



625 Burnell Street  
Napa, CA 94559

## **Agenda - Final**

**Wednesday, October 21, 2020  
1:30 PM**

**MEETING LOCATION: REFER TO COVID-19 SPECIAL NOTICE**

### **NVRTA Board of Directors**

**\*\*\*\*COVID-19 SPECIAL NOTICE\*\*\*\***  
**PUBLIC MEETING GUIDELINES FOR PARTICIPATING  
VIA PHONE/VIDEO CONFERENCE**

Consistent with Executive Orders No. N-25-20 and N-29-20 from the Executive Department of the State of California and Napa County's Shelter in Home Order issued March 18, 2020 and further extended, a physical location will not be provided for the Napa Valley Transportation Board of Directors meeting. The public is invited to participate telephonically or electronically via the methods below:

To observe the meeting by video conference, go to the following link at the noticed meeting time: <https://zoom.us/join> and enter meeting ID 825 5952 6573.

Instructions on how to join a video conference are available at: <https://support.zoom.us/hc/en-us/articles/201362193-Joining-a-Meeting>

To observe the meeting by phone, call 1 (669) 900-6833 at the noticed meeting time, then enter Meeting ID 825 5952 6573. When asked for the participant ID or code, press #.

Instructions on how to join a meeting by phone are available at: <https://support.zoom.us/hc/en-us/articles/201362663-Joining-a-meeting-by-phone>

## How to Submit a Public Comment

1. Members of the public may submit a public comment in writing by emailing [info@nvta.ca.gov](mailto:info@nvta.ca.gov) by 11 a.m. on the day of the meeting with PUBLIC COMMENT identified in the subject line of the email. For comments to be read into record, emails with the equivalent of a maximum of 3 minutes shall contain in the subject line "Public Comment-Not on the Agenda" or "Public Comment-Agenda Item # (include item number)". All written comments should be 350 words or less, which corresponds to approximately 3 minutes of less of speaking time. All other written comments received will still be provided to the Board of Directors and be included as part of the meeting record.
2. To comment during a virtual meeting (Zoom), click the "Raise Your Hand" button to request to speak when Public Comment is being taken on the Agenda item. You will be unmuted when it is your turn to make your comment for up to 3 minutes. After allotted time, you will be re-muted.

Instructions for how to "Raise Your Hand" are available at: <https://support.zoom.us/hc/en-us/articles/205566129-Raise-Hand-In-Webinar>.

3. To comment by phone, press "\*9" to request to speak when Public Comment is being taken on the Agenda item. You will be called upon by the last four digits of your phone number and phone participants must unmute themselves by pressing \*6 when called upon and will be provided up to 3 minutes to comment. After your allotted time, you will be re-muted.

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, NVTA Board Secretary, at (707) 259-8633 during regular business hours, at least 48 hours prior to the time of the meeting.

Translation Services: If you require a translator to facilitate testimony to the NVTA, please contact Karrie Sanderlin, NVTA Board Secretary, at (707) 259-8633 no later than 48 hours in advance of the scheduled meeting.

This Agenda may also be viewed online by visiting the NVTA website <https://legistar.com/Calendar.aspx>.

Note: Where times are indicated for agenda items, they are approximate and intended as estimates only, and may be shorter or longer as needed.

Acceso y el Título VI: La NVTA puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Autoridad. Para solicitar asistencia, por favor llame al número (707) 259-8633. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Ang Accessibility at Title VI: Ang NVTA ay nagkakaloob ng mga serbisyo/akomodasyon kung hilingin ang mga ito, ng mga taong may kapansanan at mga indibiduwal na may limitadong kaalaman sa wikang Ingles, na nais na matugunan ang mga bagay-bagay na may kinalaman sa NVTA Board. Para sa mga tulong sa akomodasyon o pagsasalin-wika, mangyari lang tumawag sa (707) 259-8633. Kakailanganin namin ng paunang abiso na tatlong araw na may pasok sa trabaho para matugunan ang inyong kahilingan.

1. Call to Order
2. Roll Call
3. Pledge of Allegiance
4. Adoption of the Agenda
5. Public Comment
6. Chairperson's, Board Members', Metropolitan Transportation Commissioner's, and Association of Bay Area Governments Update
7. Director's Update

Note: Where times are indicated for the agenda item, they are approximate and intended as estimates only and may be shorter or longer as needed.

## **8. PRESENTATIONS**

### **8.1    [20-1872](#)    Napa Valley Vine Trail Coalition (NVVTC)**

***Recommendation:*** Information only. The NVVTC will provide an overview of the 47-mile long trail, segments delivered to date, segments that are active, next segments to be completed or planned, and NVVTC funding commitments and progress on raising funds.

