration (FTA) Section 5307 Transportation Program Funding for FY 06/07 and FY 07/08**

Board action approved Resolution No. 09-29 amending Resolution No. 05-12 authorizing the filing of applications for Federal Transit Administration (FTA) Section 5307 Transportation Program Funding for FY 06/07 and FY 07/08.

**9.13 California Transit Association (CTA) Membership**

Board action authorized the NCTPA to join the California Transit Association (CTA). Annual dues are approximately \$6,200.

**10. REGULAR AGENDA ITEMS – TRANSPORTATION**

**10.1 GovDelivery Presentation**

*Information Only / No Action Taken*

A demonstration of the GovDelivery subscription process through the NCTPA website was provided for Board review.

#### **10.2 Potential VINE Route 11 Service Modifications and Farebox Assistance from the Cities of St. Helena and Calistoga**

Staff reviewed Route 11 service modifications to operate year round on a regular and summer schedule, which may include farebox recovery support from the cities of St. Helena and Calistoga for implementation in August-September 2009.

**MSC\* BRITTON / SLUSSER to APROVE** VINE Route 11 service modifications that will operate year round on a regular Monday through Friday schedule. Additionally, that the NCTPA include Route 11 farebox recovery assistance from the cities of St. Helena and Calistoga (or other funding sources at the discretion of each city) as a part of the farebox recovery. Service changes shall be implemented October 5, 2009 and operate until June 1, 2010 on a trial basis. Staff will review the performance in May 2010 and report back to the Board on the effectiveness of the new schedules and recommendations for continued service.

#### **10.3 Request for Proposals (RFP) for Multi-Year Short Range Transit Planning Efforts and Special Transit Studies**

**MSC\* DODD / SKLAR to APPROVE** the release of the RFP for the Short Range Transit Plans (Full SRTP 2011-2020, Mini SRTP 2012-2021, Mini SRTP 2013-2022), and Special Transit Studies. Further, the Board authorized the Executive Director to: (1) issue an RFP and (2) enter into and sign a professional services agreement with a consultant to facilitate the development of four multi-year Short Range Transit Plans and Special Transit Studies for an amount not to exceed \$280,000 (\$259,000 plus a 8% contingency of \$21,000).

#### **10.4 NCTPA FY 09/10 Overall Work Program (OWP)**

##### ***Information Only / No Action Taken***

Staff reviewed the FY 09/10 OWP, which is the annual document that identifies NCTPA's planned work for the upcoming fiscal year. Additionally, this OWP identifies funding that is available to the NCTPA for these regional activities.

#### **10.5 Transit Efficiency Committee**

Board action approved the creation of a "Transit Efficiency Committee" to assist the full Board in the monitoring the performance of the Transit Services Contractor (Veolia Transportation). Committee members include Jim Krider, JoAnn Busenbark, and Leon Garcia. It is estimated

that this committee would meet quarterly to assess the Transit Service contractor's performance to the measures put forward in the contract and RFP 09-01.

**MSC\* DODD / CHILTON** to **APPROVE** the creation of a Transit Efficiency Committee, consisting of Jim Krider, JoAnn Busenbark, and Leon Garcia, to assist the full Board in the monitoring the performance of the Transit Services Contractor (Veolia Transportation). Further, the committee sunset after 2 years unless the Board takes action to continue said committee.

**10.6 Request for Board Direction in the Development of Amendment No. 7 to the Joint Powers Agreement (JPA) for the Napa County Transportation and Planning Agency (NCTPA)**

The Board gave direction to make the following changes to the current NCTPA Joint Powers Agreement (JPA):

- Change the make up of voting members so that one member from the County of Napa need not be the Chair of the Board of Supervisors.
- Make change to the Alternate Members so that any appointed Alternate Member may attend in place of that jurisdictions member.
- That the NCTPA attain the authority to exercise the right of eminent domain on transportation and transit related projects.

**11. INTERJURISDICTIONAL ISSUES FORUM**

**11.1 Inter-jurisdictional Issues Discussion Forum and Information Exchange**

Members are encouraged to share specific new projects with inter-jurisdictional impacts

Member Britton requested staff to provide an update on the Climate Protection Plan at upcoming Board meeting.

**12. ADJOURNMENT**

**Approval of Next Regular Meeting Date of Wednesday October 21, 2009 and Adjournment**

The next meeting will held in the NCTPA Conference Room on Wednesday October 21, 2009.

The meeting was adjourned by Vice Chair Saucerman at 2:40 p.m.



**Napa County Transportation and Planning Agency (NCTPA)**

**Board of Directors**

**MINUTES**

**Wednesday, October 21, 2009**

**ITEMS**

**1. Call to Order**

Chair Jim Krider called the meeting to order at 1:30 p.m.

**2. Pledge of Allegiance**

Chair Krider lead the salute to the flag.

**3. Roll Call**

**Members Present:**

Leon Garcia	City of American Canyon
Joan Bennett	City of American Canyon
Michael Dunsford	City of Calistoga
Jack Gingles	City of Calistoga
Jim Krider	City of Napa
Keith Caldwell	County of Napa
Del Britton	City of St. Helena
Lewis Chilton	Town of Yountville
Cynthia Saucerman	Town of Yountville

**Non-Voting Member Present:**

JoAnn Busenbark	Paratransit Coordinating Council
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**Members Absent:**

Jill Techel	City of Napa
Bill Dodd	County of Napa
Eric Sklar	City of St. Helena

**4. Public Comment - None**

**5. Chairperson, Board Members' and Metropolitan Transportation Commission (MTC) Update**

Member Joan Bennett, City of American Canyon, requested a bus shelter be installed at SR 29/Napa Junction Road. Further Member Bennett reported on her experience riding the VINE from the Pearl Street Transit Center in Napa to Calistoga.

**6. Directors Update**

*Paul W. Price, Executive Director*

Reported that staff will bring the Draft Climate Action Plan to the Board at their November 18<sup>th</sup> meeting.

Reported that the vans for Agricultural Workers Vanpool Program should start arriving in a week or so.

Reported that the Yountville Trolley service was launched in September.

Reported that the NCTPA Website is in the process of being updated to better serve the end user.

Reported that staff is working with Veolia on a marketing plan to move up the marketing effort for the transit system. The plan will be brought to the Board for approval.

Reported staff will be implementing various bus shelter monies throughout the region. Each jurisdiction will be allotted a funding amount to implement their own shelter program within their communities.

**7. Caltrans Update**

Kelly Hirschberg, Caltrans, provided an update on the status of various projects located throughout the county.

Member Jack Gingles voiced his frustration with Caltrans and their delays in repaving roads in and around the Calistoga area. Roads are deteriorating from heavy traffic use and Mr. Gingles asked Ms. Hirschberg to relay this message back to the (Caltrans) District 4 office.

**8. CONSENT ITEMS (8.1 – 8.13)**

**MSC\* BRITTON / GINGLES to APPROVE** Consent Items 8.1 – 8.13 with the amended Attachment 1 to Item 8.9 Bylaws for the Napa County Transportation and Planning Agency (NCTPA) Technical Advisory Committee (TAC).



### **8.1 Legislative Report for September 2009**

Provided for Board review is the monthly Legislative Report for September 2009.

### **8.2 Approval of Meeting Minutes of April 22, 2009, May 20, 2009, and July 15, 2009**

### **8.3 Proposition 1B Funding Recommendation**

Board action approved the Proposition 1B project rankings as determined by the ranking committee and authorize staff to submit an application(s) to the Metropolitan Transportation Commission (MTC) to claim Proposition 1B funds directed toward ranked projects. The ranked projects are as follows:

RANK	PROJECT DESCRIPTION	TOTAL COST	1B FUNDS	LOCAL MATCH
1.	Bus Pass Accommodations	\$213,840	\$178,200	\$35,640
2.	Replace 3 Vine Go Vehicles	\$225,000	\$178,200	\$46,800
3.	In-Roadway Warning Lights	\$225,000	\$178,200	\$46,800
4.	Crosswalk Striping Project	\$213,840	\$178,200	\$35,640

### **8.4 Approval to Fund a One-Year Paid Internship for NCTPA**

Board action authorized the Executive Director to fund and hire for a one-year paid internship in an amount not to exceed \$24,000.

### **8.5 Approval of Resolution No. 09-31 Adoption a Disadvantaged Business Enterprise (DBE) Program Goal for FY 09/10 and Adoption of the Caltrans Disadvantaged Business Enterprise Implementation Agreement for Local Agencies**

Board action (1) approved Resolution No. 09-31 establishing the required FY 09/10 Disadvantaged Business Enterprise (DBE) Program Plan with an overall annual goal of 3.41% DBE participation in federally funded projects consisting of 1.66% for race-conscious and 1.75% race-neutral average annual participation levels in the Napa Region market area, and (2) authorized staff to submit the California Department of Transportation DBE Program Implementation Agreement to Caltrans for approval.

### **8.6 Approval of Resolution No. 09-32 Adopting California Public Employees' Deferred Compensation Plan**

Board action approved Resolution No. 09-32 adopting California Public Employees' Deferred Compensation Plan.

**8.7 Approval of Resolution No. 09-33 Adopting the Transportation for Clean Air (TFCA) Projects List for FY 09/10**

Board action approved Resolution No. 09-33 adopting the list of projects for TFCA FY 09/10 project manager funds.

**8.8 Approval of Request for Qualifications (RFQ) for Napa County Transportation and Planning Agency (NCTPA) On-Call Services**

Board action approved a RFQ for On-Call Services in an amount not to exceed \$ 1.5M for FY 09/10.

**8.9 Approval of Bylaws for the Napa County Transportation and Planning Agency (NCTPA) Technical Advisory Committee (TAC)**

Provided was an updated version of Attachment 1, Bylaws for the Technical Advisory Committee.

Board action approved the proposed Bylaws for the NCTPA Technical Advisory Committee

**8.10 Review and Concur with Rankings for Job Access and Reverse Commute (JARC) Applications**

Board action concurred with the JARC application rankings as determined by the application scoring committee. If successful in the statewide competition, the agency would be eligible to receive up to \$85,000 towards the Agricultural Vanpool program.

**8.11 Claim for State Transit Assistance (STA) One-Time Only Funds**

Board action concurred with staff's recommendation to claim and direct STA one-time only funds toward specific transit related projects. NCTPA will receive \$319,631 in funding toward transit operating and capital projects.

**8.12 Countywide Bike Plan Amendment**

Board action approved the proposed amendment to the plan, adding a list of proposed projects to the countywide bike network.

**8.13 Approval to Surplus and Sell Transit Fleet Vehicles**

Board action (1) approved surplus specified transit fleet vehicles and (2) authorized the Executive Director to sell surplus vehicles by auction and redirect the sales revenue into the transit budget.

## **9. REGULAR AGENDA ITEMS – TRANSPORTATION**

### **9.1 Update on Napa Valley Vine Trail**

#### *Information Only / No Action Taken*

Chuck McMinn, director of the Napa Valley Vine Trail Coalition provided an update on the organization's efforts to implement the findings of NCTPA's Napa Valley greenway Feasibility Study. The Coalition is actively building community consensus on a route for the Class One trail running the length of Napa County from Calistoga to American Canyon, raising funds and facilitating planning efforts.

### **9.2 Approval of Resolution No. 09-35 Adopting the Amended NCTPA FY 09/10 Budget**

Staff reviewed the changes in the revised budget. Board action approved amending the FY 09/10 Budget for NCTPA totaling \$17,427,088 in revenues and \$17,427,088 in expenditures.

**MSC\* CHILTON / BRITTON to APPROVE** rescinding Resolution No. 09-22 and adopting Resolution No. 09-35 approving the "amended" FY 09/10 NCTPA annual budget totaling \$17,427,088 in revenues and \$17,427,088 in expenditures.

### **9.3 Federal Grants Funding Update**

Staff reviewed the status of various aged Federal grants. Staff has undertaken efforts to claim grant funds that had been written off or lost in past audits. As a result of this effort, several million dollars will be reclaimed over the course of the current Fiscal year. Board action received and filed the report on the status of various aged Federal grants.

### **9.4 Design and Construction Status – Trancas Park and Ride Lot**

#### *Information Only / No Action Taken*

Provided was a presentation as to the status and design aspects of the facility at the 65% design level.

## **10. INTERJURISDICTIONAL ISSUES FORUM**

### **10.1 Interjurisdictional Issues Discussion Forum and Information Exchange**

No issues were discussed.

## **10.2 Report of the Growth Steering Committee**

Larry Florin, County of Napa, reviewed the Growth Steering Committees efforts for establishing a series of tasks for consensus building as it relates to growth related issues that cross inter-jurisdictional boundaries. Mr. Florin asked the Board for direction as to the Board wants the Growth Steering Committee to proceed; he stated that the Committee recommends having a follow-up larger group discussion, including key stakeholders, which is in part educational as well as informative as to how we want to develop a regional/countywide strategy as far as growth is concerned. Mr. Florin stated that the County is prepared to work with the NCTPA to help organize putting together a follow up discussion group that would bring more people to the table to talk about what the long term strategic issues are around growth.

Member Chilton stated his concerns the variety of issues the Agency (NCTPA) has attempted to look at in the past, which has taken its focus off of basic things like grants. When he sees things like Napa Pipe and Senior Housing on the list, he feels (NCTPA) staff and the Board as an Agency should stay focused on transit and transportation issues. He questions the appropriateness of all these issues being handled through this forum.

Chair Krider stated that the NCTPA Board has representation from every jurisdiction and feels it would be an appropriate place for this discussion, however he feels it is not the appropriate time to deal with the issue. He feels what would be most productive in the long run would be to work out the process and make a determination from there.

Member Garcia shares the concerns of Member Chilton in over burdening the staff with these issues. Member Garcia also agrees with Chair Krider on the timing for this (group discussion).

Member Bennett stated that it maybe time for the Board to consider revisiting the issues of the Agency being a "planning" agency.

Chair Krider recommended putting this (on the agenda) as a future item.

Member Caldwell stated, from his standpoint, he always thought that planning was part of what this organization was going to do. Certainly we can continue to dodge the subject, and we can continue to beat up each others EIR's on different projects and we can certainly point fingers and say that the appropriate place for housing or we can sit down in a



public and transparent manner and talk about a sub-regional approach to housing, affordable and otherwise, and how that impacts transportation and how we are going to meet some of the requirements put on by the state, at the RHNA level and (SB) 375. Member Caldwell feels that this is a way to move forward in a very transparent manner that we can bring this issue out and discuss them.

Larry Florin, County of Napa, stated from his conversations with Supervisors Dodd and Dillon, his understanding is that when the Growth Summit was held it was supposed to be a two-part process. The first part was an information gathering and there was supposed to be a follow-up in which there was to be an implementation or discussion about how to take what was discussed and turn it into specific results. This is the original reason why the County requested the follow-up. We (County) heard loud and clear that you didn't want the follow-up but now we are hearing you don't want the NCTPA be the convening body. Mr. Florin stated from the committees perspective, and as Supervisor Caldwell so eloquently put it, the need to have this follow-up in some form or another. Whether it is under the NCTPA umbrella or a collaborative effort interjurisdictionally, the committee would argue that there is still the need to do a follow-up forum.

Member Dunsford suggested keeping the existing sub-committee (Growth Steering Committee) and adding one member from each jurisdiction to continue the discussion without adding the additional workload on (NCTPA) staff.

Larry Florin, County of Napa, stated that there are models from other communities that can be looked and that we can learn from those who have gone through similar types of process. What has been mentioned to the committee is two models, one from San Mateo, which brought together all of its local governments and county in what they call a Sub-Regional Plan. The other is Ventura County, which has a similar agricultural preserve type of a situation, and has been able to work cooperatively among the jurisdictions to determine where growth is most appropriate while preserving the agricultural base for that community. It makes sense to bring in people from the outside that can show us things that have worked. This might be an appropriate forum to invite the various elected officials, stakeholders and those interested in attending such a gathering.

Member Britton suggested that the outcome of the next forum should be the vision of where the people want this process to go, how they want it structured and what future goals to obtain.

Member Caldwell recommended that the current members of the Steering Committee, with minimal NCTPA staff effort, continue forward using the San Mateo Sub-Regional and Ventura County Plans as a starting off point; looking at what they tried to accomplish and what they did accomplish, and are there efforts something we are interested in. By using these examples this body would know what the outcome would be. Member Caldwell suggested inviting members from each of these organizations that work on the plans to make a presentation to the Board.

Board consensus and direction was for the Growth Steering Committee, comprised of Larry Florin, Napa County, Dana Smith, Napa City, Brent Cooper, American Canyon and Jim McCann, Calistoga (also representing Yountville and St. Helena) to move forward with the above recommendation from Member Caldwell. Additionally, St. Helena and Yountville be invited to join the steering group to more fully provide regional representation.

## **11. ADJOURNMENT**

Approval of Next Regular Meeting Date of Wednesday November 18, 2009 and Adjournment

The next meeting will held in the NCTPA Conference Room on Wednesday November 18, 2009.

The meeting was adjourned by Chair Krider at 3:45 p.m.



**Napa County Transportation and Planning Agency (NCTPA)**

**Board of Directors**

**MINUTES**

**Wednesday, November 18, 2009**

**ITEMS**

**1. Call to Order**

Chair Jim Krider called the meeting to order at 1:30 p.m.

**2. Pledge of Allegiance**

Member Jack Gingles, Mayor City of Calistoga, led the salute to the flag.

**3. Roll Call**

**Members Present:**

Leon Garcia	City of American Canyon
Joan Bennett	City of American Canyon
Michael Dunsford	City of Calistoga
Jack Gingles	City of Calistoga
Jim Krider	City of Napa
Jill Techel	City of Napa
Del Britton	City of St. Helena
Eric Sklar	City of St. Helena
Lewis Chilton	Town of Yountville
Cynthia Saucerman	Town of Yountville

**Non-Voting Member Present:**

JoAnn Busenbark	Paratransit Coordinating Council
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**Members Absent:**

Bill Dodd	County of Napa
Mark Luce	County of Napa

**4. Public Comment**

Ron Bushman, Veolia Transportation Inc., read a letter from Veolia's legal counsel regarding MV Transportations petition of Writ of Mandamus.

**5. Chairperson, Board Members' and Metropolitan Transportation Commission (MTC) Update**

No Reports Given

**6. Directors Update**

*Paul W. Price, Executive Director*

Read a Letter to the Editor written by Supervisor Bill Dodd in response to the November 15, 2009 Napa Valley Register editorial concerning the role that the Napa County Transportation and Planning Agency should take in working with constituent communities on the important issues of transportation, land use, and climate change.

Reported that the Transit Efficiency Committee will be having its first meeting in December. Members include Chair Jim Krider, JoAnn Busenbark and Leon Garcia.

Reported staff will be bringing the revised Personnel Policies and Procedure to the Board in December for their approval.

Reported that the Single Audit Report will be completed in December and will be brought to the Board by January 2010.

**7. Caltrans Update**

Ahmad Rahami, Caltrans, provided an update on the status of various projects located throughout the county.

**8. CONSENT ITEMS (8.1 – 8.8)**

**8.1 Legislative Report for October 2009**

Provided for Board review is the monthly Legislative Report for October 2009.

**8.2 Approval of Meeting Minutes of August 5, 2009**

**8.3 Request for Proposal (RFP) for a Market Segmentation Study and Marketing Plan Development**

Board action approved the release of the RFP and authorizes the Executive Director to: (1) issue an RFP and (2) negotiate and enter into and sign a professional services agreement with a consultant to facilitate the development of a Market Segmentation Study and a Marketing Plan for an amount not to exceed \$65,000.

**8.4 Repeal of Resolution 01-8 and Approval of Resolution No. 09-30 Related to Authorization for Executive Director or His Designee to make Application for Federal Transit Administration (FTA) Grants and to Sign Contracts with the FTA**

Board action approved Resolution No. 09-30 authorizing the NCTPA Executive Director to execute and file Federal grant applications and grant agreements at award and authorizing NCTPA Legal Counsel to execute and file with its applications the annual certifications and assurances and other documents the Federal Transportation Administration requires before awarding a Federal assistance grant or cooperative agreement.

**8.5 Approval of Resolution No. 09-34 Approving the Transportation Development Act (TDA) Article 3 Pedestrian/Bicycle Program for FY 09/10 and Approving the Filing of TDA Article Claims for FY 03/04**

Board action approved Resolution No. 09-34 approving the Transportation Development Act (TDA) Article 3 Pedestrian/Bicycle Program for FY 09/10 and approving the Filing of TDA Article Claims for FY 09/10.

**8.6 Countywide Bicycle Plan Update**

Board action approved the issuance of a Request for Proposal for major updates to countywide bike plan including plans for the Cities of Napa, American Canyon, and St. Helena.

**8.7 Approval of Resolution 09-36 Approving Additional Accounts under the NCTPA Credit Card Policy**

Board action approved Resolution No. 09-36 which will allow employees and eligible designated vanpool drivers to fuel Agricultural Worker Vanpool Program fleet vehicles

**8.8 Approval of Resolution No. 09-37 Adopting a Retroactive Depreciation Expense Budget in FY 08/09**

Board action approved Resolution No. 09-37 amending the FY 08/09 Budget to add a deprecation account.

**9. INTERJURISDICTIONAL ISSUES FORUM**

**9.1 Napa Countywide Preliminary Draft Climate Protection Action Plan**

Staff provided an update of the Napa Countywide Preliminary Draft Climate Protection Action Plan.

## **9.2 Interjurisdictional Issues Discussion Forum and Information Exchange**

### ***Information Only / No Action Taken***

Each member jurisdiction shared with the Board specific projects with interjurisdictional impacts in their local area.

Adjourned to Closed Session at 2:10 p.m.

## **10. CLOSED SESSION**

### **CONFERENCE WITH LEGAL COUNSEL – PENDING LITIGATION**

Significant exposure to litigation pursuant to Government Code 54956.9 (a): (1 case).

Adjourned to Open Session at 2:36 p.m.

Susan Q. McGuigan, NCTPA Legal Counsel, reported that in consultation with legal counsel, the Board granted approval for its legal counsel to defend the Writ of Mandate 2650318 MV Transportation vs. NCTPA and Veolia Transportation.

## **11. ADJOURNMENT**

### **Approval of Next Regular Meeting Date of Wednesday December 16, 2009 and Adjournment**

The next meeting will be held in the NCTPA Conference Room on Wednesday December 16, 2009.

The meeting was adjourned by Chair Krider at 2:37 p.m.



December 16, 2009  
NCTPA Agenda Item 8.2  
Continued From: September 16, 2009  
**Action Requested: Approve**

## **NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY Board Agenda Letter**

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**TO:** Board of Directors  
**FROM:** Paul W. Price, Executive Director  
**REPORT BY:** Paul W. Price, Executive Director  
(707) 259-8634 / Email: [pprice@nctpa.net](mailto:pprice@nctpa.net)  
**SUBJECT:** Approval of Amendment No. 7 to the Joint Powers Agreement (JPA)  
for the Napa County Transportation and Planning Agency (NCTPA)

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### **RECOMMENDATION**

That the NCTPA Board approve Amendment No. 7 to the Joint Powers Agreement (JPA) (Attachment 1).

### **EXECUTIVE SUMMARY**

There has been an interest from some member agencies to consider amending the current JPA, which governs the NCTPA. At the September 16, 2009 meeting, the Board directed the Executive Director to work with Legal Counsel in drafting an amendment the JPA and circulate to member agencies for their approval.

### **FISCAL IMPACT**

Is there a Fiscal Impact? No

### **CEQA REQUIREMENTS**

The proposed action is not a project as defined in Section 15378 of the CEQA Guidelines, which define a project as an action which has the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change. Accordingly, no additional CEQA review is required at this time.

## **BACKGROUND AND DISCUSSION**

The NCTPA JPA has undergone some amendments over the course of its ten-year history to reflect changing circumstances and new initiatives that arise over time. Currently, the existing JPA has been amended on six different occasions. There are several "clean up" changes to Amendment 7; however, the significant changes are in Sections 4 and 5.

Section 4 clarifies that any appointed alternate Members may attend in place of that jurisdiction's Member and participate in any discussions of the NCTPA Board in the same manner as the Members. Further, Section 4 reflects a change in the make up of voting members so that one member from the County of Napa need not be the Chair of the Board of Supervisors.

Section 5 provides for NCTPA to undertake the acquisition of real property through the exercise of eminent domain in furtherance of transportation and transit related projects in accordance with State and Federal laws.

## **SUPPORTING DOCUMENTS**

Attachment:     (1) Amendment No. 7 to the Joint Powers Agreement for the Napa County Transportation Planning Agency (with tracking)



**AMENDMENT NO.-76  
TO THE JOINT POWERS AGREEMENT  
FOR THE NAPA COUNTY  
TRANSPORTATION AND PLANNING AGENCY**

**(ALSO KNOWN AS NAPA COUNTY AGREEMENT NO. 3061; CITY OF NAPA AGREEMENT NO. 6147; CITY OF AMERICAN CANYON RESOLUTION NO. 92-33/AGREEMENT NO. 95-15; TOWN OF YOUNTVILLE RESOLUTION. NO. 868; CITY OF ST. HELENA RESOLUTION NO. 91-32; CITY OF CALISTOGA RESOLUTION NO. 91-19)**

**THIS AMENDMENT NO. 67 TO THE JOINT POWERS AGREEMENT OF THE NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY (the "Agreement")** is entered into as of the effective date determined under (4), below, by and between the COUNTY OF NAPA, CITY OF AMERICAN CANYON, CITY OF NAPA, TOWN OF YOUNTVILLE, CITY OF ST. HELENA, and CITY OF CALISTOGA ("Member Jurisdictions");

**RECITALS**

**WHEREAS**, the Napa County Transportation and Planning Agency (the "NCTPA") is a joint powers agency created by the Member Jurisdictions to provide coordinated transportation planning and transportation services within the County of Napa; and

**WHEREAS**, the Member Jurisdictions desire to change the requirements of the alternate membersecomposition of the NCTPA governing board, and desire to expand the scope of duties that may be performed by NCTPA, ~~and change the name of the Agency~~; and

**WHEREAS**, in order to change the requirements of the alternate members-composition of the NCTPA governing board, and to expand the scope of duties that may be performed by NCTPA, the Member Jurisdictions now desire to amend the Agreement as set forth ~~hereinbelow;~~

**TERMS**

**NOW, THEREFORE, THE MEMBER JURISDICTIONS** agree as follows:

1. The Member Jurisdictions find the foregoing Recitals to be true and correct.
2. The terms of the Agreement are hereby amended to read in full as set forth in Attachment "A", attached hereto and incorporated by reference herein.

3. By approving this Amendment No. 67 and authorizing execution thereof each Member Jurisdiction hereby reconfirms its prior election to exempt Napa County from the congestion management requirements of Chapter 2.6 of Division 1 of Title 7 of the California Government Code as permitted by Government Code section 65088.3.

4. This Amendment No. 67 and the attached provisions of Attachment "A" shall become effective on the date the documents have been ratified by all of the Member Jurisdictions. This Amendment may be signed in counterparts by the parties hereto and shall be valid and binding as if fully executed all on one copy.

**IN WITNESS WHEREOF**, this Amendment No. 76 to the Joint Powers Agreement creating the Napa County Transportation and Planning ~~Congestion Management~~ Agency was executed by the Member Jurisdictions through their duly-authorized representatives as noted below:

**COUNTY OF NAPA**

By: \_\_\_\_\_  
MARK LUCE, Chair  
Napa County Board of Supervisors

Date: \_\_\_\_\_

ATTEST: GLADYS I. COIL,  
Clerk of the Board of Supervisors

APPROVED AS TO FORM:  
ROBERT WESTMEYER  
Napa County Counsel

By: \_\_\_\_\_

By: \_\_\_\_\_

**CITY OF AMERICAN CANYON**

By: \_\_\_\_\_  
LEON GARCIA, Mayor

Date: \_\_\_\_\_

ATTEST: SHERRY KELLY,  
American Canyon City Clerk

APPROVED AS TO FORM:  
WILLIAM ROSS  
American Canyon City Attorney

By: \_\_\_\_\_

By: \_\_\_\_\_

**CITY OF NAPA**

By: \_\_\_\_\_  
JILL TECHEL, Mayor

Date: \_\_\_\_\_

ATTEST: DOROTHY ROADMAN,  
Napa City Clerk

APPROVED AS TO FORM:  
MICHAEL BARRETT  
Napa City Attorney

By: \_\_\_\_\_

By: \_\_\_\_\_

**TOWN OF YOUNTVILLE**

By: \_\_\_\_\_  
CYNTHIA L. SAUCERMAN, Mayor

Date: \_\_\_\_\_

ATTEST: MICHELLE DAHME,  
Town Administrator/Town Clerk

APPROVED AS TO FORM:  
AMY VALUKEVICH,  
Yountville Town Attorney

By: \_\_\_\_\_

By: \_\_\_\_\_

**CITY OF ST. HELENA**

By: \_\_\_\_\_  
DEL BRITTON, Mayor

Date: \_\_\_\_\_

ATTEST: DELIA GUIJOSA,  
St. Helena City Clerk

APPROVED AS TO FORM:  
AMY VALUKEVICH,  
St. Helena City Attorney

By: \_\_\_\_\_

By: \_\_\_\_\_

**CITY OF CALISTOGA**

By: \_\_\_\_\_  
JACK GINGLES, Mayor

Date: \_\_\_\_\_

ATTEST: SUSAN SNEDDON,  
Calistoga City Clerk

APPROVED AS TO FORM:  
MICHELLE KENYON,  
Calistoga City Attorney

By: \_\_\_\_\_

By: \_\_\_\_\_

cc\DNCTPA\Joint Powers Agreement\JPA Seventh AmendmentTC.doc

## **ATTACHMENT “A”**

### **NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY JOINT EXERCISE OF POWERS AGREEMENT**

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**NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY**  
**JOINT EXERCISE OF POWERS AGREEMENT**

**SECTION 1. FORMATION**

- 1.1 Creation and Name.** The County of Napa, the Cities of Napa, St. Helena, Calistoga, American Canyon, and the Town of Yountville (hereinafter referred to as “Member Jurisdictions”), pursuant to Article 2 of Chapter 5 of Division 7 of Title 1 (commencing with section 6500) of the California Government Code, do hereby form, establish and create a joint powers agency to be known as “Napa County Transportation and Planning Agency”, hereinafter referred to as “NCTPA”, which shall constitute a public entity separate and distinct from the Member Jurisdictions and shall supersede and replace the Napa County Congestion Management Agency (“CMA”).

**SECTION 2. PURPOSE**

- 2.1 General.** NCTPA is formed to serve as the countywide transportation planning body for the incorporated and unincorporated areas within Napa County, and as an advisory body for countywide deliberations on land-use, demographics, economic development, community development, environmental issues, arts and cultural issues, which purposes shall include conducting in a coordinated and more simplified way countywide:
- (a) Transportation policy development and planning activities, including those relating to transit on both a short-term and long-term basis and within an intermodal policy framework; improving transit services; providing coordinated and more competitive input to the region’s transportation planning and funding programs; and performing such other transportation related duties and responsibilities as the Member Jurisdictions may delegate to NCTPA by this Agreement or amendment thereto; and
  - (b) Advisory deliberations on land-use, demographics, economic development, community development, environmental issues, arts and cultural issues. Any such deliberations may result in advisory recommendations only, and such recommendations shall not be binding on any Member Jurisdiction.
- 2.2 Chapter 2.6 Compliance Not Included in Purpose.** It is the intention of the Member Jurisdictions in executing the Agreement to exempt Napa County and the Member Jurisdictions from the requirements of Chapter 2.6 of Division 1 of Title 7 (commencing with Government Code section 65088) pertaining to congestion management planning, as permitted by Government Code section 65088.3. For this reason, compliance with Chapter 2.6 shall not be deemed to be a purpose of NCTPA.
- 2.3 Abandoned Vehicle Abatement Authority.** NCTPA shall supersede and replace the CMA as the service authority for the abatement of abandoned vehicles (AVAA) for Napa County and the Member Jurisdictions pursuant to Vehicle Code section 9250 et seq. and

22710 seq. All resolutions, authorizations, funds, imposition of service fees, and responsibilities of the CMA in its capacity as the service authority shall be deemed to be ratified and assumed by and remain thereafter as the resolutions, authorizations, funds, imposition of service fees, and responsibilities of NCTPA as AVAA on and after the effective date of Amendment No. 4 of the Agreement until such time as modified or terminated by the NCTPA Board.

- 2.4 Preparation of County Transportation Plan.** The purposes of NCTPA shall include delegation by the County of Napa to NCTPA of the County's authority under Government Code section 66531 to prepare and submit to the MTC a county transportation plan for the incorporated and unincorporated territory of Napa County which shall include consideration of the planning factors included in Section 134 of the federal Intermodal Surface Transportation Efficiency Act of 1991, as such may be amended from time to time.
- 2.5 Exercise of Common and Additional Powers.** The purposes of NCTPA shall include establishment of NCTPA as an independent joint powers entity to enable the Member Jurisdictions not only to exercise jointly the common powers of the Member Jurisdictions set forth in Section 2.1 but also to exercise such additional powers as are conferred by Section 5 of this Agreement or by the Government Code upon all joint powers agencies.

### **SECTION 3. ASSUMPTION OF CMA CONTRACTS**

- 3.1 Assumption of CMA Contracts.** All contracts between the CMA and any person or entity, public or private, which are in effect as of the effective date of Amendment No. 4 of this Agreement shall be assigned to and assumed by NCTPA on and after that date and all references therein to "CMA", "Congestion Management Agency", or "Napa County Congestion Management Agency" shall thereafter refer to NCTPA.
- 3.2 Delegation of Contract Responsibilities of CMA Manager.** All references in any CMA contracts assumed by NCTPA under Section 3.1 delegating contract responsibilities to the CMA Manager shall refer, on and after the effective date of Amendment No. 4 of the Agreement, to the Executive Director of NCTPA.

### **SECTION 4. ORGANIZATION**

- 4.1 Composition.** NCTPA shall be composed of the Member Jurisdictions, to-wit: the County of Napa, the Cities of American Canyon, Napa, St. Helena, and Calistoga, and the Town of Yountville.
- 4.2 Principal Office.** The principal office of NCTPA shall be established by resolution of the NCTPA Board.
- 4.3 Governing Board.** The powers of NCTPA shall be vested in its governing board (hereinafter referred to as "NCTPA Board").

**4.3.1 Appointment, Replacement and Voting Power of NCTPA Board Members (“Members”).**

- (a) **Voting Members.** Each voting Member of the NCTPA Board shall be an elected official of the governing board of the appointing Member Jurisdiction. One voting Member from each appointing Member Jurisdiction which is a city or town shall be that Member Jurisdiction’s mayor ~~or chair~~. Any elected official serving as the Napa County representative to the Metropolitan Transportation Commission shall be one of the voting Member’s appointed by that Member Jurisdiction. Members shall continue to serve as such until they cease to hold their elected positions, are removed in the sole discretion of their respective Member Jurisdiction, resign or are otherwise removed from or disqualified from holding their elected positions as a matter of law or by judgment of a court of competent jurisdiction.
- (b) **Non-Voting Member Representing the PCC.** The non-voting Member appointed by NCTPA Board upon nomination by the Paratransit Coordinating Council (PCC) shall also be a member or alternate member of the PCC, selected by and serving at the pleasure of the PCC.
- (c) **Second Non-Voting Member Appointed by the NCTPA Board.** The NCTPA Board may in its sole discretion appoint a second non-voting Member whose appointment shall be made in accordance with the Maddy Local Appointive List Act of 1975, Government Code section 54970 et seq., as such has been and may be amended from time to time. Such non-voting Member shall serve at the pleasure of the NCTPA Board.
- (d) **Vacancies.** Except for a vacancy in the non-voting position appointed by the NCTPA Board under subsection (c), vacancies on the NCTPA Board shall be filled, to the extent practicable, by the respective Member Jurisdictions within sixty (60) days of the occurrence thereof. NCTPA and the NCTPA Board shall be entitled to rely upon written notice from the clerk of the governing board of the Member Jurisdiction as conclusive evidence of the appointment and removal of all Members and their alternates.
- (e) **Composition of Members.** The composition of the Members of the NCTPA Board shall be as follows:

<u>Appointing Entity</u>	<u>Number of Members</u>
City of American Canyon	2
City of Calistoga	2

City of Napa	2
City of St. Helena	2
Town of Yountville	2
County of Napa	2
NCTPA Board (nominated by Paratransit Coordinating Council)	1
NCTPA Board Appointment	1

(f) **Voting Power of Members.** The voting power of the Members of the NCTPA Board shall be as follows:

- (1) On all matters concerning powers under Section 5.2 subsections (a) through (on), inclusive:

<u>Appointing Entity</u>	<u>Voting Power</u>
City of American Canyon	2 (each Member has one vote)
City of Calistoga	2 (each Member has one vote)
City of Napa	10 (one Member shall have 6 votes and one Member shall have 4 votes; such division to be determined by the appointing entity)
City of St. Helena	2 (each Member has one vote)
Town of Yountville	2 (each Member has one vote)
County of Napa	4 (each Member has 2 votes)
NCTPA Board (nominated by Paratransit Coordinating Council)	0 (non-voting)
NCTPA Board Appointment	0 (non-voting)

- (2) On all matters concerning powers under Section 5.2 subsection (pe), each voting Member shall have one vote.



(g) **Alternate Members.** Each Member Jurisdiction may, in its discretion, appoint ~~one~~ alternate(s) for ~~each of its~~ Members of the NCTPA Board. ~~Each~~ An alternate shall be an elected official of the governing board of the appointing Member Jurisdiction. ~~All~~ Any appointed alternate Members may attend in place of that jurisdiction's Member and participate in ~~any~~ discussions of the NCTPA Board in the same manner as the Members, but an alternate of a voting Member shall vote only when the Member for whom he or she is an alternate is physically absent or cannot vote due to a conflict of interest.

4.3.2 **Compensation.** No compensation shall be received by any Member of the NCTPA Board unless expressly authorized by unanimous resolution of all of the voting Members of the NCTPA Board.

#### 4.4 **Advisory Committees.**

4.4.1 **Technical Advisory Committee (TAC).** A single Technical Advisory Committee (TAC) shall be appointed by the NCTPA Board to advise the NCTPA Board regarding transit and roadway issues, including planning, project, and policy aspects. The TAC members shall include the Executive Director of NCTPA, serving ex-officio; a member nominated by the PCC and appointed by the NCTPA Board; and two members and two alternate members from the technical staffs of each of the Member Jurisdictions, serving ex officio as designated by the chief administrative officers of the respective Member Jurisdictions.

4.4.2 **Bicycle Advisory Committee (BAC).** The Bicycle Advisory Committee (BAC) shall be appointed by and serve in an advisory capacity to the NCTPA Board on matters of bicycling and pedestrian issues. By-laws and amendments thereto for the BAC shall be approved by the NCTPA Board.

4.4.3 **Paratransit Coordinating Council (PCC).** The Paratransit Coordinating Council (PCC) shall be advisory to the NCTPA Board and serve as the social services transportation advisory council for Napa County provided for under Public Utilities Code section 99238 by the MTC, the transportation planning agency designated under Public Utilities Code section 99214 and Government Code section 29523. The PCC shall serve as the primary means of advice to the NCTPA Board regarding, and representation of, the special transportation interests of the disabled and elderly, in order to carry out the intent of the Legislature expressed in Public Utilities Code section 99238(d) to avoid duplicative transit advisory councils whenever possible. By-laws and amendments thereto for the PCC shall be approved by the NCTPA Board.

4.4.4 **Other Advisory Committees.** The NCTPA Board may create such other advisory committees, both ad hoc and standing, as it sees fit from time to time.

**4.4.5 Compliance with Maddy Act.** When appointing members to the committees provided for in Sections 3.4.2 and 3.4.4, the NCTPA Board shall comply with the provisions of the Maddy Local Appointive List Act of 1975, Government Code section 54970 et seq., as such has been and may be amended from time to time.

**4.4.6 Compliance with Brown Act.** Except for ad hoc committees, all advisory committees created pursuant to this Section 4.4 shall be subject to the requirements of the Ralph M. Brown Act, Government Code section 54950 et seq.

## **SECTION 5. POWERS**

**5.1 General.** NCTPA shall have all powers necessary to carry out the purpose of this Agreement except the power to tax. Such powers shall be subject only to the limitations set forth in this Agreement, applicable laws and regulations, and such restrictions upon the manner of exercising such powers as are imposed by law upon the County of Napa in the exercise of similar powers except where specifically authorized otherwise by the Joint Exercise of Powers Act, Government Code section 6500 et seq.

**5.2 Approved Powers.** The powers of NCTPA specifically include but are not limited to the following:

- (a) To sue and be sued in its own name;
- (b) To incur debts, liabilities and obligations;
- (c) To employ agents, employees and to contract with third parties for goods and services, including but not limited to the services of engineers, planners, attorneys, accountants, fiscal agents (including auditors, controllers, and treasurers), and providers of transit services;
- (d) To acquire, improve, hold, lease and dispose of real and personal property of all types;
- (e) To undertake the acquisition of real property through the exercise of eminent domain in furtherance of transportation and transit related projects in accordance with State and Federal laws;
- (fe) To make and enter into any contracts with any of the Member Jurisdictions for goods, services, equipment, or real property;
- (gf) To assume contracts made by any Member Jurisdiction or made pursuant to joint powers agreement between any of the Member Jurisdictions;
- (hg) To apply for and accept grants, advances and contributions;
- (ih) To make plans and conduct studies;

- |        **(ji)**    To coordinate efforts with local, regional, state and federal agencies having jurisdiction over matters pertaining to transportation (including roads) and transit;
- |        **(kj)**    To engage in all activities necessary for NCTPA to act as the Abandoned Vehicle Abatement Authority for Napa County;
- |        **(lk)**    To operate, directly or by contract with any person or entity including any Member Jurisdiction, any transit and paratransit services within Napa County in whole or in part and, if so, to submit any corresponding claims for funds or ~~reimbursement under~~ reimbursement under the Transportation Development Act (TDA), Section 29530 et seq. of the Government Code, as such may be amended from time to time;
- |        **(ml)**    To act as the overall program manager within Napa County for the purpose of receiving and reallocating the county's proportionate share of vehicle registration fees collected by the Bay Area Air Quality Management District (BAAQMD) under AB 434 (Chapter 807, Statutes of 1991, set forth in Health and Safety Code section 44241 et seq.);
- |        **(nm)**    To act as, exercise the powers conferred upon, and fulfill the responsibilities of the Consolidated Transportation Service Agency (CTSA) for Napa County as that term is defined in Public Utilities Code section 99204.5 as amended from time to time, if and when appointed as CTSA by the MTC, such appointment being deemed to supersede the appointment of the County of Napa as CTSA;
- |        **(on)**    To invest any funds in the treasury of NCTPA that are not required for the immediate necessities of NCTPA in such manner as the NCTPA Board deems advisable, in the same manner and upon the same conditions as local agencies pursuant to Section 53601, except where otherwise restricted for particular funds by conditions imposed by the person or agency which is the source of those funds;
- |        **(po)**    To act as a countywide advisory deliberative body on issues of land-use, demographics, economic development, community development, environmental issues, arts and related cultural issues. Any such deliberations may result in advisory recommendations only, and such recommendations shall not be binding on any Member Jurisdiction.

## **SECTION 6. PERSONNEL AND ADMINISTRATION**

- 6.1    Employees.** NCTPA may appoint, retain and compensate as a charge against the funds of NCTPA employees, whether temporary, probationary, limited term or permanent and/or may contract with any person or entity, including a Member Jurisdiction, for the furnishing of any services, including but not limited to legal, financial, accounting, data processing, secretarial, purchasing, and personnel services, which are necessary to fulfill

the powers, duties and responsibilities of NCTPA under this Agreement or as necessary to comply with the laws applicable to joint powers agencies within the State of California, including but not limited to the services described in Sections 6.2 through 6.4, below. Where such services are provided by employees of a Member Jurisdiction by contract between such Member Jurisdiction and NCTPA or pursuant to Section 6.3 or 6.4 of this Agreement, NCTPA and the employing Member Jurisdiction hereby expressly waive any conflict of interest or incompatibility of employment created thereby.

## **6.2 Executive Director.**

**6.2.1 General.** NCTPA shall hire or contract for the provision of the services of an Executive Director to serve as the chief administrative officer of NCTPA, performing management and other duties which shall be described in a job description/scope of services approved by resolution of the NCTPA Board.

**6.2.2 Filings with Secretary of State.** In addition to any other duties assigned to the Executive Director or otherwise required by law, the Executive Director is hereby authorized to and shall be responsible for filing on behalf of NCTPA and the NCTPA Board all notices required by Government Code sections 6503.5 and 53051. Notwithstanding the foregoing, unless and until an Executive Director is appointed, such filings are authorized to and shall be made by the Napa County Director of Public Works.

## **6.3 Treasurer.**

**6.3.1 General.** The Napa County Treasurer-Tax Collector shall serve as the NCTPA Treasurer and in that capacity shall be the depository and have custody of all of the funds of NCTPA, from whatever source, and shall perform the functions described in Government Code section 6505.5 (a) through (e). Notwithstanding the foregoing, the NCTPA Board may retain a certified public accountant to serve as NCTPA Treasurer in lieu of the Napa County Treasurer-Tax Collector.

**6.3.2 Bond.** The NCTPA Treasurer shall post an official bond in an amount to be fixed by the NCTPA Board. The cost of such bond shall be a charge against NCTPA funds, except that if the NCTPA Treasurer is the Napa County Treasurer-Tax Collector, the cost of the bond to be borne by NCTPA shall be that amount which is in excess of the cost of the official bond posted by the Napa County Treasurer-Tax Collector for functions unrelated to NCTPA.

**6.3.3 Compensation.** Pursuant to Section Government Code section 6505.5, the Napa County Board of Supervisors shall determine the charges to be made against NCTPA for the services performed by the Napa County Treasurer-Tax Collector for NCTPA which shall be a charge against NCTPA funds. If the NCTPA Board retains a certified public accountant to be NCTPA Treasurer, the compensation of the NCTPA Treasurer shall be determined by the NCTPA Board and shall be a charge against NCTPA funds.