***Estimated Time:*** 1:45 p.m.

## **9. QUARTERLY PROJECT UPDATES**

- 9.1    [20-1866](#)    Soscol Junction Project
- 9.2    [20-1867](#)    Imola Avenue Park and Ride Improvement Project
- 9.3    [20-1868](#)    Vine Transit Bus Maintenance Facility
- 9.4    [20-1869](#)    State Route 29 (SR 29) American Canyon Project Initiation Document (PID)

**9.5**    [20-1871](#)        **Napa Valley Vine Trail (NVVT)**

**Estimated Time:**    2:00 p.m.

**10. CONSENT AGENDA ITEMS (10.1-10.4)****10.1**    [20-1857](#)        **Approval of Meeting Minutes of September 16, 2020 (Karrie Sanderlin) (Pages 9-13)**

**Recommendation:** Board action will approve the meeting minutes of September 16, 2020.

**Estimated Time:**    2:15 p.m.

**Attachments:**        [Draft Minutes](#)

**10.2**    [20-1895](#)        **Citizens Advisory Committee (CAC) Member Appointments (Karrie Sanderlin) (Pages 14-17)**

**Recommendation:** Board action will approve the re-appointment of member Gary Woodruff to the Citizen Advocacy Committee.

**Estimated Time:**    2:15 p.m.

**Attachments:**        [Staff Report](#)

**10.3**    [20-1889](#)        **Resolution No. 20-20 Authorizing the Disposal of Vehicle 645 with No Federal Interest (Antonio Onorato) (Pages 18-22)**

**Recommendation:** Board action will approve the disposal of Vehicle 645 from the fixed asset portfolio of the Vine Transit Fleet as the vehicle has been deemed a total loss.

**Estimated Time:**    2:15 p.m.

**Attachments:**        [Staff Report](#)

10.4 [20-1878](#) **Resolution No. 20-21 Authorizing Support to Participate in the Metropolitan Transportation Commission's Clipper START Means-Based Transit Fare Pilot Program (Kate Miller) (Pages 23-29)**

**Recommendation:** Board action will approve Resolution No. 20-21 authorizing NVTA's participation in the Clipper START Means-Based Transit Fare Pilot Program.

**Estimated Time:** 2:15 p.m.

**Attachments:** [Staff Report](#)

## **11. REGULAR AGENDA ITEMS**

11.1 [20-1874](#) **Amendment #2 to Project Work Order No. E-13 to NVTA Agreement No. 18-23 with RSA+, Inc. for Work Associated with the Professional Engineering Design, Environmental (PS&E) & Construction Document Services for the Napa Valley Vine Trail (NVVT) (Sanjay Mishra) (Pages 30-36)**

**Recommendation:** Board action will authorize the Executive Director, or designee, to execute and make minor modification to Amendment #2 to Project Work Order E-13 to NVTA Agreement No. 18-23 with RSA+ for professional engineering services to complete environmental process, Plans, Specifications and Estimation (PS&E) phase for Napa Valley Vine Trail - Calistoga to St. Helena segment for added scope for an amount no to exceed \$204,160 (\$194,160 and \$10,000 in contingency). This additional work scope constitutes additional work by RSA+ for modifications and amendments to easements for property owners; environmental works required but was not included part of original scope; several trail alignment changes requiring multiple design revisions and all associated survey, plat and legal.

**Estimated Time:** 2:15 p.m.

**Attachments:** [Staff Report](#)

**11.2 [20-1890](#) Legislative Update and State Bill Matrix (Kate Miller) (Pages 37-48)**

**Recommendation:** The Board will receive the State Legislative update prepared by Platinum Advisors.

**Estimated Time:** 2:30 p.m.

**Attachments:** [Staff Report](#)

**12. FUTURE AGENDA ITEMS****13. CLOSED SESSION****13.1 [20-1873](#) PUBLIC EMPLOYEE PERFORMANCE EVALUATION (Government Code Section 54957(B)(1))**

**Title:** Executive Director

**Estimated Time:** 2:45 p.m.

**14. ADJOURNMENT****14.1 [20-1858](#) Approval of Next Regular Meeting of Wednesday, November 18, 2020 at 1:30 p.m. and Adjournment**

**Estimated Time:** 3:30 p.m.

I hereby certify that the agenda for the above stated meeting was posted at a location freely accessible to members of the public at the NVTA Offices, 625 Burnell Street, Napa, CA by 5:00 p.m. by Friday, October 16, 2020.