#### **6.4 Auditor-Controller.**

- 6.4.1 General.** The Napa County Auditor-Controller shall serve as the auditor-controller of NCTPA and shall be responsible for drawing warrants to pay demands against NCTPA when the demands have been approved by the NCTPA Board or, upon delegation by the NCTPA Board, by the Executive Director, or the Deputy Executive Director when acting as purchasing agent for NCTPA.
- 6.4.2 Custodian of Property; Bond.** With the exception of NCTPA funds which shall be in the custody of the NCTPA Treasurer, the Napa County Auditor-Controller shall, acting as NCTPA Auditor-Controller, be the public officer designated pursuant to Government Code section 6505.1 to have charge of, handle, have access to, and maintain inventory any property of NCTPA and shall post an official bond in an amount to be fixed by the NCTPA Board. The cost of such bond, to the extent in excess of the cost of the official bond posted by the Napa County Auditor-Controller in connection with functions unrelated to NCTPA, shall be a charge against NCTPA funds.
- 6.4.3 Compensation.** Pursuant to Government Code section 6505.5, the Napa County Board of Supervisors shall determine the charges to be made against the NCTPA for the services performed by the Napa County Auditor-Controller for NCTPA, which shall constitute a charge against the funds of NCTPA.

### **SECTION 7. DUTIES AND RESPONSIBILITIES**

- 7.1 Limitations.** The authority of NCTPA shall be limited to those powers enumerated in Section 5 or as otherwise provided for herein.
- 7.2 Coordination of Transportation Systems.** NCTPA shall facilitate the coordination of transportation systems operated by or on behalf of the Member Jurisdictions with Napa County and adjacent counties.
- 7.3 Coordination of Transportation and Land Use Management.** NCTPA shall develop and implement programs and policies for the coordination of transportation and related land use management by the Member Jurisdictions. Such programs may include, but shall not be limited to, providing analysis of the impacts of land use decisions by the Member Jurisdictions on regional transportation systems and the costs associated with mitigating those impacts. In carrying out this responsibility, NCTPA shall review and comment on all discretionary projects related to transportation under consideration by any of the Member Jurisdictions and may review and comment on such discretionary projects under consideration by any other public entity which are submitted to NCTPA for review and comment.
- 7.4 Countywide Transportation Plans.** NCTPA shall develop, adopt, implement, update as necessary, and submit to MTC a county transportation plan under Government Code



section 66531 for the incorporated and unincorporated territory of Napa County which shall include consideration of the planning factors included in Section 134 of the federal Intermodal Surface Transportation Efficiency Act of 1991, as such may be amended from time to time.

- 7.5 **Submission of Funding Applications and Claims.** NCTPA may submit applications and funding claims for transportation related purposes to local government, MTC, the State of California, the Federal Government and other entities supporting transportation.
- 7.6 **Intermodal Policies and Programs.** NCTPA may consider and adopt policies and programs for all modes of transportation including but not limited to, transit, paratransit, streets and roads, bicycle and pedestrian facilities, airports, marinas, harbors, and railroads.
- 7.7 **Transportation Development Act (TDA) Claims for Transit and Paratransit Services.** If NCTPA operates directly or by contract with any person or entity including any Member Jurisdiction the operation of any transit and paratransit services within Napa County in whole or in part, NCTPA shall be deemed authorized by this Agreement to submit any corresponding claims for funds or reimbursement under the Transportation Development Act (TDA), Section 29530 et seq. of the Government Code, as such may be amended from time to time.
- 7.8 **Consolidated Transit Services Agency.** If, in the future and with the consent of all of the Member Jurisdictions and MTC, NCTPA is appointed in place of the Napa County Board of Supervisors as the consolidated transportation service agency (CTSA) for Napa County as that term is defined in Public Utilities Code section 99204.5, as such may be amended from time to time, then and only then may NCTPA make claims pursuant to the procedure set forth in Article 7 of Chapter 3 of Title 21 of the California Code of Regulations, commencing with 6680.
- 7.9 **Overall Program Manager (AB 434).** NCTPA shall act as the overall program manager within Napa County for the purpose of receiving and reallocating the county's proportionate share of vehicle registration fees collected by the Bay Area Air Quality Management District (BAAQMD) under AB 434 (Chapter 807, Statutes of 1991, set forth in Health and Safety Code section 44241 et seq.)
- 7.10 **Deliberative Body.** NCTPA shall act as the countywide deliberative body for discussions of interjurisdictional issues relating to land use, infrastructure, the economy and economic development, community development, environmental issues and culture and the arts. No subject may be deliberated unless a majority of votes, as determined by ~~Section~~Paragraph 4.3.1 (f) (2) of this Agreement, of the Board has approved such deliberations. The NCTPA may adopt decisions on such matters, but its decisions shall constitute recommendations to the Member Jurisdictions only, and shall have no binding effect. Final decision making on all matters affecting members shall remain with the governing body of each Member, except as provided by Sections 5.2 (a) through (on)



inclusive, of this Joint Powers Agreement, state or federal law, and applicable regulations.

- 7.11 **Other Duties and Responsibilities.** NCTPA shall carry out such other duties and responsibilities as the Member Jurisdictions, by unanimous approval expressed through amendment of this Agreement or resolutions of their respective governing boards, may delegate to NCTPA.

## SECTION 8. FINANCE

- 8.1 **Fiscal Year.** The fiscal year for NCTPA shall begin on July 1 and end on June 30.

- 8.2 **Budget.** A budget for NCTPA shall be adopted by the NCTPA Board for each fiscal year prior to June 30 of the preceding fiscal year. The budget shall include sufficient detail to constitute an operating guideline. It shall also include the anticipated sources of funds and the anticipated expenditures to be made for the operations of NCTPA. Approval of the budget by the NCTPA Board shall constitute authority for the Executive Director to expend funds for the purposes outlined in the approved budget, subject to the availability of funds on hand as determined by the NCTPA Auditor-Controller and subject to the constraints imposed upon general law counties pertaining to execution of contracts by purchasing agents. Nothing in this Section 8.2 shall be construed to limit the power of the NCTPA Board to modify the budget in whatever manner it deems appropriate and to instruct the Executive Director accordingly.

- 8.3 **Revenues.**

- 8.3.1 **General.** Unless otherwise agreed by the Member Jurisdictions by amendment of this Agreement, the total expenditures in the annual planning budget shall be paid for with revenues derived from funds paid directly to NCTPA by persons or entities, public or private, other than the Member Jurisdictions and from contributions from the Member Jurisdictions (in money or, upon approval by the NCTPA Board, in kind) based on the relative populations of the Member Jurisdictions. In determining said population ratios the latest population statistics by the State Department of Finance shall be used.

- 8.3.2 **Approval Required for Member Jurisdiction Contributions.** Notwithstanding the foregoing, no Member Jurisdiction shall be required to expend any of its general fund monies to support the operations of NCTPA in any fiscal year unless such expenditure has been first approved by the legislative body of the Member Jurisdiction.

- 8.3.3 **Transportation Funds.** In order to carry out the transportation duties and responsibilities of this Agreement, NCTPA shall be empowered to claim all TDA funds under Articles 4, 4.5 and/or 8 of Chapter 4 of the Public Utilities Code apportioned within Napa County by the Metropolitan Transportation Commission (MTC) commencing with the fiscal year 2001-2002 apportionment. All TDA

funds, excluding those apportioned prior to the 2001-2002 fiscal year, will be used for purposes allowed under TDA regulations with the exception of those funds for streets and roads, Section 99400(a) of the Public Utilities Code. All TDA funds claimed by NCTPA shall be used at the sole discretion of the NCTPA Board of Directors only for transit and paratransit services and capital improvements. TDA funds apportioned or allocated under Section 99233.3 are not subject to this agreement. Member Jurisdictions endorse a single apportionment by MTC, commencing with the 2001-2002 apportionment, under Sections 99233.8 and 99233.9 of the Public Utilities Code to the NCTPA on behalf of the jurisdictions of Napa County. If apportionment under Sections 99233.8 and 99233.9 of the Public Utilities Code are made to any Member Jurisdiction commencing with the fiscal year 2001-2002 apportionment, the NCTPA is authorized to claim all such apportionments for transit purposes without further action by the Member Jurisdiction. Funds available pursuant to Section 99313.6, excluding funds apportioned or allocated under Section 99314.3, shall be claimed solely by the NCTPA for transit purposes. No Member Jurisdiction shall claim funds apportioned or allocated under Section 99313.6, excluding funds apportioned or allocated under Section 99314.3.

**8.3.4 Standards For Use of TDA Funds.** Every two years, the NCTPA will prepare and adopt a Short Range Transit Plan ("Plan"). As warranted, at the discretion of the NCTPA Board, the Plan may be updated annually. The NCTPA Board will adopt the Plan and any updated Plan. The Plan shall provide the basis for evaluating what services are necessary and where services will be provided. Each Member Jurisdiction operating its own transit system during fiscal year 2000-2001 is guaranteed an amount of funding, in addition to TDA funds apportioned to that Member Jurisdiction prior to fiscal year 2001-2002 apportionment if such funds remain unallocated by MTC, sufficient to operate its system at the level of service existing for that system for fiscal year 2000-2001. In the case of a jurisdiction not operating local transit during fiscal year 2000-2001, an equitable amount of funding, in addition to TDA funds apportioned to that Member Jurisdiction prior to the fiscal year 2001-2002 apportionment if such funds remain unallocated by MTC, will be provided to that Member Agency for local transit as determined through a memorandum of understanding with the NCTPA.

#### **8.4 Accountability.**

- 8.4.1 Accountable to Member Jurisdictions.** NCTPA shall be strictly accountable to the Member Jurisdictions for all receipts and disbursements of NCTPA.
- 8.4.2 Limitation on Expenditures.** NCTPA may not obligate itself beyond the monies due to NCTPA under this Agreement plus any monies on hand or irrevocably pledged to its support from other sources.
- 8.4.3 Annual Audit.** The NCTPA Board shall cause an annual audit to be prepared and filed to the extent required by Government Code section 6505.

## **8.5 Debts, Liabilities and Obligations.**

**8.5.1 General.** Except as provided in Section 8.4.2, the debts, liabilities, and obligations of NCTPA shall be solely the obligation of NCTPA and not the debts, liabilities, and obligations of the Member Jurisdictions or their respective officers or employees. However, nothing in this Agreement shall prevent any Member Jurisdiction from separately contracting for, or assuming responsibility for, specific debts, liabilities, or obligations of NCTPA, provided that both the NCTPA Board and that Member Jurisdiction give prior approval of such contract or assumption.

### **8.5.2 Liability.**

- (a) **Primary Liability.** If liability is imposed upon NCTPA by a court of competent jurisdiction by reason of negligent or willful acts or omissions of NCTPA or any of its officers, employees, agents, volunteers, or contractors, any resulting monetary judgment against NCTPA shall be paid first from the discretionary funds of NCTPA or, if the liability arose from the actions of a contractor, contribution shall be sought from the contractor.
- (b) **Insurance.** To comply with subsection (a), above, NCTPA shall obtain and maintain in force during the life of this Agreement insurance for errors and omissions, general liability, and vehicle liability in amounts deemed by the NCTPA Board to be sufficient to fully cover NCTPA, its officers, employees, board members, and agents, and the Member Jurisdictions for any reasonably foreseeable losses. Where services are provided by contract to NCTPA, the contract shall require the contractor to obtain insurance sufficient to hold NCTPA and the Member Jurisdictions harmless and indemnify them against any claims for liability arising from the provision of the services. The cost of such coverage, whether obtained directly by NCTPA or as any increased in the contract price for services obtained under contract, shall be a charge against NCTPA funds.
- (c) **Contribution by Member Jurisdictions.** If NCTPA funds or insurance coverage are insufficient, or if any Member Jurisdiction is sued and found liable for a negligent or willful act or omission of NCTPA or any of its officers, employees, agents, volunteers, or contractors and NCTPA funds or contractor contribution are insufficient to pay the judgment or to reimburse the sued Member Jurisdiction for paying the judgment, the Member Jurisdictions shall be responsible for the liability for purposes of contribution under Government Code section 895.4 in proportion to the voting power of each Member Jurisdiction on the NCTPA Board.

## SECTION 9. RULES OF CONDUCT

- 9.1 **Bylaws.** The NCTPA Board may from time to time adopt bylaws for the conduct of the affairs of NCTPA and the NCTPA Board, provided such Rules of Conduct are not inconsistent with this Agreement.
- 9.2 **Quorum.** A ~~majority of~~ majority of the voting power and seven of the twelve voting members (or their alternates) of the NCTPA Board shall constitute a quorum for the transaction of business at any meeting of the NCTPA Board. Notwithstanding the foregoing, if a quorum has been present at the commencement of the meeting, the affirmative vote of a majority of the voting power of the NCTPA Board shall constitute the act of the NCTPA Board even if, at the time of such vote, less than seven voting members (or their alternates) are present.
- 9.3 **Adjournment of Meetings.** Any meeting of the NCTPA Board, whether or not a quorum is present, may be adjourned from time to time by a vote of the majority of the voting members (or their alternates) present or, if no voting members or their alternates are present, may be adjourned by the person appointed to serve as Clerk or Secretary of the NCTPA Board.
- 9.4 **Brown Act.** All meetings of the NCTPA Board shall comply with the requirements of the Ralph M. Brown Act (Government Code section 54950 et seq.).

## SECTION 10. NOTICES

- 10.1 **Method.** All notices which any Member Jurisdiction or NCTPA may wish to give in connection with this Agreement shall be in writing and served by personal delivery during business hours at the principal office of the Member Jurisdiction or NCTPA to an officer or person apparently in charge of that office, or by deposit in the United States mail, postage prepaid, and addressed to the Member Jurisdiction or NCTPA at its principal office or to such other address as the Member Jurisdiction or NCTPA may designate from time to time by written notice to NCTPA and each of the parties. Service of notice shall be deemed complete on the day of personal delivery (or 24 hours after such delivery for notice of special meetings) or three (3) days after mailing if deposited in the United States mail.
- 10.2 **Addresses for Notice.** Until changed by written notice to NCTPA and the Member Jurisdictions, notices under this Agreement shall be delivered to the following addresses:

**NCTPA:**

Executive Director  
Napa County Transportation and Planning Agency  
707 Randolph, Street, Suite 1200  
Napa, California 94559

**COUNTY OF NAPA:**

Clerk of the Board of Supervisors  
Room 310, County Administration Building

1195 Third Street  
Napa, California 94559

**CITY OF AMERICAN CANYON:** American Canyon City Clerk  
300 Crawford Way  
American Canyon, California 94503

**CITY OF NAPA:** Napa City Clerk  
955 School Street  
Napa, California 94559

**TOWN OF YOUNTVILLE:** Yountville Town Clerk  
6550 Yount Street  
Yountville, California 94599

**CITY OF ST. HELENA:** St. Helena City Clerk  
1480 Main Street  
St. Helena, California 94574

**CITY OF CALISTOGA:** Calistoga City Clerk  
1232 Washington Street  
Calistoga, California 94515

## **SECTION 11. ASSIGNMENT, WITHDRAWAL AND TERMINATION**

- 11.1 Assignment.** This Agreement shall be binding upon and inure to the benefit of the permitted successors and assigns of the Member Jurisdictions, except that no Member Jurisdiction shall assign any of its rights under this Agreement except to a duly-formed public entity organized and existing under the laws of the State of California and then only when approved by amendment of this Agreement.
- 11.2 Withdrawal.** A Member Jurisdiction may withdraw from NCTPA without the consent of the other Member Jurisdictions by giving no less than ninety (90) days prior written notice to the NCTPA Board. A Member Jurisdiction may withdraw from NCTPA at any time with the written consent of all of the other Member Jurisdictions contained in an amendment of this Agreement. A Member Jurisdiction electing to withdraw prior to termination of the Agreement pursuant to Section 11.3 shall not be entitled to share in the distribution of assets provided for in Section 11.3.
- 11.3 Termination.** The Agreement shall continue in effect until terminated. The Agreement may be terminated at any time and NCTPA dissolved with the written consent of the majority of the then-existing Member Jurisdictions representing a majority of the votes on the NCTPA Board. Such consent shall be expressed in duly-authorized resolutions of the Member Jurisdictions.



- 11.4 Disposition of Assets.** In the event of termination of the Agreement and dissolution of NCTPA, any remaining assets of NCTPA shall be sold or, if sale is prohibited under the terms of original acquisition, returned to or otherwise disposed of at the direction of the party or persons from whom they were obtained. After all liabilities, encumbrances and liens have been paid, the proceeds of such sales shall be allocated proportionately to the Member Jurisdictions based upon their respective populations as determined by the latest California State Department of Finance population figures. Notwithstanding the foregoing, in accordance with Government Code section 6512, any funds remaining at the time of termination which were contributed by the Member Jurisdictions shall be returned to the Member Jurisdictions in proportion to the contributions made.

## **SECTION 12. AMENDMENTS**

- 12.1 Method of Amendment.** Amendments to this Agreement shall be made only with the written consent of all then-existing Member Jurisdictions without regard to voting power on the NCTPA Board.

## **SECTION 13. WAIVER**

- 13.1 Limitation.** Waiver by any Member Jurisdiction of breach of any provision of this Agreement shall not constitute a waiver of any other breach of such provision or of any other provision of this Agreement, nor shall failure to enforce any provision hereof operate as a waiver of such provision or of any other provision.

## **SECTION 14. SEVERABILITY**

- 14.1 General.** Should any part, term or provision of this Agreement be decided by a final judgment of a court of competent jurisdiction to be illegal or in conflict with any State or federal law or regulation or any applicable local ordinance or otherwise be unenforceable or ineffectual, the validity of the remaining parts, terms and provisions shall not be affected.

## **SECTION 15. SECTION HEADINGS**

- 15.1 Effect.** All section numbers and headings contained in this Agreement are for convenience and reference only and are not intended to define or limit the scope of any provision of this Agreement.

## **SECTION 16. APPLICABLE LAW AND VENUE**

- 16.1 Applicable Law.** The rights, obligations, duties and liabilities of NCTPA and of the Member Jurisdictions under this Agreement shall be interpreted in accordance with and governed by the law of the State of California.
- 16.2 Venue for Disputes.** Venue for any action filed by any Member Jurisdiction under state law to enforce this Agreement or any provision thereof shall be in the courts of Napa



County. Venue for any action filed by any Member Jurisdiction under federal law or as a federal action shall be in the federal courts for the Northern District of California.

#### **SECTION 17. NO RIGHTS CREATED IN THIRD PARTIES**

- 17.1 No Rights for Third Parties.** The parties to this Agreement hereby expressly agree that it is not the intent of the parties to create, and this Agreement shall not be deemed or construed to create any third party beneficiaries or otherwise inure to the benefit of any third parties.

#### **SECTION 18. ENTIRE AGREEMENT**

- 18.1 Integrated Agreement.** The terms and provisions of this Agreement constitute the full and entire agreement between the Member Jurisdictions with respect to the matters covered herein. This Agreement supersedes any and all other communications, representations, proposals, understandings or agreements, either written or oral, between the Member Jurisdictions with respect to such subject matter, including any prior agreement or amendment thereto relating to the CMA.



December 16, 2009  
NCTPA Agenda Item 8.3  
Continued From: New  
**Action Requested: APPROVE**

## **NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY Board Agenda Letter**

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**TO:** Board of Directors  
**FROM:** Paul W. Price, Executive Director  
**REPORT BY:** Karrie Sanderlin, Manager of Human Resources and Administration  
(707) 259-8633 / Email: [ksanderlin@nctpa.net](mailto:ksanderlin@nctpa.net)  
**SUBJECT:** Revised NCTPA Personnel Policies Manual

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### **RECOMMENDATION**

That the NCTPA Board approve the revised NCTPA Personnel Policies Manual (Attachment 1)

### **EXECUTIVE SUMMARY**

With the successful transition of NCTPA into an independently staffed agency completed July 1, 2008, and the recent hiring of an Executive Director, a refinement of NCTPA Personnel Policy Manual is being proposed to better serve the needs of the Agency. This revised Manual was developed to be more consistent with policies and benefits offered by the NCTPA and the actual function of the agency.

The revised Personnel Policies and Procedure Manual contains updated information on the following topics:

- Family Medical Leave Act (FMLA)
- At Will employment for newly hired employees
- Hours of vacation accrued per each full hour worked up to a maximum of 80 hours per week in accordance with the permitted maximums as provided in the existing schedule
- Hours of sick leave accrued at .0475 hours for each full hour worked up to a maximum of eighty (80) hours per pay period,
- Thirty six (36) holiday hours converted to personal hours

Past County of Napa policies still needing to be addresses and included in the NCTPA Personnel Policies and Procedure Manuel include:

- Retirement Health Benefits, which include sick leave conversion upon retirement. This policy will need a separate contract with CalPERS once NCTPA's actuarial report is completed in spring of 2010
- Reporting to PERS the Employer Paid Member Contributions as salary for retirement plan benefit purposes

### **FISCAL IMPACT**

Is there a Fiscal Impact?      No

### **CEQA REQUIREMENTS**

The proposed action is not a project as defined in Section 15378 of the CEQA Guidelines, which define a project as an action which has the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change. Accordingly, no additional CEQA review is required at this time.

### **BACKGROUND AND DISCUSSION**

In November 2007, NCTPA contracted with the firm of Renne Sloan Holtzman and Sakai, LLP (RSHS) for the development of an Interim Personnel Policies Manual (Attachment 2) for the Agency's transition to an independently staffed agency. The NCTPA Board approved the Interim Personnel Policies Manual at their June 18, 2008 meeting with the understanding and intent that revisions would be forthcoming. The basic restructuring recognizes that the NCTPA is a relatively small agency as compared to a department within a much larger County organization. As such, considerable efforts were made to revise reporting, information dissemination, and organizational relationships. The document was also abbreviated considerably to allow for easier reference and understanding to the NCTPA staff.

### **SUPPORTING DOCUMENTS**

Attachments:    (1) NCTPA Personnel Policies Manual Revised December 2009  
                      (2) Interim NCTPA Personnel Policies Manual Draft June 10, 2008  
                              (Attachments to be provided in the Board Agenda packet)



December 16, 2009  
NCTPA Agenda Item 8.4  
Continued From: New  
**Action Requested: APPROVE**  
**REVISED DECEMBER 14, 2009**

## NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY Board Agenda Letter

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**TO:** Board of Directors  
**FROM:** Paul W. Price, Executive Director  
**REPORT BY:** Karrie Sanderlin, Manager of Human Resources and Administration  
(707) 259-8633 / Email: [ksanderlin@nctpa.net](mailto:ksanderlin@nctpa.net)  
**SUBJECT:** Approval of Professional Services Agreement (PSA) for a Comprehensive Compensation and Classification Study

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### **RECOMMENDATION**

That the NCTPA Board authorize the Executive Director to enter into an agreement with CPS Human Resources for a Comprehensive Compensation and Classification Study services contract. CPS is proposing an professional services fee of \$32,355 to conduct the Comprehensive Compensation and Classification Study plus \$1,500 for travel related and incidental expenses resulting in a "not to exceed" cost of \$33,855 for the project.

### **EXECUTIVE SUMMARY**

It is a good business practice to periodically conduct a comprehensive study of the classification plan. As the NCTPA has recently become an independent agency and has never had a classification study, this study will provide a good benchmark for meeting the needs of our stakeholders. Individual positions change over time due to advances in technology, changes in business practices and the changing needs of the Agency. Job specifications need to be revised to reflect current duties, responsibilities and qualifications, and to comply with various federal and state laws as well as target the Boards goals and objectives.

The Board, at the September 16, 2009 meeting, approved the issuance of a Request for Proposals (RFP) for a Comprehensive Compensation and Classification Study to better serve the needs of the Agency. On October 8, 2009, NCTPA released RFP #09-03 for a Comprehensive Compensation and Classification Study with proposals being due on

November 6, 2009. On November 6, 2009, NCTPA received four (4) responsive proposals.

An Evaluation and Selection Recommendation Committee ("ESRC") comprised of Karrie Sanderlin, Chair; Diana Vargas, Procurement Officer; Tony Onorato, Tom Roberts Judy Kowalsky, and Michael Willihnganz County of Napa, met on November 24, 2009 to determine the numerical values for the qualitative ratings and determined the weighted values for the five evaluation criteria in accordance with the terms of the RFP. Interviews were held on December 9, 2009 and December 11, 2009. The ESRC determined which consultant met and exceeded the minimum requirements in both the technical and cost factors in their proposal. Below is the Evaluation Report from the Evaluation and Selection Recommendation Committee (ESRC) for the Boards review.

### **FISCAL IMPACT**

Is there a Fiscal Impact? Yes. The Comprehensive Compensation and Classification Study will cost the Agency \$33,855. This NCTPA budgeted \$50,000 in this year's budget for this project.

### **CEQA REQUIREMENTS**

The proposed action is not a project as defined in Section 15378 of the CEQA Guidelines, which define a project as an action which has the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change. Accordingly, no additional CEQA review is required at this time.

### **BACKGROUND AND DISCUSSION**

### **Comprehensive Classifications and Compensation Service Provider Evaluation and Selection Recommendation Committee Evaluation Report**

The Evaluation and Selection Recommendation Committee (ESRC) submits herewith the Evaluation Report to the NCTPA Board of Directors in accordance with the Proposal Evaluation Manual. This report is organized into the following categories:

- A. General Evaluation Activities
- B. Deviations from the Evaluation Manual
- C. Summary and Recommendation

#### **A. General Evaluation Activities**

An Evaluation Orientation and Training was held for all evaluation participants in the Evaluation Process at 11:30 a.m. on Tuesday, November 10, 2009, including the Evaluation and Selection Recommendation Committee ("ESRC"). The numerical values

of the qualitative ratings and the weightings were immediately placed in the Master Evaluation Manual and kept in a secured and locked file until the ESRC met to finalize the technical scores on Friday, December 11<sup>th</sup>.

The Proposals were accepted on Friday, November 6, 2009 at the NCTPA Offices along with the Cost Proposals which were immediately stored in a lock cabinet at the NCTPA Offices. Five proposals were submitted. Seven copies plus an original of each proposal was logged and numbered and stored in a locked and secured room for eventual review and evaluation by designated members of the evaluation team at the NCTPA Offices on the afternoon of November 6<sup>th</sup>. The original set of each Technical Proposal were retained and stored in the locked of the Procurement Officer at the NCTPA Office for review and evaluation.

The Pass/Fail and Responsiveness evaluation was conducted prior to the distribution of any proposals and one (1) proposal submitted by Nolte Associates, Inc. was determined to be non-responsive and was not evaluated. A notification letter was sent out to the proposer immediately afterwards. The remaining proposals were distributed and technical Proposals were reviewed and evaluated by the ESRC members from November 6, 2009 through November 24, 2009. The ESRC met on Tuesday, November 24, 2009 to begin group evaluations in order to reach a consensus score for each of the five (5) technical evaluation criteria. The ESRC exercised its option to conduct Proposer Interviews which were held on Wednesday and Friday, December 9 & 11, 2009. The ESRC, as well as any Observers participating in the Technical Evaluation, did not have access to the Cost Proposals or any financial information until after the ESRC finalized their Technical Scores on Friday, December 11, 2009.

Each team received a list of questions in advance prior to the Proposal Interviews for clarification by the ESRC for minor, non-substantive clarifications during the evaluation period and was given approximately three calendar days to prepare a response for each such question. The ESRC chair and Procurement Officer met on Monday, December 14, 2009 and completed the enclosed technical scoring sheets and scoring matrix for each of the four teams, after considering and analyzing the completed Reference Checks. After finalizing the Technical Score, the ESRC Chair verified the Score calculation after which Cost Proposals were opened.

## **B. Deviations from the Evaluation Manual**

The Technical evaluations were performed in strict compliance with the Evaluation Manual.

Below is the list of deviations to report:

1. Minor deviations regarding proposal organization and adherence to the Instructions to Proposers (ITP) were waived so long as the information was included in the proposal.



**C. Summary and Recommendation**

The following summarizes the Scoring by criteria of each team and the ESRC's recommendation to award CPS Human Resources the contract for this procurement:

The Technical Score was worth a total of 100 available points.

	<b>Criteria #1</b>	<b>Criteria #2</b>	<b>Criteria #3</b>	<b>Criteria #4</b>	<b>Criteria #5</b>	<b>Total Proposal Score</b>
Hay Group, Inc.	15	17	15	12	8	67
Renne Sloan Holtzman Sakai LP	9	11	13	5	6	44
Milliman	17	17	14	11	9	68
CPS Human Resources	21	19	17	13	11	81

The ESRC has documented its findings and scoring of the Proposals in detail. Based upon the highly qualified Technical Proposal submitted by CPS Human Resources in a competitive bidding structure, the ESRC recommends that the NCTPA Board of Directors award CPS Human Resources the contract to conduct the Comprehensive Classifications and Compensation Services of the Napa County Transportation and Planning Agency.

**SUPPORTING DOCUMENTS**

None.



December 16, 2009  
NCTPA Agenda Item 8.5  
Continued From: New  
**Action Requested: APPROVE**

## **NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY Board Agenda Letter**

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**TO:** Board of Directors  
**FROM:** Paul W. Price, Executive Director  
**REPORT BY:** Deborah Brunner, Manager of Public Transit  
(707) 259-8778 / Email: [dbrunner@nctpa.net](mailto:dbrunner@nctpa.net)  
**SUBJECT:** Approval to Surplus and Sell Transit Fleet Vehicles

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### **RECOMMENDATION**

That the Board approve to (1) surplus specified transit fleet vehicles and (2) authorize the Executive Director to sell surplus vehicles by auction and redirect the sales revenue into the transit budget.

### **EXECUTIVE SUMMARY**

In 2006, the NCTPA received two experimental Compressed Natural Gas buses from Muni (San Francisco) upon completion of Muni testing. The cost of these buses was \$2. The NCTPA has tried to bring these buses into use on our Vine system but there have been significant technical issues that would require several hundred thousand dollars to correct. Based upon an internal staff review with Veolia on the long term benefit of these buses, staff believes it is in the NCTPA's best interest to surplus and dispose of these two buses.

### **FISCAL IMPACT**

Is there a Fiscal Impact?      Yes.

Potentially \$10,000 in sales revenue, less the service fees, may be earned by the sale of the vehicles that will be directed back into the transit budget.

### **CEQA REQUIREMENTS**

The proposed action is not a project as defined in Section 15378 of the CEQA Guidelines, which define a project as an action which has the potential for resulting in

either a direct physical change in the environment or a reasonably foreseeable indirect physical change. Accordingly, no additional CEQA review is required at this time.

### **BACKGROUND AND DISCUSSION**

In 2006 NCTPA acquired two 40-foot, CNG powered transit buses from Muni. The Neoplans were experimental buses that Muni beta tested in service for a brief period of time and at the conclusion of the testing Muni choose not to keep them. Through negotiations with Muni and the Bay Area Air Quality Management District, NCTPA opted to bid for the buses to augment the aging VINE fleet with newer, cleaner powered buses. The purchase price was \$1 each.

Upon receipt of buses NCTPA planned to retro-fit the Neoplans with AC units as Muni buses are not equipped with this feature. As the maintenance department started working on the buses numerous problems were found: fuel system problems on both buses; a shoddy engine rebuild on bus 211 and vehicle wide electrical wiring problems with both buses with scmatcs that didn't match the wiring.

Then to complicate matters, shortly after receipt of the buses Neoplan went out of business leaving NCTPA in a precarious situation. The vehicle warranties and technical support at this point became non-existent and factory direct parts and supplies were not available. Vehicle manuals did not match the 'experimental' assembly and construction of vehicle components. In a final effort, NCTPA working with Veolia found former Neoplan employee technicians to assist. Unfortunately, the experimental nature of the buses made it impossible to find parts and technical expertise to make needed corrections to bring the buses into good running condition. Therefore, staff is proposing that the vehicles be surplused and sold at auction. The proceeds from the sale will be returned to the transit budget for future transit program expenditures. The estimated value of each vehicle is \$1,000 to \$5000 (+/-).

Service	Type	Description	VIN	Mileage	Age	Yrs out of active service
VINE	Large Bus	Neoplan Low Floor, 40 foot	13003	26,300	9 yrs	3
VINE	Large Bus	Neoplan Low Floor, 40 foot	13004	18,589	9 yrs	3

In accordance with State law, each vehicle needs to be safety checked prior to sale. NCTPA will conduct and document the safety inspection to meet State requirements. NCTPA will contact two north bay auctioneers to dispose of the vehicles; Nationwide Auction Systems in Benicia and First Capital Auction in Vallejo. The auctioneer charges a 10% to 15% fee to handle the advertisement, sales, DMV paperwork and towing from the bus yard.

### **SUPPORTING DOCUMENTS**

None.



December 16, 2009  
NCTPA Agenda Item 8.6  
Continued From: New  
**Action Requested: APPROVE**

## **NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY Board Agenda Letter**

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**TO:** Board of Directors  
**FROM:** Paul W. Price, Executive Director  
**REPORT BY:** Eliot Hurwitz, Manager of Transportation, Land Use and Climate  
(707) 259-8782 / Email: [ehurwitz@nctpa.net](mailto:ehurwitz@nctpa.net)  
**SUBJECT:** Approval of Resolution No. 09-38 Support for Transportation for America Efforts

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### **RECOMMENDATION**

That the Board adopt Resolution No. 09-38 (Attachment 1) support for Transportation for America efforts.

### **EXECUTIVE SUMMARY**

Transportation for America (T4A) is a new organization that has been established to "chart a new direction for our nation's transportation system" especially by the means of the upcoming reauthorization of the federal transportation act.

### **FISCAL IMPACT**

Is there a Fiscal Impact? No

### **CEQA REQUIREMENTS**

The proposed action is not a project as defined in Section 15378 of the CEQA Guidelines, which define a project as an action which has the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change. Accordingly, no additional CEQA review is required at this time.

### **BACKGROUND AND DISCUSSION**

Transportation for America (T4A) is a new organization that has been established to "chart a new direction for our nation's transportation system" especially by the means of

the upcoming reauthorization of the federal transportation act. Their new report, "Dangerous by Design: Solving the Epidemic of Preventable Pedestrian Death (and Making Great Neighborhoods)" ranks metropolitan areas based on the relative danger of walking and highlights the significant needs for pedestrian and bicyclist safety. In anticipation of the new Federal transportation act in the coming year, T4A is building a broad coalition to promote a Platform for the National Transportation Program Authorization which calls for adoption of a "complete streets" approach that provides for the safety and comfort of everyone traveling along a corridor, whether by car, bicycle, foot, or public transit. This kind of "complete streets" program is also endorsed by the Metropolitan Transportation Commission.

### **SUPPORTING DOCUMENTS**

Attachments: (1) Resolution No. 09-38  
(2) Platform for the National Transportation Program Authorization  
(3) Transportation for America Campaign – Become a Partner Today

**RESOLUTION No. 09-38**

**A RESOLUTION OF THE  
NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY (NCTPA)  
APPROVING SUPPORT FOR  
TRANSPORTATION FOR AMERICAN EFFORTS**

**WHEREAS**, Transportation for America is a new organization that has been established to “chart a new direction for our nation's transportation system” especially by the means of the upcoming reauthorization of the federal transportation act, and

**WHEREAS**, Transportation for American has released a report, “Dangerous by Design: Solving the Epidemic of Preventable Pedestrian Death (and Making Great Neighborhoods)” that ranks metropolitan areas based on the relative danger of walking highlights the significant needs for pedestrian and bicyclist safety, and

**WHEREAS**, Transportation for America is building a broad coalition and

**WHEREAS**, Transportation for America has released a Platform for the National Transportation Program Authorization

**WHEREAS**, the Transportation for America Platform calls for adoption of a “complete streets” approach that provides for the safety and comfort of everyone traveling along a corridor, whether by car, bicycle, foot, or public transit, and

**WHEREAS**, such a “complete streets” approach is also endorsed by the Metropolitan Transportation Commission,

**NOW, THEREFORE, BE IT RESOLVED** that NCTPA hereby endorses the Transportation for American Platform, and that NCTPA become a partner in Transportation for America

Passed and Adopted the 16<sup>th</sup> day of December 2009.

\_\_\_\_\_  
Jim Krider, NCTPA Chair

Ayes:

ATTEST:

\_\_\_\_\_  
Karalyn E. Sanderlin, NCTPA Board Secretary

Noes:

APPROVED:

\_\_\_\_\_  
Susan McGuigan, NCTPA Legal Counsel

Absent:



# Platform



for the National Transportation  
Program Authorization



**TRANSPORTATION FOR AMERICA** has been formed by a broad coalition of housing, environmental, public health, urban planning, transportation, real estate, business, and other organizations. We're all seeking to align our national, state, and local transportation policies with an array of issues like economic opportunity, climate stability, energy security, health, housing, and community development. Our coalition continues to grow. For a current list of partners and more information, please visit our website: [www.t4america.org](http://www.t4america.org). Listed below are the Executive Committee member organizations; each played a critical role in shaping the platform.

#### **THE T4 AMERICA EXECUTIVE COMMITTEE**

**Reconnecting America** (Co-Chair) [www.reconnectingamerica.org](http://www.reconnectingamerica.org)

**Smart Growth America** (Co-Chair) [www.smartgrowthamerica.org](http://www.smartgrowthamerica.org)

**Action! For Regional Equity** (Action!) [www.policylink.org/BostonAction/](http://www.policylink.org/BostonAction/)

**America Bikes** [www.americabikes.org](http://www.americabikes.org)

**American Public Health Association** (APHA) [www.apha.org](http://www.apha.org)

**Apollo Alliance** [www.apolloalliance.org](http://www.apolloalliance.org)

**LOCUS** – Responsible Real Estate Developers and Investors

**National Housing Conference** [www.nhc.org](http://www.nhc.org)

**National Association of City Transportation Officials** (NACTO) [www.nacto.org](http://www.nacto.org)

**National Association of Realtors** [www.realtor.org/smartgrowth](http://www.realtor.org/smartgrowth)

**Natural Resources Defense Council** [www.nrdc.org](http://www.nrdc.org)

**PolicyLink** [www.policylink.org](http://www.policylink.org)

**Surface Transportation Policy Partnership** (STPP) [www.transact.org](http://www.transact.org)

**Transit for Livable Communities** (TLC) [www.tlcminnesota.org/](http://www.tlcminnesota.org/)

**US PIRG** [www.uspirg.org](http://www.uspirg.org)



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24	..... Transportation Drives Development
27	..... Public Health, and Safety
29	..... Funding a 21st Century Transportation System

# Executive Summary

**TRANSPORTATION FOR AMERICA IS A** broad and growing coalition of national, state and local organizations calling for the renewal of our national transportation program for the 21<sup>st</sup> century. Our individual missions are diverse – transportation, housing, environment, business, real estate, social equity, public health, urban planning, and other arenas – but we share the goal of building a modernized infrastructure to support a robust economy and healthy communities where people can live, work and play. We seek to align national, state, and local transportation policies with an array of national priorities, including economic opportunity, climate protection, energy security, health, housing and community development.

This platform document is intended to help shape the principles, policies and programs that can ensure that the forthcoming update of national transportation legislation – the successor to the expiring SAFETEA-LU law – will put our nation on the path to a smarter and more sustainable future. It represents an intensive effort on the part of hundreds of practitioners and stakeholders to distill the best ideas, building on what works in current law and offering new innovations to address modern challenges and opportunities.

**IN 1956, PRESIDENT DWIGHT D. EISENHOWER** signed into law a new federal transportation bill with an ambitious vision to link America's cities and states with a network of long-distance superhighways that would allow people, commerce, and the military to move rapidly from one part of the country to another. This bill, commonly known as the National Interstate Highways and Defense Act was one of the most important national infrastructure laws of the 20th century.

Fifty years later, the Interstate Highway System as originally envisioned has been built, and America stands in desperate need of a new vision for our national transportation system. Just as the Interstate highway bill answered some of the most pressing mobility needs of the nation in the mid-20th century, a new federal transportation bill must answer the vastly different needs of America in the 21st century.

The next transportation program must set about the urgent task of repairing and maintaining our existing transportation assets, building out the rest of the transportation network, and making our current system work more efficiently. Modern and affordable public transportation, safe places to walk and bicycle, smarter highways that use technology and tolling to better manage congestion, land use policies that reduce travel demand by locating more affordable housing near jobs and services, and long-distance rail networks all have the potential to help us reduce our oil dependency, slow climate change, improve social equity and public health, and fashion a vibrant new economy. Getting there from here will require some significant reforms in the next national transportation bill.

***As Congress develops the next transportation authorization, these six priorities should guide them.***

## **1 ESTABLISH ACCOUNTABILITY FOR RESPONSIBLE INVESTMENT**

Under the current system, most federal transportation dollars go to state departments of transportation, with few questions asked. DOTs remain largely geared toward building highways between metropolitan areas rather than providing multiple options for mobility within metropolitan areas. This is despite the fact that the United States population is highly urbanized, with 80 percent of us living in metropolitan areas and 85 percent of our nation's economic activity occurring within them. The current law assigns metropolitan areas responsibility for transportation planning, but it does not give them real authority to implement those plans.

- *Transportation agencies must be held accountable for investments that promise to deliver safe, efficient, and economical transportation for all Americans. Congress should use the next federal transportation bill to:*

- *Establish National Transportation Objectives to guide how transportation investments address issues such as energy security, mobility options, safety, national security, equal access for poor and minority communities, economic competitiveness, climate change, and affordability.*
- *Link funding levels to achievement of these goals. Progress in achieving federal goals should be linked to an increased federal match or access to increased funding.*
- *Restructure the program categories, funding allocations, and project eligibility criteria to put all modes on an equal footing in determining eligibility for federal funds.*
- *Empower metropolitan areas to shape their future by shifting more transportation money and decision-making to them, while also holding them accountable for results through a new Metropolitan Mobility Program.*

**Congress should not shy away from restructuring the federal transportation program and its agencies to meet new goals. The next bill should:**

- *Require a fix-it-first approach to restore our crumbling highways, bridges and transit systems and set "State of Good Repair" criteria, with financial incentives for compliance.*
- *Hold state and local transportation agencies accountable for meeting the transportation needs of an increasingly diverse America, in particular its seniors, people in poverty and disabled citizens. This means planning our transportation systems – and our development patterns – to ensure that there are convenient and affordable travel options available to everyone for every stage of life.*
- *Adopt a "complete streets" approach that provides for the safety and comfort of everyone traveling along a corridor, whether by car, bicycle, foot, or public transit.*

## **INVEST TO COMPETE IN THE 21<sup>ST</sup> CENTURY**

**POORLY PLANNED TRANSPORTATION** investments, combined with spread-out development patterns, has forced families to spend 20 percent or more of their household budgets for transportation. Many spend hours driving in congestion every day, reducing their productivity. Our heavy reliance on oil leaves the nation's economy vulnerable to inevitable price shocks. The absence of high-speed rail lines and sophisticated, long-distance freight systems common in other nations puts us at a competitive disadvantage. Our aging infrastructure is placing a strain on state and local budgets, often leaving metropolitan areas with few resources to remake transportation networks that can revitalize cities and towns. Without smart, strategic investments in modern transportation systems, America will be supplanted as the world's most productive economy.

**We must catch and pass competitors in China and Europe by modernizing and expanding our rail, freight, and transit networks. Some initiatives to address these issues include:**

- *Create a new Metropolitan Mobility Program that would support regional investments in smarter highway system management, transit expansion, demand management, and bicycle and pedestrian improvements.*
- *Create a national program to bring modern, convenient public transportation networks to the nation's 50 largest metropolitan areas by 2030, and provide incentives for building neighborhoods and business districts around transit connections, with housing for a wide range of incomes.*
- *Create a National Freight and Passenger Rail Program aimed at completing an intercity passenger rail network by 2030 with direct high-speed rail service linking our nation's largest cities.*

- *Establish a National Infrastructure Commission to identify investments of national priority, focusing on multimodal intercity corridors, a national intercity rail network, and key freight corridors.*
- *Create a mechanism to monitor changes in user fees such as transit fares, toll roads, and congestion pricing to reduce the cost burdens on low- and moderate-income families.*

### **3 INVEST FOR MULTIPLE PAYOFFS IN SOLVING OUR ENERGY, AIR QUALITY, AND CLIMATE CHALLENGES**

**OUR FEDERAL TRANSPORTATION** investments can work simultaneously to end our overwhelming reliance on oil, reduce greenhouse gas emissions, clean up polluting ports and trucks, and help Americans save money through these actions:

- *Establish National Transportation Objectives that include two important targets for the year 2050: reducing reliance on petroleum for transportation to no more than 20 percent (from more than 95% today), and reducing greenhouse gas emissions from the transportation sector to 80 percent below 1990 levels. Link funding to achievement of these goals.*
- *Expand the current Congestion Mitigation and Air Quality program into a broader program of energy conservation, air pollution, and greenhouse gas reduction.*
- *Provide significant funding so that our ports and freight system – trucks and trains – are as clean as possible. Ports, highways, and railroad corridors with heavy freight usage have significant public health risks that typically fall disproportionately on low-income and minority communities that are often located closest to these facilities*
- *Create a new Smart Innovations program to assist communities in their efforts to build neighborhoods that include affordable housing in accessible locations; retrofit dangerous roads to become complete streets; implement car- and bicycle-sharing programs; deploy information technology to make highways and transit systems smarter; and implement other energy-saving, community-enhancing ideas being developed around the country.*

### **4 REWARD AND SUPPORT SMART LOCAL LAND USE PLANNING**

**THE MOST EFFICIENT TRIP** is the shortest – or the one you don't have to take at all. More than 60 percent of the growth in driving is due not to population or economic growth, but to spread-out development.

Our nation can no longer afford the endless cycle of building roads, allowing them to become overwhelmed by poorly planned development, and widening or building again. The federal transportation program can encourage coordinated planning between transportation facilities and land use, ending the de facto subsidization of unsustainable development through these initiatives:

- *Set national transportation objectives for transportation and location efficiency that reward investments that help locate destinations closer to each other and to transit centers.*
- *Create a tax-credit incentive to support development around transit stations, while lifting existing barriers to using transportation funds on land use and infrastructure projects that will help reduce driving.*
- *Provide technical assistance for sophisticated travel forecasting that takes land use into account and for planning that coordinates land use policies and transportation investments.*
- *Require scenario planning – similar to Envision Utah or the Sacramento Blueprint – to ensure efficient transportation investments that meet the desires of citizens, and then provide the funding flexibility for metropolitan areas and localities to implement these plans.*





## 5 INVEST FOR PUBLIC HEALTH AND SAFETY

**OUR TRANSPORTATION SYSTEM** can do much more to foster human health and safety. While other countries have made strides on safety, traffic deaths in the United States hover around 43,000 people per year, with disproportionate deaths among older Americans, pedestrians, and bicyclists. Millions of Americans, and particularly those in low-income communities, face asthma and other health problems caused by pollution from cars and trucks. Wide streets with fast traffic and no sidewalks or bike lanes discourage this physical activity, contributing to associated health effects.

Local innovations in roadway design and operations have effectively reduced the rate of death and injury on our streets, and should be encouraged across the country. The federal transportation program could also help get Americans moving with programs to make active transportation the cornerstones of a higher quality of life.

- *Set health and safety targets in the National Transportation Objectives, and require best practices in "active transportation" and context-sensitive roadway design (or Context-Sensitive Solutions) for program and project eligibility.*
- *Set aside a substantial share of funds for non-motorized safety initiatives in the Safety Program.*
- *Integrate existing disparate programs into an expanded and integrated new program to provide transportation options for older and disabled Americans, including para-transit service.*
- *Include health impact assessments as a regular part of environmental review for projects, and fund the mitigation of negative health impacts of highways, diesel rail, and freight facilities on nearby residential areas.*

## 6 FIND NEW WAYS TO PAY FOR WHAT WE NEED

**FEDERAL TRANSPORTATION FUNDING** has long relied almost exclusively on taxing each gallon of gas, but the limitations of this source have become clear. Congress has already propped up the Highway Trust Fund with general funds. The situation could get worse if the drop in vehicle miles traveled (VMT) that began in 2007 continues, draining expected revenues. Opposition to raising the tax is strong, as Americans already cope with high transportation costs. A revenue distribution scheme that rewards the states whose population drives the most runs counter to other national goals.

We need to develop new long-term revenue sources that are complementary to the nation's need for energy efficiency and continue to protect our investment in our public assets. Transportation for America stands ready to support an increase in federal transportation investments if – and only if – they are directed towards the sorts of priorities and objectives outlined in this document.

### ***In rewriting the nation's federal transportation law, Congress should:***

- *Begin serious exploration of a new set of sustainable and equitable federal funding sources for transportation, including the potential for a federal transportation tax based on miles driven rather than gasoline consumed.*
- *Direct a significant share of revenue from future cap-and-trade or carbon tax programs from transportation sources to transforming our transportation system toward greater efficiency and reduced carbon emissions.*
- *Establish a National Infrastructure and Transportation Bank funded by capturing some of the economic value created by the placement of infrastructure investments.*
- *Evaluate and mitigate the burden of transportation costs on low- and moderate-income families.*
- *Protect public assets by creating clear guidelines for public-private partnerships such as toll facilities and congestion pricing systems.*

# A Critically Important Program

**IN 2009, CONGRESS WILL BE** working on legislation authorizing and updating the national transportation program. This program guides the federal expenditure of just over \$50 billion annually for public transit, rail, highway, bicycle and pedestrian facilities and services across the country. The money is granted principally to state transportation departments, local and regional transit agencies and metropolitan planning organizations. However, the importance of federal national transportation program goes far beyond its size.

Transportation policy is perhaps our most important tool for improving our nation's global economic competitiveness and the health and quality of life for households and individuals, and for increasing personal economic opportunity – the foundation of America's economic vitality and strength. Transportation networks are fundamental to how we grow, develop and prosper.

The national transportation program directly influences how states, regions and cities invest in transportation. To a significant degree it determines what the country's transportation networks – interstate, regional and local – will be and how they will function.

This T4America Platform is intended to guide drafting of the authorization bill, which for many reasons promises to be one of the most important pieces of legislation to be taken up by the next Congress. The Platform reflects the work of a wide range of individuals and organizations with expertise in transportation, housing, environment, energy, real estate and development, public health, and local governance.



# History of the Federal Program

**THE FIRST NATIONAL “FUEL TAXES”** were passed in 1932 to support the federal budget, which was in deficit due to the Great Depression. The tax rate was increased periodically over the years, primarily to support the national defense budget. The concept of a “user fee” dedicated to development of roads was inaugurated with the 1956 Highway Revenue Act creating the Highway Trust Fund (HTF).

Most people think of the first phase of the federal transportation program — from the mid-1950s to today — as the “Interstate Highway Era.” The Interstate System was conceived as a means of connecting the cities and regions of the country to strengthen the national economy, and as necessary to ensuring the national defense. This idea was first promoted by the “better roads” movement in the 1930s.

However, Congressional approval of the Federal Aid Highway Act of 1956, formally funding the “National System of Interstate and Defense Highways,” was not achieved until the Bureau of Public Roads published a map showing how the national grid of Interstate routes would be connected into all of the country’s major cities. The potential importance of high-speed roadway connections to facilitate commerce between cities and regions was what it took to secure final Congressional approval and funding of a national Interstate Highway network.

Federal involvement in public transit began with the Urban Mass Transportation Act of 1964. This legislation, originally proposed by President John Kennedy in 1962 and later championed by President Lyndon Johnson, established the Urban Mass Transportation Administration Authority (UMTA) and authorized \$375 million in funding over three years for capital grants to local and regional transit providers, using a 50/50 match ratio for federal participation. The agency name was changed to the Federal Transit Administration (FTA) in 1991.

Over recent decades, the federal transit program has been authorized at 20% or less of the size of the federal highway program. SAFETEA-LU, the current authorization legislation, put about \$40 billion annually into the highway program and about \$9 billion annually into public transit. The program structure has varied over the decades, but today about 80% of the program goes into “Formula and Bus Grants,” with about 15% going into “Capital Investment Grants” (New Starts and Small Starts).

By the late 1980s there was growing discontent in the US with the “highway-only” orientation of the federal national transportation program as well as with the inflexibility of the system of program categories, the inattention to urban needs, and the lack of a solid planning foundation for the program. With active support and participation by a national coalition of environmental, urban policy, transit, bicycle, and planning organizations, Congress began to consider taking a new direction.

When the Intermodal Surface Transportation Efficiency Act (ISTEA) passed in 1991, it was heralded as a turning point in the history of surface transportation in the US. ISTEA was seen as inaugurating the beginning of the “post-Interstate era.”

Key provisions of the new act included:

- An intermodal approach to highway and transit funding with flexibility to shift certain categories of federal funds between modes based on local priorities;
- A declaration that the Interstate Highway System was effectively “complete” and creation of a new Interstate Maintenance Program for resurfacing, restoring, and rehabilitating the Interstate System;
- Collaborative multimodal planning requirements with significant increases in powers of metropolitan planning organizations;

- A new “enhancements” program that for the first time would open up the Highway Program to new types of project elements, such as pedestrian and bicycle facilities, acquisition of scenic and historic sites, rehabilitation of historic transportation facilities, and other purposes;
- A heightened commitment to public involvement in transportation decision making from planning to program development to project design;
- A formal emphasis on “congestion management” including new requirements for MPOs of over 200,000 population to develop congestion management plans; and,
- Direct funding of air quality improvement projects through a new Congestion Mitigation and Air Quality (CMAQ) program.

ISTEA was designed to introduce sweeping reform in the transportation program such that the federal approach to surface transportation would be truly multimodal, urban areas would be empowered to make planning and design choices based on local needs and priorities, walking and bicycling would once again become significant modes of travel, and the linkage between improving air quality and transportation investment would be direct.

The two federal authorization bills passed since ISTEA have elaborated on these themes – the Transportation Equity Act for the 21st Century (TEA-21) passed in 1997, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) passed in 2005. Provisions were written into these acts in an attempt to reinforce the landmark changes that ISTEA had promised. However, these laws were to some extent more focused on issues of distribution of funds between states, with TEA-21 introducing the concept of “guaranteed funding,” intended to ensure a certain minimum level of funding in each state.

Has the ISTEA promise of a balanced, multimodal federal program been achieved? Most analysts of ISTEA performance have concluded: yes and no. There have been improvements in the modal balance of funding. Just in the first eight years following ISTEA passage, federal funds spent on transit almost doubled, from just over \$3 billion in 1990 to nearly \$6 billion by 1999. Annual transit funding under SAFETEA-LU has been almost \$9 billion.

The amount of federal money spent on bicycle and pedestrian projects also grew from \$7 million before ISTEA passage to more than \$450 million in 2007 under SAFETEA-LU. However, some of the most important ideas and concepts in ISTEA have yet to fully take hold. Flexible funding provisions have not been exercised by most states, with most of the national total in “flex funds” occurring in just five states: California, Pennsylvania, New York, Oregon and Virginia. Efforts of MPOs to take charge of local transportation program priority setting have met with entrenched resistance from many state DOTs, with the result that in many urban areas (especially smaller areas) the state still controls development of the transportation improvement program. As a result, over three-fourths of the national transportation program continues to be invested in highway system expansion nationally.

The combination of growth in the size of the program, the setting of minimum guarantees or funding floors, and retention of most decision making within state DOTs has caused the federal transportation program to resemble a blank check or project “ATM.” The lack of a clear statement of national objectives and the lack of accountability for use of funds (or for the impacts of decision making) has created a strategic policy vacuum. In this policy vacuum, states have thrown increasingly vast sums of money at highway and freeway expansion projects in a quixotic pursuit of “congestion alleviation” – a pursuit that has served primarily to accelerate a national expansion of suburban and exurban low density development. This has also set the stage for rampant Congressional “earmarking” – specific listing of projects in the authorization legislation (5,000 projects in SAFETEA-LU).

The increasingly errant nature of the federal transportation program has had profound effects on the national economy, public health and the quality of life in our communities. Our near total reliance on petroleum for transportation energy and our out-sized contribution to worldwide greenhouse gases imperil our national security, our economy, and our way of life. We have lost the ability to walk or bicycle safely and conveniently in an everlarger portion of the American landscape with tragic consequences for the health of our population and especially our children. The federal subsidization of low density exurban development has helped create extensive low-density, semi-urban landscapes where homeowners in search of low-cost mortgages endure exhausting drive-alone commutes and household budget problems. Although we are the world’s wealthiest nation, we have a second tier urban transit system and no intercity high speed rail network.



# Summary of the Recent Federal Role

**BEGINNING IN THE 1950S**, the “federal role” in surface transportation was defined primarily in terms of the Interstate Highway Program and in the concept of a national network of high-capacity, high-speed highways. Beginning with the ISTEA bill passed in 1991, there was an attempt to change direction and redefine the federal role. However, political and bureaucratic resistance to the new multimodal mission proved to be strong and entrenched. As a consequence the national transportation program rests in an indeterminate, almost direction-less state. Although there is no longer a clear, official delineation of the federal role in surface transportation, a de facto consensus has been in place during the past two authorization bills. This consensus cannot be found in the published statements of Congress or the USDOT, but rather in the actual pattern of investments, programs, and policies that the federal government has pursued.

The primary elements of our de facto federal transportation policy have been:

- The nation’s highest surface transportation priority continues to be to provide capital funding for a national network of high-capacity, high-speed highways linking urban areas and regions of the country for purposes of economic development. A second priority has been expansion of surface roads and streets to provide increased capacity for motor vehicle travel, with an emphasis on suburban and rural routes.
- The creation and expansion of this network of highways has been so important that it has been seen as justifying underinvestment in repair, replacement, and rehabilitation of existing infrastructure, leading to a nationwide decline in the condition of existing pavements and bridges.
- Among the surface transportation modes, the priority mode for federal support of human mobility has been personal motor vehicles. Public transit has been a much lower national priority. Intercity rail passenger transportation has not been seen as an appropriate arena for significant federal leadership or funding.
- Among the surface transportation modes, the priority mode for federal support of freight movement has been trucks. Rail freight transportation has not been seen as an appropriate arena for federal leadership or funding. The federal interest in water-born freight movement has been implemented primarily through the U.S. Army Corps of Engineers and has not been seen as an important activity for USDOT.
- For at least the past two decades an overriding objective of the national transportation program has been capacity expansion of highways for purposes of congestion mitigation.

Although never explicitly stated, a tacit feature of this emphasis has been federal subsidization of suburban and exurban settlement patterns.

# A New Beginning

**FUNCTIONAL, SAFE, AND EFFICIENT** transportation is one of the cornerstones upon which this country was built. America's economic strength and the health of its people depend on our ability to connect people with opportunity and on our ability to move products to market quickly, safely, and efficiently.

Today our strength as a nation is being limited by:

- a dependency on petroleum that threatens our national security, drains household budgets, exacerbates climate change, undermines public health, and imperils the U.S. economy;
- a haphazard, inefficient relationship between our transportation systems and our land development patterns;
- a backlog of crumbling, unsafe, and obsolete transportation facilities;
- an auto/truck bias that has placed America far down the list of nations in terms of availability of modern public transit services and gives most Americans no option but to pay rising gas prices and spend time in congestion;
- a freight transportation system that is outmoded, over-capacity, dependent on imported petroleum, and incapable of efficiently linking the US national economy into the global economy; and,
- a legacy of transportation expenditures that benefit a few while leaving many behind in cities, older suburbs, and small towns.

A change in direction is needed to help the nation meet its growing demand for transportation while addressing the oncoming challenges of energy security, global warming, changing demographics, public health care costs, and global economic competition. As Congress works on the new national transportation program, T4America urges our policy makers to seize this opportunity to make a new beginning. That new beginning should include:

1. A commitment to responsible investing that holds recipients of federal funds accountable for progress toward national objectives.
2. A new strategy for creating a 21st Century transportation system that enhances economic opportunity for all, creates jobs, and elevates our position in a competitive global economy.
3. A program that improves essential connections within and between metropolitan areas while reducing dependence on petroleum and meeting national objectives for curbing climate change.
4. A more strategic approach to managing the land use and transportation relationship that improves efficiency, access, health, and safety, while reducing per capita vehicular travel.
5. A serious and concerted effort to address the impacts that transportation systems have on the health and safety of our people.



# Mobility in the 21st Century

**IN THE FUTURE, OUR NATION'S** surface transportation system should provide the foundation for personal opportunity, robust commerce, and a healthy population. It should achieve national goals for economic development and environmental sustainability.

It should provide equitable access and support healthy behaviors. It should be a modern, 21st Century system, balancing new capacity with care and upkeep of existing infrastructure. Public transit systems, intercity rail corridors, roadway facilities, waterways, ports, bridges, bicycle and pedestrian facilities all should be kept in a state of good repair. The trillions of dollars in asset value of the systems and facilities built over the past century should be protected and enhanced.

Our transportation system should reflect recognition of the importance of America's metropolitan regions, cities, and towns. It should connect regions to each other and to the world; support healthy communities; provide access to jobs, schools, health care and services; provide efficient goods movement; and stimulate economic opportunity. This system should improve mobility choices within our regions, cities and towns, with modern public transit networks and safe walking and bicycling networks.

A new generation of "great streets" and boulevards should replace the overly-large, harsh, and utilitarian roads and freeways inherited from the suburban era, benefiting and adding value to neighborhoods and communities across the land.

It should do so in a manner that serves our national interests, adds value to communities, contributes positively to public health and safety, and reflects the equity and fairness that have always been hallmarks of the American egalitarian tradition.

The transportation program should be designed to invigorate local and regional economies and facilitate efficient inter-regional commerce. It should reduce energy use and greenhouse gas emissions by supporting more sustainable land use and travel patterns. Our national transportation investments should help provide affordable housing opportunities near good public transit service and employment centers and should promote walking and bicycling as economical, eco-friendly, and healthy modes.

America's surface transportation system should enable us to compete successfully in a global economy and should be a model for other nations to follow.

Transportation for America's proposal for a rejuvenated, redirected national transportation program would result in a national mobility network that provides a vital, complete array of mobility choices easily accessible to the vast majority of Americans — whether walking, bicycling, driving or traveling on public transportation— in a unified, interconnected, energy-efficient manner.

# National Issues and Priorities

**WE BELIEVE CONGRESS** should set forth a clear statement of the federal role in surface transportation that is tied to specific transportation objectives based on national issues and priorities. We further believe Congress should ensure that funding levels, program categories, and project criteria are clearly tied to transportation objectives.

The surface transportation authorization should clearly address issues, opportunities, and goals that are appropriate for action by the national government in a federal system. In particular, the program should prioritize those national issues and opportunities that cannot be fully addressed without addressing the role surface transportation plays. In this context, we suggest the following short list of national priorities:

1. **Accountability and Responsible Investment.** Congress should hold all entities receiving federal funds accountable to clear performance-based standards. These standards should reflect America's dedication to economic prosperity, environmental protection, public health and safety, and an efficient transportation system that provides opportunities for all Americans.
2. **Energy Security, Economic Growth, and Global Competitiveness.** National security has always been a major purpose of the national transportation program. For the next several decades, providing for national security will require strengthening our economy to compete in a global arena and reducing our dependence on petroleum — especially imported oil. We should modernize our freight movement system to make it more efficient and less oil-dependent; we should modernize urban transportation by building high-capacity transit lines; we should connect our major metropolitan regions with high-speed passenger rail lines; and, we should refocus our highway program on repair, rehabilitation, and replacement of existing facilities.
3. **Climate Stability and the Environment.** The U.S. will be unable to make significant progress on climate change intervention without reducing greenhouse gas emissions from surface transportation. This should be a major priority of the federal program and USDOT and its grantees should be held accountable for progress toward climate change objectives. Congress should also re-confirm our national commitment to environmental protection in the national transportation program.

There should be no weakening of the environmental protections enacted since 1970, including NEPA, the Clean Air Act, Clean Water Act and related legislation. The surface transportation system should enhance - not degrade - air and water quality and public health.

**4. Mobility and Location Efficiency.** Congress should establish a commitment in the national transportation program to sustainable development patterns, that emphasize redeveloping and strengthening existing communities, rather than converting our farm, forests, and marshland to lowdensity communities that cannot be efficiently served with our scarce transportation funds. Federal funds should be used to improve the quality of life and economic viability of all regions – both urban and rural, including small towns and villages. This will require explicitly federal support for coordination of land use and transportation decision making at the local, regional, and state levels. Congestion alleviation as an objective should be replaced with location efficiency – the integration of land development and transportation such that mobility is enhanced while the intrinsic cost and energy requirements of travel are reduced. Congress should commit to broadening the benefits of federal investments in personal mobility to include all income categories so that transportation becomes a positive element supporting a strong workforce and enabling households to better balance domestic budgets.

**5. Traffic Safety and Public Health.** Congress should acknowledge that traffic accidents and other health impacts of surface transportation represent major forces affecting the health and safety of the US population – with significant long-term impacts on the federal budget and the national economy. Safety of non-motorized travel should receive expanded priority in the federal program. The health benefits of active living in our urban regions, cities, towns, and villages should be identified as being in the national interest. Improvements in air and water quality, resulting from cleaner transportation of all types, should be a central goal of our federal transportation program.

**6. Sustainable and Equitable Transportation Revenue Sources.** Congress should take immediate action to solve the shortterm transportation revenue crisis while taking steps to determine the most appropriate long-term funding solutions. All taxation, whether on gas, carbon emissions, or vehicle miles traveled, should mitigate the cost-burden on lower-income Americans and reward energy-efficiency. While there is an acknowledged need for an increased level of federal funding for surface transportation, we cannot support increased funding in the absence a clear statement of the federal role in surface transportation coupled to a system of measurement, reporting, and accountability for progress toward clearly defined national objectives.

# Responsible Investment + Accountability

*We believe: The national transportation program should be invested in programs and projects that address pressing national priorities and agencies receiving funds should be accountable for how they are spent.*

## Objectives

- Make economic competitiveness, energy security and efficiency, climate stability, air quality, public health and safety, fairness, and state of good repair the basis for sweeping transportation policy and program reform.
- Put all transportation modes (transit, highway, walking, bicycling) on equal footing with respect to match ratios, project eligibility criteria, and project delivery processes, eliminating the highway capacity bias of the current program.
- Support a substantial increase in the size of the national transportation program contingent on transportation program reform and on an authorization bill that will lead to achievement of the National Transportation Objectives.
- Leverage federal transportation investments by encouraging state, local, and private sector funding mechanisms to support local funding of projects and to use in matching federal funds.
- Reaffirm our national commitment to environmental protection in the national transportation program.

## Here's How

1. Establish a set of National Transportation Objectives that address:
  - Energy;
  - Climate stability;
  - Mode flexibility and travel choice;
  - Safety;
  - Public health;
  - State of good repair;
  - Environmental protection;
  - Equity;
  - System reliability;
  - Economic competitiveness; and
  - Household affordability.
2. Restructure program categories, funding allocations, project delivery systems, and project eligibility criteria to support achievement of the National Transportation Objectives.
3. Hold federal, state, regional, and metropolitan agencies accountable for outcomes of their use of federal funding. Implement funding rewards and penalties for states and regions based on the progress or failure in meeting their share of the transportation energy use and greenhouse gas emission reductions.
4. Assign authority and implement direct allocation of formula funds to designated regional transportation planning entities. Set financial rewards and penalties based on progress toward National Transportation Objectives.



5. Require states, Metropolitan Planning Organizations (MPOs), and designated regional transportation planning entities to prioritize system management, facility repair and rehabilitation over creation of new travel capacity and new facilities.
6. Strengthen regional decision making for integrating transportation, economic development, housing, environment, and energy use planning.
7. Make the State and Metropolitan Long Range Plans goal-based and accountable to benchmarks.
8. Incorporate corridor-level analysis of system-wide impacts, including location, mode choice, housing, equal access, and environmental quality into the long-range transportation planning process.
9. Make complete streets mandatory in the planning and programming of transportation corridors, so that investments in roads and streets provide safe and convenient accommodation for all modes of travel, including walking, bicycling, transit, and driving.
10. Put all modes on equal footing with respect to the analytic process through which projects are selected.
11. Avoid weakening any of the major environmental protections enacted since 1970, including NEPA, clean air or clean water legislation, and related environmental protection laws and regulations; reducing environmental safeguards is not an acceptable or effective strategy to speed transportation project delivery.

## Basis for These Proposals

### TRAVEL CHOICES

The foundation of our platform is expanding choices for travel. This includes expanding transit service but also building our public facilities for safe and convenient accommodation of walking and bicycling. Roughly 40% of all trips in metropolitan areas are two-miles or less in length, which are trips that can and should be taken on foot or bicycle but are still taken primarily by car due to disjointed land use patterns, poor infrastructure design, and limited connectivity. By investing in our corridors with more transit options and a complete streets policy, we are making the most efficient use of our transportation funds. Streets that provide flexibility in how they are used, offer the most public benefit by accommodating all users and increasing the efficiency – economically, environmentally, logistically – of our transportation network.

### REINVESTING IN EXISTING CITIES

A significant part of America's future lies in its metropolitan areas. Our metropolitan areas are home to over 80% of the US population and generate over 85% of the gross domestic product. These percentages will increase in the coming decades.

For the past fifty years, our national transportation program has been designed to foster the decentralization of settlement patterns, creating vast areas of suburban and exurban development, and playing an important role in the depopulation of our older core cities, towns and villages. This pattern is not sustainable and does not reflect the needs of a changing population and a changing economy, especially in light of its inherent inefficient energy demands. We need to refocus our transportation program on our existing urbanized places – our core cities, our existing suburbs, our towns and our villages – to accommodate our future growth.

Smaller cities have needs too. We must invest in transportation for our small cities, towns, and rural areas by supporting improvements in public transit, walking, and bicycling. We must ensure that improved connectivity, safety, and public health are prioritized to prevent sprawl and to provide transportation choices in these important places.

The time has come for an urban renaissance that deploys federal transportation funding as one tool in the redevelopment and revitalization of America's existing places





# Transportation For A 21st Century Economy

**WE BELIEVE:** *The national transportation program should improve and protect U.S. competitiveness in the global economy. Ensure all Americans have the mobility and access needed to participate fully in a robust economy. Begin addressing our transportation infrastructure crisis by taking better care of what we have already built, bringing our transportation assets into a condition of good repair.*

## Objectives

- Make strategic investments in transportation that catalyze creation of green jobs that are environmentally and economically sustainable.
- Embark on a national program to bring modern urban transit networks to the nation's 50 largest metropolitan areas by 2030.
- Support cities, towns, and rural places in the creation of modern, complete transit, bicycling, and walking networks.
- Reduce the economic burden of disease, injuries, and deaths associated with our transportation system.
- Complete a national intercity passenger rail network that connects

urban and rural communities across America, and establish high-speed corridors serving cities within the nation's ten mega regions by 2030.

- Connect our cities and regions to the global economy by improving the efficiency of long distance freight distribution.
- Re-establish transportation research, data collection, and reporting as important federal functions.

## Here's How

1. Set national minimum State of Good Repair criteria for all modes and provide financial rewards and penalties for states and regions based on progress toward State of Good Repair objectives.
2. Establish a National Infrastructure Commission with the mission of identifying investments of national priority, focusing on multimodal intercity corridors of national significance, including a national intercity rail network and key freight corridors co-located where possible with electricity infrastructure.
3. Significantly enlarge the funding made available for public transit systems and for walking and bicycling facilities.
4. Provide direct incentives and support for creation of transit oriented development districts around corridor transit stations, with bonuses given for preservation and creation of mixed-income housing.





5. Develop an expanded, consistently-funded transportation research program that improves our ability to address the challenges identified in this platform and our ability to achieve National Transportation Objectives, specifically data related to use and safety of bicycle and pedestrian facilities.
6. Ensure that any consolidation and reorganization of program funding categories supports the objectives and priorities of this platform and includes creation of a multimodal metropolitan mobility program empowering local and regional entities to make investments that strengthen their cities and improves their sustainability and economic competitiveness.

## Basis For These Proposals

### ECONOMIC COMPETITIVENESS

Many nations are rapidly developing 21st Century transportation systems that are energy efficient and climate friendly. In today's global economy, America's reliance on a petroleum-based transport system represents a serious competitive disadvantage. To remain competitive, we need high speed passenger rail connections between our cities, convenient commuting systems that are not petroleum-dependent and are more resilient to fluctuations in energy costs, more efficient, less polluting ports, and improved intercity rail freight capacity.

We need intercity passenger rail systems to alleviate capacity and cost issues of air travel and to reduce reliance on auto travel in congested intercity corridors. We need expanded rail freight systems to improve our physical distribution efficiency and to mitigate further growth in truck volumes on rural interstates. We need modern urban transit systems to reduce the amounts that households and businesses spend on gas to get to work and to deliver needed goods and materials.

America's transportation system is still organized to serve a 20th Century industrial economy. Without smart, strategic investments in modern transportation systems, America will be supplanted as the world's most productive economy.

### MAINTAINING AND IMPROVING INFRASTRUCTURE.

The nation's transportation assets are deteriorating. The need to bring our existing transportation system to a state of good repair and stabilize the condition our surface transportation system has been well documented and has been dramatized for the public by high-profile facility collapses. This need spans all modes, affecting not only highways, but public transit as well.

However, we are making little progress toward more responsible management of these essential assets. This challenge is compounded by the fact that in many states and regions, aggressive roadway expansion continues, increasing our exposure to future maintenance and repair costs. This has prompted a few states, including New Jersey, Michigan, and Massachusetts, to adopt "fix-it-first" laws in an attempt to step into the policy vacuum and address this need in the absence of federal direction. Our nation will not be able to compete in a global economy if our basic transportation infrastructure is not maintained or if we continue to pour our transportation investments into low-yield exurban expansion.

### FREIGHT

Interstate and international commerce have always been critical elements in U.S. economic strength. Over the last few decades, the development of globalized, trade-dependent supply chains has led to substantial growth in the demand for efficient, long-distance freight movement. Our investment in

the efficiency and capacity of our freight infrastructure has lagged behind this demand. Now, we are faced with the additional challenge that our interstate freight networks are almost entirely dependent on petroleum and face steep increases in the cost of fuel that we are unprepared to address. Urgent freight transportation needs include efficient connections from ports to national freight corridors, new intermodal facilities to transfer between rail and truck, and expansion of cross-country rail freight mainlines, which provide an essential alternative to less efficient, oil-dependent motor trucks. (While rail freight movement consumes energy, too, it is far more energy efficient than truck freight for longer distance movement.) In many states, the largest single source of growth in Greenhouse Gas (GHG) emissions will be growing truck traffic, which is expected to double by 2035. We need to manage this demand and reduce emissions while keeping our economy moving.

Strategic design and intelligent transportation technologies have been underutilized in addressing chokepoints in key freight corridors. Freight is given little priority in regional planning and management of transportation corridors. Energy efficient modes of freight, such as rail and barge, have received less attention and funding in the federal transportation program. As energy prices rise these deficiencies are hampering our economic prospects.

### ENVIRONMENTAL JUSTICE

Historically, low-income and minority communities across the country have been damaged by highway, freight facilities, and other investments in which they had little voice. Transportation projects have disproportionately benefited some and burdened others, often along race and income lines. Many transportation projects and plans are still developed without meaningful involvement of affected communities, leading to projects that detract from quality of life, public health, safety, and personal mobility. This isolates them from economic opportunity.

This is more than an equity issue. The strongest economies are those that open the doors of opportunity wide to all people. To compete effectively in a global economy, we must renew our commitment to egalitarian access to the benefits of a national transportation program.

### GREEN JOBS

The construction, maintenance, and operation of transportation services and facilities comprise a large and growing component of the American economy. While the federal transportation program has been seen, in part, as a jobs bill, there has been little or no strategic thinking about creating sustainable jobs that reflect modern energy efficiency and climate change realities.

Investments in transit expansion projects can reduce per capita carbon emissions and create jobs. Transit projects generate 19 percent more jobs per dollar spent than highway construction projects, according to *Setting the Record Straight* (2004), published by the Surface Transportation Policy Partnership. A modern – 21st Century – transportation program would create professional jobs in software engineering; electronic and digital systems design; transit facility and equipment design; and communication systems operation and maintenance; as well as a wide range of jobs in transit facility and equipment maintenance and operations; and road and street maintenance.

# Transportation, Energy And Climate

**WE BELIEVE:** *A core mission of the national transportation program should be to reduce the amount households and businesses spend on transportation, reduce the nation's dependence on oil and reduce greenhouse gas emissions.*

## Objectives

- Mitigate the impact of volatile energy costs and increasing commute burdens on families by reducing the inherent necessity of motor vehicle travel for access to jobs, education, shopping, and recreation.
- Reduce our reliance on petroleum products for transportation to no more than 20% by 2050 (from more than 95% today).
- Make a significant contribution to achievement of the nation's climate change objectives through transportation program reform. Assume a world

leadership role in addressing climate change by reducing greenhouse gas emissions from the transportation sector to 20% below 1990 levels by 2020 and to 80% below 1990 levels by 2050.

- Increase access for households of all incomes to decent, affordable housing near public transit, job centers and other locations that facilitate reductions in transportation costs.

## Here's How

1. Significantly increase the share of federal, state, and local investment in public transit systems and in walking and biking facilities by increasing the funding available for those modes, by erasing the barriers to transit capital projects inherent in current federal rules and procedures, and by placing all modes on an equal footing in terms of federal cost participation ratios.
2. Establish incentives to ensure that sufficient state and local transit operating and maintenance funds will be available to operate current services and to support proposed service expansions.
3. Set national transportation energy use and greenhouse gas emission reduction objectives. Allocate transportation energy use and GHG reduction targets to states and metro regions. Implement funding rewards and penalties for states and regions that fail to make progress toward their share of the transportation energy use and GHG emission reduction objectives.
4. Target transportation investments to support convenient, complete, and inclusive communities with a mix of housing types and incomes, where necessities and amenities are close by, and people can walk, bike, ride transit and drive.



5. Increase funding incentives for transportation policy innovations such as mixed-income, transit-oriented development, car/bike sharing, parking cash out, congestion pricing, complete streets retrofits, technological improvements, pay-only-when you drive insurance, transportation-efficient neighborhoods and developments, and other state and local programs that reduce: the burden on the transportation system; oil consumption; and greenhouse gas emissions.
6. Develop strong program funding incentives for jurisdictions to increase the availability of affordable homes to families with a mix of incomes near public transit stops and job centers.
7. Monitor the cost burdens of direct transportation user fees — including transit fares, toll road tolls, and congestion pricing systems — on low and moderate income families to ensure such fee systems are affordable and equitable. When appropriate, require use of toll receipts to fund cross-modal investments to improve equity.

## Basis For These Proposals

### AFFORDABILITY

Americans spend about 20 percent of household budgets on transportation. For many working families that number is much higher, raising transportation above shelter as a percentage of household income. This situation is caused by limited availability of transportation choices and by sprawl, which make it difficult or impossible to reach school, work, and shopping without traveling long distances by car. While the need for “affordable housing” has received well-deserved attention, the fact is that achieving “affordable living” may be the more important objective, reflecting the combined burden of transportation and housing costs as a percentage of household income. For many working households the goal of affordable living is becoming less attainable as fuel prices and trip lengths increase.

### GREENHOUSE GAS EMISSIONS

Nationally, the transportation sector is responsible for one third of CO<sub>2</sub> emissions. In fact, transportation is our second largest and fastest growing source of greenhouse gases. Each second, America’s transportation system burns 6,300 gallons of oil, producing more CO<sub>2</sub> emissions than any other nation’s entire economy except China.

Transportation sector CO<sub>2</sub> emissions are a function of fuel efficiency, fuel carbon content, and vehicle miles of travel (VMT). Federal and state energy and climate policy initiatives have focused almost exclusively on technological advances in vehicles and fuels, the first two factors. However, we must also address VMT growth or we will not succeed at limiting greenhouse gas emissions to levels required to avoid unacceptable climate change.

### VMT GROWTH

Since 1980, the annual miles driven by Americans have grown three times faster than the U.S. population and almost twice as fast as vehicle registrations. If this trend were to continue, VMT would increase by 60 percent from 2005 to 2030, overwhelming the GHG reductions generated by increases in fleet efficiency. Targets set by the scientific community for reducing GHG emissions by 60 to 80 percent relative to 1990

by 2050 will require significant reductions in the rate of VMT growth in the U.S. in order to avoid the most catastrophic impacts of climate change.

However, VMT trends are now being affected by fuel prices and related economic trends. While vehicular travel continues to grow throughout the Sunbelt, in the Southwest, and on the West Coast, it has slowed or halted in many Midwestern and Eastern states. Overall, the nation has seen two consecutive years of annual VMT decline (2006 and 2007) – the first since the end of World War II. For the nation's fastest growing states – California, Arizona, Texas and Florida – managing VMT growth will continue to be an urgent need. Other states will face a policy conundrum as they try to determine whether to view recent VMT declines as an opportunity to pull back from costly highway capacity expansion, or as a temporary "dip" in the long term trend.

## ENERGY SECURITY

Over 95 percent of U.S. transportation energy is petroleum-based and 60 percent of that is imported. Our dependence on foreign oil compromises our security as a nation: by sending vast amounts of money to foreign nations, some of which are hostile; by making us vulnerable to volatile energy prices that may be the result of artificial constraints on production; and by forcing us to use military force/engagement to protect our access to oil.

Growth in transportation sector energy demand due to sprawl and the resulting growth in VMT also threatens our energy independence and poses a national security threat. Rising fuel costs are affecting the U.S. economy in ways that go far beyond the pump price of gasoline.

As petroleum costs continue upward, driven to a significant degree by an inefficient, oil-dependent transportation system, the direct economic impacts at the household level include:

- Loss of jobs and increasing unemployment;
- Lower disposable personal income;
- Higher costs for household basics;
- Reduced per capita consumption expenditures, and
- Reduced personal savings.

These effects generate secondary impacts that reverberate throughout the economy, affecting the availability of money for capital investment, the ability of households to buy and make payments on homes and other real estate, and the strength of the U.S. dollar vis-à-vis foreign currencies.

Higher fuel costs are increasing cost of freight transportation, thereby increasing the cost of all retail products. The U.S. independent trucking industry is currently in decline due to the effects of higher fuel costs on small truckers and their inability to charge higher freight costs in a weak economy. Many small trucking companies are simply parking their trucks, unable to stay in business.

These impacts are compounded for public transit providers because their fuel costs are increasing at the same time that demand for transit service is growing rapidly. According to the American Public Transit Association, 85% of transit providers are currently experiencing capacity issues as ridership grows and 91% are unable to meet that demand due to limited budgets. Even more troubling is the fact that more than one-third of transit service providers are being forced to consider service cuts, as a result of increased operating expenses – even as demand is increasing.



# Transportation Drives Development

**WE BELIEVE:** *The national transportation program should support land use patterns that create vibrant places with transportation opportunities for all Americans.*

## Objectives

- Foster land use patterns that can be served efficiently and sustainably by well-planned national, regional, and local transportation networks.
- Establish as national policy the principle that land use and transportation must be planned in a coordinated, integrated manner – at the state, regional, and local levels of governance.
- End the federal subsidization of sprawl and replace it with a commitment to transportation investments that

support compact, mixed use, mixed-income development patterns.

- Become an active partner with the nation's cities and counties in the redevelopment of our metropolitan regions by making urban renaissance an explicit national objective of the national transportation program.
- Invest in transportation choices for rural America that improve economic opportunity, quality of-life, and help prevent the conversion of rural lands to low-density suburban development.

## Here's How

1. Create a transit-oriented development tax credit to support and accelerate development of compact, mixed use, mixed income development around rail and other high-capacity transit stations.
2. Increase local flexibility and self-determination by removing barriers to use of federal transportation funds for investments in land use and local infrastructure that reduce VMT.
3. Use federal funds to leverage and invest directly in projects that bring destination land uses, (schools, groceries, health care services, etc.) to transit centers and neighborhoods as part of a comprehensive local accessibility strategy.
4. Develop technical assistance and guidelines for the routine forecasting and evaluation of the impacts of transportation investments on development patterns, including infill, redevelopment, compact urban development, and sprawl.
5. Establish national minimum guidelines for coordinating state and metropolitan transportation planning with other planning processes to ensure integration of land use and transportation activities resulting in more compact, mixed-income communities served by transit.
6. Require the use of scenario planning techniques in the development of future Long Range Transportation plans, similar to Envision Utah or the Sacramento Blueprint. This effort must engage the public and analyze growth, demographics, climate impacts, air and water quality, energy, and other trends while fulfilling the National Transportation Objectives as they are realized at the local level.





7. Encourage the use of federal funds to replace the overly-large, harsh, and utilitarian roads and freeways inherited from the suburban era, by investing in the redesign and retrofitting of a new generation of "great streets" benefiting and adding value to the neighborhoods and communities they serve.
8. Support locally-appropriate decision-making and development strategies by empowering regional transportation planning entities. Increase their capacity and decision-making authority and allow for direct allocation of federal funds to support their programs.

## SPRAWL

Much of our growth in VMT is non-productive, characterized by an increase in driving without a corresponding increase in access to destinations. This has been caused by inexorable expansion of disconnected land use patterns that require more driving. Across the U.S., land was consumed for development at three times the rate of population growth between 1982 and 2002. Sprawl has the strongest influence on VMT per person – more than population growth, changing demographics, or increases in per capita income.

More than 60% of the growth in driving and associated energy consumption is due to land use patterns of single uses served by a disconnected road network, as documented in *Growing Cooler: The Evidence on Urban Development and Climate Change* (Ewing et al. 2007). American households are spending more on transportation as part of their household budget due to the necessity in much of the country to own vehicles and drive, rather than walk, ride a bike, or take public transit. Sprawl is costly financially, environmentally, and from a public health perspective. Sprawl is unsustainable as we move to limit greenhouse gas emissions; it is associated with increased polluted storm water runoff, flooding, and increased water treatment costs. Auto-oriented communities that don't provide safe active living opportunities are associated with increased levels of obesity; air pollution resulting from increased VMT in these communities threatens respiratory health, particularly for our seniors and children.

## Basis For These Proposals

For many years, in the face of steadily rising housing costs, many working Americans adapted by finding homes farther and farther out from developed areas – an effect known as "drive 'till you qualify." That trend now has placed thousands and thousands of households in danger as higher pump prices for gasoline, combined with a weaker economy and higher unemployment rates, threaten their ability to make mortgage payments.

## TRAFFIC CONGESTION

For the past two decades, transportation policy making and transportation planning have been narrowly focused on traffic congestion. Previous surface transportation bills have called for "managing," "reducing," or "alleviating" congestion. Despite significant investment, congestion is worse than ever.

Congestion is an issue for many Americans. As a result of sprawl and increased driving, congestion in our nation's metropolitan areas is bad and getting worse, wasting fuel and time, and impairing economic vitality.

Further, only a small portion of the U.S. population is able to avoid congestion completely by taking public transit, walking, or riding a bike.

However, the congestion problem has been oversimplified. Land development patterns and transportation interact with each other in complex ways. When new roadway capacity is built to reduce congestion, it has the unintended effect of encouraging low density development of outlying areas, which in turn produces more traffic. Research has shown that much of the capacity of new or expanded roadways is consumed, not by the traffic for which they were planned, but by new traffic produced by sprawling development.

The expenditure of trillions of dollars in the U.S. over the life of the modern highway program has added many thousands of miles of new roadway lanes. But this has not alleviated congestion. The metropolitan regions with the most aggressive freeway construction programs — Los Angeles, Phoenix, and Houston, among others — have not been able to reduce per capita annual delay. Today, these same regions are engaged in aggressive plans to build public transit systems to give citizens the choice to opt out of congestion. Our policies have built vast roadway systems with vast amounts of traffic across ever-expanding urban regions. Unfortunately, these policies have also increased congestion.

### POPULATION GROWTH AND DEMOGRAPHIC TRENDS

The nation's population is forecast to increase by 40 percent over the first half of the 21st Century to a total of 420 million, leading to significantly heightened demands on an already burdened transportation system. At the same time, related demographic trends — aging and retirement of the Baby Boomers, rise of small and non-traditional households — will significantly increase demand for new housing located in compact mixed use areas in our cities, suburbs, and towns — already a large and underserved market. Our population will be older and demographers anticipate that aging Baby Boomers will drive less than their younger counterparts, though more than the 65 and over population drive today. In studies, many older people say they fear health problems that will make them unable to drive because that would mean they would have to move from their homes and neighborhoods. Many communities have been built without provisions for older people to age in place — getting to the store, healthcare facilities, family, and friends with ease without being required to drive.

### ENVIRONMENTAL PROTECTION

Roads and streets represent massive infrastructure systems affecting vast areas of the American landscape. These facilities and the traffic they carry put pressure on our natural resources and our human environment.

Transportation's adverse impacts on water quality, air quality, wildlife habitat, and migration corridors, along with many other effects, are acknowledged and much studied. However, while environmental laws and regulations have grown greatly over the past 50 years, the harms of transportation on our environment threaten our access to safe and sufficient water, impair public health, and degrade our natural resources.

While federal legislation has done much to mitigate environmental degradation, the benefits of these efforts — especially in air quality and water quality — are gradually being consumed by fast growth in motor vehicle traffic and in the facilities that carry it. Roads are a prime and largely unmitigated source of polluted storm water runoff, carrying metals, oil, and other pollutants into streams, rivers, and lakes — our drinking water supply.

# Public Health And Safety

**WE BELIEVE:** *The national transportation program should improve public health and safety.*

## Objectives

- Reduce the number of serious injuries and loss of life on our nation's streets and highways for motorized and nonmotorized travel.
- Ensure that both immediate and long-term public health issues, including obesity and respiratory disease, are

addressed in transportation investment decision making.

- Invest in transportation initiatives that improve the health and safety of our children.
- Expand transportation programs that offer options to the elderly and disabled so that driving is not the only option available in their communities.
- Make safe, convenient walking and bicycling the cornerstones of a higher quality of life in communities and neighborhoods and encourage a shift of short trips to these modes.
- Expand public transit and mixed-income transit-oriented development to improve access to health care and reduce time and environmental pollution associated with high daily per capita VMT.

## Here's How

1. Set specific national targets for health and safety improvement, particularly in walking and bicycling, as part of the National Transportation Objectives.
2. Revise the current Safety Program to better reflect the risks to bicyclists and pedestrians; and increase the level of commitment to Safe Routes to School.
3. Make Active Transportation a mandatory design and project eligibility criterion for all national transportation programs.
4. Formalize Context Sensitive Design and Solutions as required elements of program and project development. Provide updated design guidance for well-connected, sustainable street design.
5. Make Health Impact Assessments (HIAs) mandatory evaluation elements of transportation environmental impact statements and environmental assessments; account for direct and indirect economic impacts of health burdens and benefits.
6. Increase the funding for paratransit and other specialized services for the elderly and disabled that improve their access to services and local destinations.



7. Reduce and mitigate the health impacts associated with the location of highways, diesel rail lines, and freight facilities near residential areas.
8. Revise the air quality "conformity" provisions and the Congestion Mitigation and Air Quality (CMAQ) program to improve efficacy in selecting better projects.

## Basis For The Proposals

### PUBLIC HEALTH

Increased reliance on autos as the primary mode of transportation contributes to a host of negative health impacts in addition to the immediate health and economic consequences of traffic crashes. These impacts include increased incidence of injury as well as chronic conditions such as obesity, cardiovascular disease, diabetes, asthma, and lung disease, among others. Two principal factors are at work here.

First, the trend toward built environments that are dominated by large streets and heavy traffic has discouraged active living in most of our neighborhoods. People (especially children) do not walk or bicycle as much as they did thirty years ago. Research over the past decade has confirmed that the way we have been building our neighborhoods, business districts, and schools is reducing our physical activity, and that in turn is adversely affecting our health. The same infrastructure that promotes sedentary behavior has been linked to increased bicyclist and pedestrian injuries.

Second, increased traffic is harming public health by exposing people to high levels of air pollution. For example, people who suffer from asthma and live near heavy vehicular traffic are nearly three times more likely to visit the emergency department or be hospitalized for their condition than those with less traffic exposure. Moreover, living in areas exposed to heavy traffic is a burden borne disproportionately by people in low income, under-served communities and by communities of color.

This is a critical economic issue. Annual health care costs in the U.S. total \$2 trillion. Health care costs are a leading cause of bankruptcy for individuals and families. The chronic diseases that drive these statistics are directly affected by transportation and land use decisions and could be mitigated by active living, improvements in air quality, and improvements in traffic safety. Obesity-related health care costs account for as much as 25% of the increase in health care costs since 1988. Transportation policies that increase walking and bicycling will reduce obesity, and as a result, health care costs.

### SAFETY

Traffic crashes take a significant toll on Americans. Over the last two decades, traffic deaths have hovered around 41,000 per year, about 5,000 of whom are bicyclists or pedestrians. Motor vehicle crashes are the leading cause of death for Americans aged three to 33 and 2.5 million people are injured on our roads each year.

This toll affects our nation's economy. According to research conducted for the American Automobile Association (AAA), auto accidents cost each American more than \$1,000 a year. Traffic crashes in total cost the U.S. economy more than \$230 billion annually (a number which is now higher now, since this figure is from 2002).

We have taken major strides nationally to improve traffic safety. Drunk driving laws, driver education programs, increased law enforcement, airbags, laws for primary seat belts, and child passenger safety are just a few of the positive steps taken. However, we have not yet seriously addressed the relationship between traffic volume, traffic speed, vehicle miles traveled, and motor vehicle crashes, injuries, and deaths.

# Funding A 21st Century Transportation System

**WE BELIEVE:** *New or increased revenue sources for the federal national transportation program should be equitable, consistent with national goals, and sustainable over the long term.*

## Objectives

- Develop revenue sources sufficient to fund the levels of investment called for in this Platform.
- Choose long term revenue sources that are not dependent on petroleum consumption and reinforce the nation's energy, climate change, and economic goals.
- Allocate the financial burden of new or increased revenues equitably across income groups.
- Ensure that revenue sources reward energy

efficiency, are closely linked with actual transportation system use, and allocate user costs fairly across modes and vehicle types.

- Involve the private sector in transportation funding in a responsible manner that ensures long term public benefit and protects public assets.

## Here's How

1. Require a direct connection between support for new revenue sources and the priorities called for in this Platform: development of modern urban transit systems; development of an intercity rail passenger system; and redirection of the roads and streets programs into "state of good repair." Do not allow a general across-the-board increase in transportation funding that continues the single mode, highway-only orientation inherent in the national transportation program over the past 50 years.
2. Use fuel tax increases as interim stopgap measures only. Begin setting the stage for a new set of sustainable and equitable funding sources. Consider the potential for a national VMT tax as a key long term basis for funding surface transportation by requiring appropriate equipment in new vehicles and service station fueling devices and by funding continuing technical research and development with the intent that a VMT tax potentially could be implemented in the next update of surface transportation authorization legislation.
3. Dedicate an amount of revenues equal to that portion of the proceeds from a national cap and trade system or a carbon tax that are derived from mobile surface transportation sources back to the national transportation program to be used to invest in public transit, intercity passenger rail and other projects that improve low-carbon means of travel as well as for use in improving vehicle technologies to reduce carbon emissions.





4. Establish a National Infrastructure and Transportation Bank to monetize tax increment financing and private sector value capture benefits for capital improvements.
5. Evaluate and mitigate as necessary the burden of transportation costs on low- and moderate-income families to ensure they have access to convenient and affordable transportation options.
6. Provide clear guidance for public-private partnerships (PPP), including toll facilities, congestion pricing systems, turnkey projects, and privatization of public infrastructure. Require that PPP business deals conform to the following principles:
  - Ensure complete transparency of all business deals and an open public review process;
  - Retain public control over decisions about transportation planning and management;
  - Guarantee fair value so that facilities and future toll revenues are not sold off at a discount;
  - Protect the public interest in location efficient development patterns, in reducing greenhouse gas emissions, and in protecting the environment; and,
  - Ensure full political accountability for outcomes.

## Basis For These Proposals

### TRANSPORTATION REVENUE SOURCES

Motor fuel taxes have been the principal source of highway funding for the last 80 years, although other revenue sources are prominent in the funding of local roads and transit.

As fuel prices have rapidly escalated since 2006, the US has begun to see the first sustained decline in national daily vehicle miles of travel (VMT) since before World War II. This has aggravated a problem that was already anticipated: receipts to the Federal Highway Trust Fund have not been enough to support the contract obligations authorized by Congress through SAFETEA-LU and recent appropriations bills.

Now, with VMT below forecast, fuel tax revenues are even lower than expected, with the result that the gap between authorization levels and income has arrived sooner and in greater magnitude than originally forecast. In September 2008, Congress made an emergency appropriation of \$8 billion from general funds to keep the Highway Trust Fund solvent through the end of calendar year 2008.

Whether this is a long term trend or not is difficult to predict. There is assuredly some amount of elasticity of motor vehicle travel in relation to gas prices, but in the past Americans have tended to increase their driving again once the initial "sticker shock" has passed. In the present case, however, it is also difficult to predict what will happen with future fuel prices. The underlying forces driving petroleum prices higher – economic growth in China, India, and Third World nations, coupled with a leveling off of growth in worldwide petroleum production capacity – are not going to go away. A world recession could slow the trend but will not likely reverse it.

A national transportation program that is dependent on petroleum consumption is a bad idea for many reasons. The original concept of the fuel tax as a user fee dedicated to road construction will be increasingly out-of-date in the 21st Century as the nation's national transportation program becomes more multimodal, with a new emphasis on investments in urban rail transit and intercity high speed rail. Over-reliance on fuel taxes also makes the national transportation program dependent on growth in petroleum consumption with the attendant economic, national security, and climate change issues.

Continued reliance on increases in fuel purchases to grow revenue for transportation system investments is no longer good policy. Congress should begin the process of replacing the fuel tax with more sustainable revenue sources.





## Together We Can Chart a New Course for America . . . and There's No Time to Lose

WE CAN NO LONGER AFFORD to squander precious transportation dollars as though we are expecting a permanent return to cheap gasoline. We need to build a 21st Century transportation system that reduces our vulnerability to oil shocks and price increases while making our economy stronger, our households wealthier and our climate safer.

In the coming year, Transportation for America will mobilize our constituents, galvanize public support and work with lawmakers to rethink the way we build our country's infrastructure and communities. With your support, we can convince the President and Congress to put us on the right path by committing to a bold plan that guarantees our transportation investments produce the best returns for our economy, our pocketbooks, our communities, and our environment.

Join our coalition and learn more by visiting  
**[www.t4america.org](http://www.t4america.org)**,  
or contact Ilana Preuss at  
**[ilana.preuss@t4america.org](mailto:ilana.preuss@t4america.org)**

To become a partner in the campaign, please download the partnership form at  
**<http://t4america.org/partnership>**





## Transportation for America Campaign – Become a Partner Today!

### Who We Are

Transportation for America is a growing and diverse coalition of elected officials, business leaders, local advocates, national organizations, and citizens from across the country. We are focused creating a national transportation program that will take America into the 21<sup>st</sup> century by building modernized infrastructure and healthy communities where people can live, work and play

### Why We Need Your Support

With high gas prices, rising concern about oil dependency, and wasted economic opportunity due to inadequate railways, roads and highways, and other infrastructure, we have a unique opportunity to pass transportation reform in 2009 that will help move America forward.

The Transportation for America campaign seeks to align our national, state, and local transportation policies with an array of issues – economic opportunity, climate change, energy security, health, housing and community development – that will play a key role in strengthening our nation's foundation and give families and individuals greater, more appealing options. We may come from different backgrounds, live in different communities, and find different ways to get around. Yet we can agree that:

- *Our future security, economic success and personal as well as planetary health require us to reduce our dependence on oil.*
- *Everyone living in America — whether in its urban centers or rural heartland — deserves to have ample and affordable options for living and commuting.*
- *All of us want to live in accessible, fair, and environmentally sustainable communities.*
- *Government — federal, state and local — should spend **our** money in a way that addresses the needs of all citizens.*

### Roles of Partners

All Transportation for America partners endorse the Transportation for America platform. They may also:

- Provide media commentary, public remarks, or help to generate media coverage in support of the campaign.
- Recruit additional campaign partners.
- Support local, state and national campaign calls to action.
- Support state partners' transportation campaign efforts that are consistent with the Transportation for America platform.
- Support and call for the Transportation for America platform as the goal for transportation legislation at the national, state and local scales.
- Share contact information generated in collaboration with Transportation for America.
- Disseminate the platform message on the campaign's behalf to relevant organizations.
- Dedicate significant staff or financial resources to engaging directly in the planning and execution of central Transportation for America strategy or tactics.

### Benefits for Partners:

- Connection to a bold and diverse campaign for change.
- Use of the Transportation for America logo and communications materials in promoting the campaign platform and calls to action, including template media materials.
- Participation in earned and paid media that ties partner organizations' work to a unified campaign effort.

- Access to shared internet advocacy tools, campaign web materials, trainings, and organizer support.
- Possible financial support to hire state organizers to advocate for critical elements of the Transportation for America campaign platform, or support state transportation campaigns.
- Possible invitation to participate in the Transportation for America working groups to direct the national communications, outreach, legislative, and policy strategies.

*Note: Priority funding for campaign organizers and working group representation will be given to the organizations or networks with the deepest commitment to Transportation for America, and the locations best suited to support legislative reform.*

### **Transportation for America Campaign Endorsement Form**

**YES**, we support the goals of the campaign and would like to become a campaign partner. Please include our organization or business as part of Transportation for America, the national coalition to reform transportation policy that will take America into the 21<sup>st</sup> century.

Organization/Business/Elected Official's Name:

Point of Contact:

Title:

Address:

City:

State: \_\_\_\_

Zip:

Telephone:

Fax:

Email:

Website (we will link to this url):

**YES**, as a Transportation for America campaign partner we will commit to the following:

- ☐ Educate public officials about the goals of the Transportation for America Campaign.
- ☐ Include Transportation for America materials in mailings or emails to our members and networks.
- ☐ Include a link to the Transportation for America website on our website.
- ☐ Include an article about Transportation for America in our upcoming newsletter.
- ☐ Commit a staff person/volunteer/intern to help support the campaign.
- ☐ Recruit other organizations to sign on as a Transportation for America Partner.
- ☐ Help generate media coverage for the Transportation for America Campaign.
- ☐ Recruit people for advocacy, media opportunities, events, and other activism.
- ☐ Other

**Our partners may engage in Transportation For America in many ways!**

**Send your completed partner form to [outreach@t4america.org](mailto:outreach@t4america.org).**

For more information on how to get involved in the Transportation for America Campaign go to [www.t4america.org](http://www.t4america.org) or contact Ilana Preuss at [ilana.preuss@t4america.org](mailto:ilana.preuss@t4america.org).



December 16, 2009  
NCTPA Agenda Item 9.1  
Continued From: New  
**Action Requested: Approve**

## **NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY Board Agenda Letter**

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**TO:** Board of Directors  
**FROM:** Paul W. Price, Executive Director  
**REPORT BY:** Tom Roberts, Manager of Planning and Programming  
(707) 259-8782 / Email: [troberts@nctpa.net](mailto:troberts@nctpa.net)  
**SUBJECT:** Update on Transit Project Funding and Tracking

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### **RECOMMENDATION**

That the NCTPA Board receive and file a report on the status of various transit projects.

### **EXECUTIVE SUMMARY**

NCTPA receives and leverages a variety of state, federal and local funding sources to facilitate a range of transportation projects. The nature and scope of these undertakings vary, from the purchase of vehicles to the operational support of special service routes. A myriad of funding streams, each governed by a host of regulations, are often combined to support a specific project. In addition, the nature of some initiatives causes projects to cross multiple fiscal years.

Staff is presenting for the Board's review a brief summary of upcoming transit projects along with a matrix that agency personnel utilize to track and differentiate respective project funding streams.

### **FINANCIAL IMPACT**

Is there a Fiscal Impact? No.

### **CEQA REQUIREMENTS**

The proposed action is not a project as defined in Section 15378 of the CEQA Guidelines, which define a project as an action, which has the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change. Accordingly, no additional CEQA review is required at this time.

## **BACKGROUND AND DISCUSSION**

From competitive grants to formula funds, NCTPA attempts to secure financial support from an array of funding streams in order to bring to fruition a variety of transit projects. Beyond the basic operation of core transit services, between 2010 and 2011 the agency plans to tap ten different revenue streams to support nine projects totaling over \$7,800,000. It should be noted that while the necessary claims and/or applications associated with these projects have been submitted, not all funding is guaranteed.

The Transit Project Funding Matrix shows each specific project, its anticipated delivery date, funding status, and the composition of its respective project funding. A brief narrative of the scope of each project appears below.

### **A. City of Napa and Unincorporated County Passenger Amenities**

Project Cost: \$222,751  
Project Delivery: 2010  
Funding Sources: FTA 5307, TDA, Prop. 1B Lifeline  
Funding Status: Prop 1B Lifeline funds are pending approval

The project envisions the installation of 14 new bus shelters and 21 new benches at locations within the City of Napa. In addition, 21 locations in the unincorporated County would receive iStops with seating.

### **B. Local Jurisdiction Passenger Amenities**

Project Cost: \$387,451  
Project Delivery: 2010  
Funding Sources: TDA, STA Lifeline  
Funding Status: All funding has been secured

The project designates funding for the upgrade of shelters and related passenger amenities in the cities of St. Helena, American Canyon, Calistoga, and the Town of Yountville.

### **C. 3 VINE Go Vans**

Project Cost: \$245,815  
Project Delivery: 2010  
Funding Sources: Prop. 1B Small Op., Prop. 1B Rev. Based, STA Regional Paratransit  
Funding Status: Proposition 1B funds are pending approval

The project replaces three aging VINE Go paratransit vehicles



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D. 4 Vehicles: (2 Calistoga, 2 St. Helena)

Project Cost: \$356,978  
Project Delivery: 2011  
Funding Sources: FTA 5311, TDA  
Funding Status: FTA 5311 is a competitive grant process

The agency is in the process of submitting an application for the state-wide competition to secure funding to replace vehicles dedicated to the Calistoga and St. Helena transit services. Awards will be made no later than June 2010.

E. 4 Vine Buses

Project Cost: \$2,418,061  
Project Delivery: 2010  
Funding Sources: ARRA, TDA, STA Small Ops.  
Funding Status: All Funding Secure

Funds will purchase four hybrid gasoline/electric buses.

F. 4 Vine Buses

Project Cost: \$2,541,045  
Project Delivery: 2011  
Funding Sources: FTA 5307 (2006/07 funds), TDA  
Funding Status: Application for 2006/07 funds must be submitted in August 2010

Funds will purchase four hybrid buses.

G. Trancas Park & Ride Lot

Project Cost: \$1,586,957  
Project Delivery: 2010  
Funding Sources: FTA 5307, ARRA, TDA, STA Lifeline  
Funding Status: All Funding Secure

A multi-modal Park and Ride facility will be constructed.

H. Augment Route 11

Project Cost: \$88,360  
Project Delivery: 2009/10  
Funding Sources: One-time STA Lifeline, TDA  
Funding Status: One-time STA Lifeline funds pending approval

At the direction of the Board, staff sought funds to continue the operation of Route 11 through the end of the 2009/10 fiscal year.

**I. Two-Way Radio Equipment**

Project Cost: \$33,075  
Project Delivery: 2010  
Funding Sources: Federal 5311, TDA  
Funding Status: All funding secure

Vine-Go vehicles experience significant communication dead zones in up-valley areas. This equipment upgrades communication equipment to eliminate the problem.

**SUPPORTING DOCUMENTS**

None.



December 16, 2009  
Agenda Item 10.1  
Continued From: November 2009  
**Action Requested: APPROVE**

## **NAPA COUNTY TRANSPORTATION AND PLANNING AGENCY Board Agenda Letter**

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**TO:** Board of Directors  
**FROM:** Paul W. Price, Executive Director  
**REPORT BY:** Eliot Hurwitz, Program Manager – Transportation and Land Use  
(707) 259-8782 / Email: [ehurwitz@nctpa.net](mailto:ehurwitz@nctpa.net)  
**SUBJECT:** Climate Protection Action Plan

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### **RECOMMENDATION**

That the NCTPA Board adopt the Draft Framework and release for public comment and give guidance to staff on further steps.

### **EXECUTIVE SUMMARY**

The Napa Countywide Climate Protection program is a coordinated effort of all six Napa jurisdictions, funded via a grant obtained by NCTPA from the Bay Area Air Quality Management District and augmented by additional funding from the Community Foundation of Napa Valley. These grants have enabled the establishment of a "Climate Protection Circuit Rider" program to provide assistance to all Napa jurisdictions in conducting greenhouse gas (GHG) emission inventories, setting reduction targets, and developing preliminary action plans to meet those targets.

The initial GHG footprint assessments were completed earlier this year and have been presented to the NCTPA Board as well as to some elected councils. A Draft Climate Action Framework has been developed cooperatively by all the jurisdictions over several months of discussion and includes a set of actions common to all. Next steps include public comment on the draft as well as consideration of additional, more detailed planning, especially in the context of new CEQA guidelines being introduced early in 2010.

Simultaneous with this activity in Napa, there continues to be vigorous activity at the regional, state, national and international levels on the issue.

**FINANCIAL IMPACT**

Implementation of the various actions outlined in the Draft Climate Protection Framework will involve a wide range of potential costs both to government jurisdictions and to the community.

**CEQA REQUIREMENTS**

The proposed action is not a project as defined in Section 15378 of the CEQA Guidelines, which define a project as an action which has the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change. Accordingly, no additional CEQA review is required at this time.

**BACKGROUND AND DISCUSSION**

NCTPA takes up the issue of Global Warming/Climate Protection/Energy Efficiency at a time of increased awareness and activity in Napa, in California, the nation and the world. At a national level, the administration has signaled a change in national priorities, pledging to implement a national cap-and-trade program to reduce greenhouse gas emissions 80 percent by 2050 and to make the U.S. a "leader on climate change". The most recent scientific reports continue to emphasize the critical nature of the challenge.

Among a broad range of local initiatives are:

- The efforts of Sustainable Napa County which is working with the county's building and hospitality industries, among others, on energy efficiency and conservation programs
- The Napa Green Business Program, spearheaded by Napa County
- The "Napa Green" programs of the Napa Valley Vintners
- Other programs such as green building programs and ordinances.

Climate issues locally have been given particular urgency by the passage of the California Global Warming Solutions Act of 2006 (aka AB 32) which has mandated a reduction in statewide greenhouse gas emissions to 1990 levels by 2020 (equivalent to a 15% reduction from 2005 levels) with further aggressive reduction targets by 2050. On a parallel track, SB 375, signed into law a year ago mandates coordinated regionwide transportation/land use planning to reduce greenhouse gas emissions due to cars and light trucks.

Responding to the interests of local citizens and elected leadership, as well as in response to the anticipated, if still unspecified, requirements of SB 375 and AB32, and in order to provide assistance to our local jurisdictions in addressing climate protection issues, NCTPA successfully applied for a grant from the Bay Area Air Quality Management District to support a "Climate Protection Circuit Rider for Napa County."

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To fulfill this grant NCTPA executed a contract with MIG, who has provided Mr. Steve Kokotas to serve as the Napa County Circuit Rider. The Climate Protection Campaign organization, which did the principal work on the Sonoma County Climate Protection Action Plan, is a subconsultant to MIG. Mr. Kokotas has been in active dialog with representatives from each jurisdiction during this process and has held numerous meetings with staff in the Cities of Calistoga, St. Helena, Napa, American Canyon, the Town of Yountville and the County of Napa to discuss their local efforts to establish climate protection plans that include emissions from community sources and municipal operations. The first step of conducting GHG emission inventories for all jurisdictions was completed earlier this year.

Over the past several months, a preliminary draft list of actions has been developed to meet GHG reductions targets. These include actions common to all jurisdictions in the county as well as jurisdiction-specific actions. In addition, with support from the Community Foundation of Napa Valley, additional analysis of the actions is being performed by MIG which will provide some cost benefits comparison of the various proposed actions.

At its November meeting, the NCTPA Technical Advisory Committee (TAC) reviewed a first draft of the "Napa Countywide Community Climate Action Plan" and made numerous suggestions for its revision. The principal suggestion was made in the context of the expected new CEQA guidelines to be adopted in January 2010 that will give specific formal status to Climate Action Plans. TAC members emphasized the importance of having any actions proposed in formal plans be implementable by local governments. They suggested that the document be recast as a broad policy framework, with a comprehensive description of the issues involved and that the detailed actions proposed by each jurisdiction be included in a subsequent set of formal planning documents.

At the TAC's further request, NCTPA drafted an additional Scope of Work to develop such a coordinated set of more detailed, jurisdiction-specific documents that could serve each jurisdiction's needs for a project-level climate action plan that would be compatible with CEQA requirements. At its December meeting, TAC approved the revised Climate Action Framework and recommended that the Board adopt the draft and release it for public comment.

TAC also requested staff to seek Board guidance on further potential work. They outlined three potential avenues of approach based on the draft Climate Action Framework:

1. Each jurisdiction could seek independent assistance to develop their own CEQA compatible action plans. This has the advantage of allowing each jurisdiction to move at its own pace
2. NCTPA could coordinate a single work effort to draft action plans for all six jurisdictions. This may have the advantage of ending up with a consistent set of

recommendations, which would be of benefit to anyone looking to implement the plans' recommendations across the county.

3. NCTPA could continue to convene regular coordinating sessions (most likely adjunct to existing TAC meetings) to keep staff from all jurisdictions informed of all ongoing efforts and to share knowledge.

### **SUPPORTING DOCUMENTS**

Attachments: (1) Draft Countywide Action Framework: Executive Summary  
(2) Summary of Climate Protection Actions



draft

## napa countywide community climate action framework

### Executive Summary

**Board Review  
December 2009**



Napa County  
Transportation &  
Planning Agency

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*Support from the following made this plan possible:*

Bay Area Air Quality Management District (BAAQMD), Napa County Transportation and Planning Agency (NCTPA), Napa Valley Community Foundation, and the Cities of American Canyon, Calistoga, Napa, St. Helena, Yountville, and the County of Napa.

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## **Executive Summary**

### ***Our community, our future: the challenge of climate change***

Climate change is a major challenge for the 21st century. Scientific evidence increasingly shows that climate protection targets considered bold even a few years ago may now be inadequate: climate change is happening faster and on a broader scale than the world's scientists predicted just two years ago. Millions of people may experience the effects of climate change on public health, national and local economies, sea level rise and changing food, water and energy supplies.

No action—business as usual—is not an option under current State law. Although the regulatory environment is changing rapidly, it is likely that actions will be required by State Law at all levels of government.

This Community Climate Action Framework provides a consensus-based context for further more detailed planning efforts. It outlines a package of 53 actions that, when translated into locally specific programs and projects countywide, *will* help meet climate protection targets. This Policy Framework will be followed by locally appropriate implementation plans, designed for each jurisdiction, focusing on specific programs and projects.

Transforming our energy infrastructure from fossil fuels to renewables, using less energy overall, and generating less waste and fewer emissions will require a unity of purpose, innovation and commitment.

This Framework is based on a sound analytic process, uses internationally accepted greenhouse gas emissions (GHG) modeling, incorporates input from each of Napa's Cities, Town and the County, and is geared for swift implementation. Every action included met four criteria:

1. It is under local control
2. It will result in significant GHG emission reductions
3. It is cost-effective
4. It is politically feasible

Actions proposed in the Framework will pay for themselves in energy cost and other savings and are designed to promote an economy powered by more local, reliable energy; a healthier environment; healthier people; and a preserved natural environment. Attention has been given to the financial implications of the proposed actions, recognizing the significant fiscal challenges facing California communities today. This Framework has been developed to assist stakeholders in moving from planning to action, which will require the combined effort of residents, businesses, local government staff and elected officials in Napa County. These efforts will work along with vigorous actions, based on new and aggressive state legislation, being planned and underway statewide and in the Bay Area region. Communities across California are now assessing

the impact of local emissions and creating similar action plans and frameworks to address this urgent issue. The Napa County Community Climate Action Framework recognizes our connection to the larger community and our responsibility to our constituents.

## Background

The principle underlying GHG emission reduction targets—and climate protection in general—is meeting the goal dictated by current scientific evidence to ensure that human societies remain in balance with the abilities of natural systems to sustain them. The amount of carbon dioxide in the atmosphere is the best single indicator of the climate crisis—the higher the concentration of carbon dioxide, the more dire the climate crisis. The concentration is now 390 parts per million and must return to 350, according to leading scientists.

Prior to 2005, California communities had a harder task setting GHG emission reduction targets than they do now. In 2005 Governor Schwarzenegger established GHG emission reduction targets for the state. In 2006 the Governor reinforced the 1990 level by 2020 target by signing into law AB 32, the Global Warming Solutions Act.

GHG emissions inventories for Napa cities and the County, completed in March 2009 in cooperation with ICLEI staff, used 2005 as the baseline year. Also shown are 2020 emissions projections if we do nothing and simply continue business as usual. The next column in the table shows the amount of emissions Napa cities and the County need to reduce from projected “do nothing” levels to meet a 2020 GHG emissions target that matches the target established by the State. The last column gives the percentage reduction required to meet AB 32 goals: a 30% countywide reduction.

### GHG Emissions: 30% Reduction Countywide

	2005 Baseline	1990 Level (metric tons)	2020 “Do Nothing” forecast	Reduction Needed (tons)	% Reduction Needed
A. Canyon	91,449	77,732	152,393	74,662	49%
Calistoga	28,427	24,163	31,480	7,317	23%
City of Napa	455,062	386,803	544,572	157,769	29%
St. Helena	46,052	39,144	49,541	10,397	21%
Yountville	28,305	24,059	31,924	7,865	25%
Unincorporated	550,986	468,338	656,989	188,651	29%
<b>Total</b>	<b>1,200,281</b>	<b>1,020,239</b>	<b>1,466,900</b>	<b>446,661</b>	<b>30%</b>

*Note that the relatively high % reduction indicated for American Canyon is based on projected increases in GHG emissions due to increased traffic **through** the city as well as increased growth that balances reduced growth elsewhere in the County and the region. Specific local reduction goals, not mandated by state regulation, will be addressed by State and Regional regulations and plans being developed now.*

Climate change is primarily a global problem influenced by an array of interrelated factors, many of which are beyond the control of local communities. Climate change is also a local problem with serious local effects foreseen for the cities and County of

Napa. Local communities can also make changes that will contribute to the necessary global reduction of GHGs. Some of the possible local effects of climate change are described below.

**Sea Level Rise:** According to the San Francisco Bay Conservation and Development Commission (BCDC), the sea level in the Bay Area is expected to rise up to 55 inches during the next hundred years. BCDC's models illustrate that portions of Napa County, particularly along the Napa River, may be subject to increased flooding with just 16 inches of sea level rise.

**Agriculture:** Climate change is projected to have significant impacts on conditions affecting agriculture, including temperature, carbon dioxide, snow pack run-off, precipitation and the interaction of these elements.

**Native Plants and Wildlife:** Napa County is home to a particularly diverse population of plants. Native plants and animals are also at risk as temperatures rise.

**Water:** With warmer average temperatures, more winter precipitation will fall in the form of rain instead of snow, shortening the winter snowfall season and accelerating the rate at which the snowpack melts in the spring. The Sierra snowpack provides approximately 80% of California's annual water supply.

### ***Local Climate Protection Efforts***

In response to the threat of climate change, local communities worldwide are voluntarily reducing greenhouse gas emissions even while national and international agreements are under development. By April 2008, all six local governments in Napa County committed to this process. Over the last several years, local governments and organizations in Napa County have taken actions to reduce GHG emissions and improve energy efficiency in the County. Examples of these include:

- Napa County has pioneered a pattern of "urban-centered growth," with powerful protection for agricultural lands and open space, sharply reducing the "sprawl" development pattern that is a principal contributor to vehicle-based GHG emissions
- Napa County has one of the highest levels of alternative energy generation per capita in the State of California
- Napa County has one of the highest landfill diversion rates in the state
- Additional efforts are included in the body of the report.

### ***Climate Protection Co-Benefits***

More than just reducing carbon emissions, climate protection will yield other important benefits for Napa County residents.

- Support the Local Economy
- Save Money
- Support a Healthy Living Environment
- Develop Local Energy Resilience
- Improve Air Quality

## Napa's Carbon Footprint and Forecast

**Comment [NC1]:** reporting would be part of the subsequent formal action plans, not of this framework.

Staff from all six Napa County jurisdictions participated in the development of a baseline Napa countywide community carbon footprint. The purpose of the baseline emissions inventory is to determine the levels of greenhouse gas emissions emitted in Napa County in 2005, the established base year for analysis and forecasting.

The community-scale Napa County inventory is based on the year 2005. When calculating the emissions inventory, all energy consumed in Napa County was included. This means that, even though the electricity used by local residents is produced elsewhere, this energy and emissions associated with it is accounted for in this inventory. The decision to calculate emissions in this manner reflects the general philosophy that a community should take full ownership of the impacts associated with its energy consumption, regardless of whether the generation occurs within the geographical limits of the community.

### 2005 Napa Countywide Community Emissions by Jurisdiction

Jurisdiction	2005 Emissions (metric tons of CO2 equivalents)	% of Total
Yountville	28,305	2%
Calistoga	28,427	2%
St. Helena	46,052	4%
American Canyon	91,449	8%
City of Napa	455,062	38%
Unincorporated Napa County	550,986	46%
<b>TOTAL 2005 NAPA COUNTYWIDE EMISSIONS</b>	<b>1,200,281</b>	

<show pie chart>

*Together Unincorporated Napa County and the City of Napa comprise 84% of countywide GHG emissions.*



### 2005 Napa Countywide Per Capita Emissions by Jurisdiction

Jurisdiction	2005 Emissions (metric tons of CO2 equivalents)	2005 Population	Per Capita Emissions
Yountville	28,305	3,400	8.33
Calistoga	28,427	5,200	5.47
St. Helena	46,052	6,100	7.55
American Canyon	91,449	14,200	6.44
City of Napa	455,062	76,600	5.94
Unincorporated Napa County*	550,986	28,600	19.27
<b>TOTAL</b>	<b>1,200,281</b>	<b>134,100</b>	<b>8.95</b>

\* The relatively high Unincorporated Napa County per capita emissions result from an ICLEI inventory methodology that attributes regional transportation emissions based on where they occur rather than where the trip originates or ends. This methodology is consistent for all jurisdictions but impacts the unincorporated area most due to the fact that the majority of road miles in Napa are in the unincorporated area.

### 2005 Napa Countywide Community Emissions by Sector

Sector	2005 Emissions (metric tons of CO2 equivalents)	% of Total
Residential Buildings	196,350	16%
Commercial & Industrial Buildings	226,661	19%
Transportation	636,724	53%
Lawn & Garden Equipment	3,616	0%
Construction & Industrial/Commercial Equipment	49,675	4%
Agriculture/Farming	33,046	3%
Solid Waste	54,209	5%
<b>TOTAL 2005 NAPA COUNTYWIDE EMISSIONS</b>	<b>1,200,281</b>	

The greatest opportunities for reduction are in the transportation and building sectors, because they constitute 53% and 35% of the countywide GHG emissions.

**2005 Napa Countywide Community Emissions by Source**

Source	2005 Emissions (metric tons of CO <sub>2</sub> equivalents)	% of Total
Electricity	207,962	19%
Natural Gas	190,513	17%
Transportation Fuels	636,724	57%
Agriculture/Farming	33,046	3%
Solid Waste	54,209	5%
<b>TOTAL 2005 NAPA COUNTYWIDE EMISSIONS*</b>	<b>1,122,454</b>	

\* Source total is different than sector and jurisdiction total, because it does not include data from lawn and garden equipment, construction & industrial/commercial equipment and electricity and natural gas use from suppliers other than PG&E.

**2020 GHG Emissions Forecast**

Forecasting emissions to a projected target year (most often 2020) is done to create a more accurate picture of the emission reductions necessary to meet desired targets. Because of population increase, as well as growth in the jobs and transportation sectors, emissions will experience a background change not related to policy changes made by the local government. When creating an emissions reduction target, it is therefore important to consider not only emissions in the base year, but projected emissions in the target year, as these will need to be accounted for in the policies and measures taken to reduce GHG emissions in Napa County.

Please note the forecasted growth in GHG emissions assumes that **no actions** are taken to reduce emissions. In other words, this forecast considers neither the reduction impacts from the actions contained in this Framework nor benefits of increased mileage standards or changes to vehicle fleet mix.

### 2020 Napa Countywide Community Emissions Forecast by Jurisdiction

Jurisdiction	2005 Emissions (metric tons)	2020 Emissions (metric tons)	% Increase 2005 to 2020
Yountville	28,305	31,924	13%
Calistoga	28,427	31,480	11%
St. Helena	46,052	49,541	8%
American Canyon*	91,449	152,393	67%
City of Napa	455,062	544,572	20%
Unincorporated Napa County	550,986	656,989	19%
<b>TOTAL</b>	<b>1,200,281</b>	<b>1,466,900</b>	<b>22%</b>

\* The relatively high growth in GHG emissions for American Canyon is the result of ABAG projections that show high anticipated growth in the number of jobs and households between 2005 and 2020.

### 2020 Napa Countywide Community Emissions Forecast by Sector

Sector	2005 Emissions (metric tons)	2020 Emissions (metric tons)	% Increase 2005 to 2020
Residential Buildings	196,350	219,924	12%
Commercial & Industrial Buildings	226,661	292,783	29%
Transportation	636,724	797,054	25%
Lawn & Garden Equipment	3,616	4,053	12%
Construction & Industrial/Commercial Equipment	49,675	59,839	20%
Agriculture/Farming	33,046	33,046	0%
Solid Waste	54,209	60,201	11%
<b>TOTAL</b>	<b>1,200,281</b>	<b>1,466,900</b>	<b>22%</b>

The full report contains the breakdown of these tables by jurisdiction.

## ***Six Goals and 53 Actions for GHG Reductions***

To reach the 2020 reduction target, the cities and the County of Napa will need to reduce GHG emissions countywide by 30 percent by 2020.

To achieve that 2020 target, Napa County must aggressively pursue reduction measures in every sector. For example, the transportation sector produces the greatest amount of Napa County's GHG emissions—approximately 55 percent. Ideally, emissions reduction strategies would yield the greatest results in this area. However, transportation is the sector least amenable to reduction actions, as discussed below. Thus to the extent that reductions are proportionally less in transportation due to the lack of available measures, short term *high-impact* opportunities in the electricity and natural gas sector must be pursued to compensate for transportation's shortfall, despite the fact that only about 36 percent of GHG emissions in Napa County come from electricity/natural gas. In the long term, reductions from all sectors will have to approach 80 percent by 2050 to meet the scientific imperative.

This document details six goals with 56 high-priority countywide actions intended to achieve the emissions goals. Staff from all Napa cities/towns and County participated in the drafting of the 56 countywide numbered actions outlined below. In addition, when appropriate, each jurisdiction provided additional local specificity regarding the development or implementation of a countywide action.

The Climate Action Framework's actions fall into six major goals:

1. **Expand Transportation and Mobility Options:** Shift transportation from fossil fuel vehicles to transit, walking, bicycling, and renewably powered vehicles and invest in Napa County jobs.
2. **Improve Buildings and Energy Efficiencies:** Invest in widespread energy and water efficiency to reduce demand; invest in Napa County renewable energy sources.
3. **Reduce Consumption and Solid Waste:** Significantly reduce the amount of waste produced in cities and the County.
4. **Conserve Agriculture, Natural Resources, and Urban Forests:** Protect our natural resources and farmland, and sequester carbon.
5. **Increase Community Engagement:** Market programs and conduct community outreach to increase participation in GHG reduction efforts.
6. **Improve Local Government Operations:** Lead by example by implementing policies and programs in jurisdiction operations and facilities.

The actions described in this Framework are not intended to be an exhaustive list of actions that the cities and County of Napa will undertake to achieve the 2020 objectives; they may do much more. However, these actions identified are the highest priority countywide actions. The Climate Action Framework includes goals for 2020, objectives and the actions needed to achieve these objectives. When implemented, these actions will enable the County and cities to meet the established emissions target.

## **Framework Development Process**

In February 2009, the Napa County Transportation and Planning Agency (NCTPA), which includes staff and elected officials from all local jurisdictions, completed an initial countywide assessment of GHG emissions. This inventory was further refined in August 2009 and serves as the baseline for forecasting future emissions, as well as helping inform the actions identified in this Climate Action Framework.

City and County staff from all Napa County jurisdictions participated in a series of work sessions to develop a list of countywide actions to reduce GHG emissions with specific local actions identified whenever possible. This countywide list and other potential actions were subsequently evaluated using GHG reduction modeling software and expert analysis and studies. The result of this technical analysis is an estimate of expected GHG reductions and their associated costs.

The development of this Framework follows the “Five-Step Milestone Process” developed by ICLEI—Local Governments for Sustainability. This step-by-step process provides communities with a way to address a global problem at the local level—by adopting practices and policies to reduce GHG emissions, improve air quality, and enhance community livability and economic vitality.

- **Step 1—Baseline emissions inventory and forecast:** Current and forecast GHG emissions (if nothing is done) for transportation, electricity and natural gas, solid waste and agriculture in the County and cities of Napa.
- **Step 2—Emissions and reduction targets:** The specific reductions needed in each sector and jurisdiction to reach the 2020 goal.
- **Step 3—Local action plans:** The specific actions to be pursued in the local jurisdictions to reduce emissions (described in this Climate Action Framework and elaborated in future projects and program-specific plans).
- **Step 4—Implement policies and measures:** Cities and the County implement the Plan, while partners such as other local agencies, businesses, schools, non-profit organizations and individuals also embark on programs to reduce GHG emissions (major efforts are already underway).
- **Step 5—Monitor and verify results:** Ongoing monitoring will allow the Framework to evolve and be built on as new climate-related technology, policies, best practices and resources become available.

Each action in the Framework had to meet four criteria before being included: it must be under local control so that it can be implemented by local governments or businesses; it must lead to a significant reduction in GHG emissions (using the Napa County Carbon Model—see Appendix); it must be cost-effective over its life cycle in that it will pay for itself in energy cost savings; and it must be politically feasible.



**Based on this Framework, local governments and agencies will aim to:**

- Develop forward-looking policies;
- Make progressive land use decisions;
- Encourage walking and biking;
- Encourage renewable energy development and use;
- Effectively use codes and ordinances;
- Sustainably manage landfills and waste treatment plants;
- Conserve agriculture and open space;
- Operate more integrated efficient public transportation networks; and
- Implement eco-friendly, sustainable practices.



Draft Napa Countywide Community Climate Action Plan Framework

TRANSPORTATION AND MOBILITY	BUILDINGS AND ENERGY	CONSUMPTION AND SOLID WASTE	AGRICULTURE, NATURAL RESOURCES, AND URBAN FORESTS	COMMUNITY ENGAGEMENT	LOCAL GOVERNMENT OPERATIONS
Reduce demand for fossil fuel by decreasing vehicle miles traveled.	Reduce energy demand through conservation and efficiency.	Achieve overall waste diversion of 75% to 90% by 2020.	Encourage responsible and sustainable agricultural and landscaping practices, supporting Local Agriculture, Food Production, and Community Gardens, Promoting Water Conservation	Market programs and conduct community outreach to increase participation in GHG reduction efforts.	Reduce fossil-fuel consumption by local government operations.
T1.1 Enhance our commitment to urban-centered growth, adopting policies, zoning, and design standards in each jurisdiction to encourage mixed-use, live/work and "walkable," and "bikable" neighborhoods.	BE1.1 Implement an AB811 program, making funding available to residential and commercial property owners seeking to improve their properties to conserve energy and water, and to generate solar energy.	SW1.1 Enact ordinances and create incentives to achieve construction and demolition debris waste diversion of 75% to 90% by 2020.	AN1.1 Adopt policies and ordinances that support local agriculture, food production, and community gardens. Support efforts by local growers and restaurants to produce and use locally grown food products, and remove associated regulatory hurdles.	CE1.1 Partner with community-based non-profit organizations, schools, and others engaged in public outreach and education efforts that broaden community involvement in reducing greenhouse gas emissions.	LG1.1 Transition government fleets to vehicles powered by clean, renewable energy sources, smaller and more efficient vehicles, and facilitate trip reduction and non-vehicle alternatives.
T1.2 Maintain or improve the County's overall "balance" of 70,690 jobs and 64,100 employed residents (ratio of 1.1 to 1) through land use policies and decisions that locate jobs and wage-appropriate housing in proximity to each other.	BE1.2 Pursue State and Federal funding programs designed to reduce energy demand through conservation and efficiency.	SW1.2 Enact ordinances and create incentives to achieve organic (food and green) waste diversion of 75% by 2020, including waste diversion from restaurants and special events	AN1.2 Support efforts by local growers and restaurants to produce and use locally grown food products and remove associated regulatory hurdles. (See also T1.0 and AN1.)	CE1.2 Partner with utilities, energy service providers and community-based non-profit organizations to encourage participation in incentive programs that improve energy and water efficiency.	LG1.2 Install electric vehicle charging stations with funding from State and Federal sources.
T1.3 Require discretionary development projects to assess and mitigate the impacts of vehicle miles traveled through transportation demand management programs including providing transit amenities.	BE1.3 Require or request discretionary development projects to assess greenhouse gas emissions due to energy use, and to incorporate energy and water conservation measures into projects	SW1.3 Create and support other programs, such as the Napa County Green Business Program, that help achieve the 75% to 90% overall waste diversion goal.	AN1.3 Adopt water efficient landscape ordinances that promote climate-appropriate plants, efficient irrigation, and non-potable water sources.	CE1.3 Partner with public agencies, non-profit organizations and private employers to offer incentives aimed at reducing drive-alone commuting and promoting car-free tourism.	LG1.3 Encourage alternatives to employee use of single-occupancy vehicles by providing secure bicycle parking, preferential parking for carpools and vanpools, commuter information, alternative work schedules/practices for government employees and transit incentives.
T1.4 Evaluate truck and freight rail routes and, based on these findings, develop policies and strategies that improve circulation and address neighborhood compatibility issues.	Reduce the Growth of Electricity and Natural Gas Use	SW1.4 Adopt environmentally preferable purchasing policies and explore joint-purchasing agreements with partner agencies, and local jurisdictions and businesses.	Reduce water use and protect local water resources, Reducing demand of potable water and developing water service and infrastructure	CE1.4 Promote programs designed to advance sustainable business practices, such as the Napa County Green Business Program and sustainable agricultural practices, such as the Napa Green Certified Land Program.	LG1.4 Adopt hours of operations and schedules for public meetings which are coordinated with public transit service availability.
T1.5 Adopt and implement the NCTPA Strategic Transportation Plan to increase transit service and ridership throughout Napa County.	BE1.4 Implement improved energy conservation (Title 24) standards for new buildings starting in January 2010, and before 2011 adopt enhanced green building ordinances that meet or exceed the 2010 California Green Building Standards.	SW1.5 Establish collection services in all cities for segregated food waste from commercial sources and establish a local food composting facility.	AN2.1 Develop and implement water conservation plans that include financial incentives, educational programs, and ordinances that reduce the per capita demand of potable water.	Engage and advocate for collaborative policy and legislative actions at regional, state, federal and global levels to reduce GHG emissions.	Improve the energy efficiency and reduce greenhouse gas emissions of City and County facilities and operations.
T1.6 Complete a multi-use countywide Class 1 trail from Calistoga to American Canyon (also known as the Napa Valley Vine Trail), and adopt and implement pedestrian and bicycle networks within each city and town that connect to it.	BE1.5 Adopt policies and ordinance changes to reduce energy use by promoting domestic water conservation and requiring water efficient landscape improvements associated with new construction. (See also AN1.3 and AN2.1.)	SW1.6 Encourage home composting of organic waste.	AN2.2 Develop and enhance recycled water service and infrastructure to serve all areas of Napa County.	CE2.1 Engage and assist local agencies and utility companies toward achieving greenhouse gas reduction targets.	LG2.1 Perform audits and regularly monitor the effectiveness of City and County energy-efficiency implementation measures and adapt them to meet targets.
T1.7 Maintain and enhance existing express bus, local bus, and paratransit services, establish a northbound upvalley express bus during peak commute hours, and complete construction of a major transit center in central Napa.	Improve the energy supply by switching from fossil fuels to renewables.		Protect and increase the amount of vegetation and biomass in soil and reduce emissions from agricultural sources.	CE2.2 Support United States participation in international greenhouse gas reduction efforts.	LG2.2 Convert street lighting, water pumping, water treatment, and other energy-intensive operations to more efficient technologies, and use renewable energy where feasible.
T1.8 Expand Park and Ride areas and other support facilities to encourage public transportation use and car and van pooling.	BE2.1 Increase local renewable energy generation such that the County will always generate more than 15 watts of renewable energy per capita.		AN3.1 Support and promote the Napa Green Certified Winery Program and the Napa Green Certified Land Program ("Fish Friendly Farming"), as well as other practices.	CE2.3 Seek long-term actions by investing in workforce development, partnering with local educators and institutions, and adjusting public policy when warranted by scientific findings.	LG2.3 Ensure that new government facilities incorporate cost-effective strategies for reducing greenhouse gas emissions, conserving energy and water, and utilizing sustainable construction practices.
T1.9 Study rail and bus rapid transit options in the Highway 29 corridor between Vallejo and downtown Napa, and in the Highway 12 corridor between Fairfield and central Napa. Plan for the phased implementation of transit improvements with the goal of bus rapid transit between Vallejo ferry and the Fairfield and central Napa transit centers.	BE2.2 Adopt policies and ordinances to remove regulatory impediments and economic disincentives associated with the generation and use of energy from renewable sources such as wind, geothermal, and solar energy.		AN3.2 Assess the positive or negative impacts of land use changes, new vineyards, and urban development on carbon sequestration.		LG2.4 In City and County purchasing decisions, consider carbon emissions from the production, transportation, use, and disposal of goods as a criterion.
T1.10 Implement programs that encourage car-free tourism such as zero emission shuttle services during peak weekends and special events.			AN3.3 Adopt policies, ordinances, and plans that create and enhance urban forests and greenways.		Reduce solid waste from City and County operations and facilities.
Improve the overall fuel efficiency of the transportation system			AN3.4 Adopt policies and ordinances to protect habitat and mitigate the conversion of oak woodlands and other important plant communities by permanently protecting similar habitats.		LG3.1 Recover 70% to 85% of all waste generated in City and County operations and establish a user-friendly, comprehensive recycling program that involves all departments and facilities.
T1.11 Improve the fuel efficiency of the public street system by optimizing signal timing on arterials, improving street connections and reducing circuitous routes.					
Reduce the average length of trips					
T1.12 To reduce vehicle miles, adopt policies and ordinance changes that facilitate working at home, and support local hiring, food production, farmers markets, and community-based "buy local" campaigns. (See also AN1 and AN4.)					
Reduce the total number of trips					
T1.13 Develop parking strategies in downtown areas to help reduce vehicle miles traveled.					
T1.14 Implement transportation demand management (TDM).					
Encourage and support the switch from fossil-fuel powered vehicles to renewable energy powered vehicles.					
T2.1 Adopt consistent policies and programs that help businesses and organizations with fossil-fuel powered fleet vehicles switch to vehicles powered by clean, renewable energy sources. (See also LG1.)					