*Karalyn E. Sanderlin (e-sign) October 14, 2020*

Karalyn E. Sanderlin, NVTA Board Secretary

## Glossary of Acronyms

<b>AB 32</b>	Global Warming Solutions Act	<b>GTFS</b>	General Transit Feed Specification
<b>ABAG</b>	Association of Bay Area Governments	<b>HBP</b>	Highway Bridge Program
<b>ADA</b>	American with Disabilities Act	<b>HBRR</b>	Highway Bridge Replacement and Rehabilitation Program
<b>ATAC</b>	Active Transportation Advisory Committee	<b>HIP</b>	Housing Incentive Program
<b>ATP</b>	Active Transportation Program	<b>HOT</b>	High Occupancy Toll
<b>BAAQMD</b>	Bay Area Air Quality Management District	<b>HOV</b>	High Occupancy Vehicle
<b>BART</b>	Bay Area Rapid Transit District	<b>HR3</b>	High Risk Rural Roads
<b>BATA</b>	Bay Area Toll Authority	<b>HSIP</b>	Highway Safety Improvement Program
<b>BRT</b>	Bus Rapid Transit	<b>HTF</b>	Highway Trust Fund
<b>BUILD</b>	Better Utilizing Investments to Leverage Development	<b>HUTA</b>	Highway Users Tax Account
<b>CAC</b>	Citizen Advisory Committee	<b>IFB</b>	Invitation for Bid
<b>CAP</b>	Climate Action Plan	<b>ITIP</b>	State Interregional Transportation Improvement Program
<b>Caltrans</b>	California Department of Transportation	<b>ITOC</b>	Independent Taxpayer Oversight Committee
<b>CEQA</b>	California Environmental Quality Act	<b>IS/MND</b>	Initial Study/Mitigated Negative Declaration
<b>CIP</b>	Capital Investment Program	<b>JARC</b>	Job Access and Reverse Commute
<b>CMA</b>	Congestion Management Agency	<b>LIFT</b>	Low-Income Flexible Transportation
<b>CMAQ</b>	Congestion Mitigation and Air Quality Improvement Program	<b>LOS</b>	Level of Service
<b>CMP</b>	Congestion Management Program	<b>LS&amp;R</b>	Local Streets & Roads
<b>CalSTA</b>	California State Transportation Agency	<b>MaaS</b>	Mobility as a Service
<b>CTP</b>	Countywide Transportation Plan	<b>MAP 21</b>	Moving Ahead for Progress in the 21 <sup>st</sup> Century Act
<b>COC</b>	Communities of Concern	<b>MPO</b>	Metropolitan Planning Organization
<b>CTC</b>	California Transportation Commission	<b>MTC</b>	Metropolitan Transportation Commission
<b>DAA</b>	Design Alternative Analyst	<b>MTS</b>	Metropolitan Transportation System
<b>DBB</b>	Design-Bid-Build	<b>ND</b>	Negative Declaration
<b>DBF</b>	Design-Build-Finance	<b>NEPA</b>	National Environmental Policy Act
<b>DBFOM</b>	Design-Build-Finance-Operate-Maintain	<b>NOAH</b>	Natural Occurring Affordable Housing
<b>DED</b>	Draft Environmental Document	<b>NOC</b>	Notice of Completion
<b>EIR</b>	Environmental Impact Report	<b>NOD</b>	Notice of Determination
<b>EJ</b>	Environmental Justice	<b>NOP</b>	Notice of Preparation
<b>FAS</b>	Federal Aid Secondary	<b>NVTA</b>	Napa Valley Transportation Authority
<b>FAST</b>	Fixing America's Surface Transportation Act	<b>NVTA-TA</b>	Napa Valley Transportation Authority-Tax Agency
<b>FHWA</b>	Federal Highway Administration	<b>OBAG</b>	One Bay Area Grant
<b>FTA</b>	Federal Transit Administration	<b>PA&amp;ED</b>	Project Approval Environmental Document
<b>FY</b>	Fiscal Year	<b>P3 or PPP</b>	Public-Private Partnership
<b>GHG</b>	Greenhouse Gas	<b>PCC</b>	Paratransit Coordination Council
<b>GGRF</b>	Greenhouse Gas Reduction Fund		

## Glossary of Acronyms

<b>PCI</b>	Pavement Condition Index	<b>STA</b>	State Transit Assistance
<b>PCA</b>	Priority Conservation Area	<b>STIC</b>	Small Transit Intensive Cities
<b>PDA</b>	Priority Development Areas	<b>STIP</b>	State Transportation Improvement Program
<b>PID</b>	Project Initiation Document	<b>STP</b>	Surface Transportation Program
<b>PMS</b>	Pavement Management System	<b>TAC</b>	Technical Advisory Committee
<b>Prop. 42</b>	Statewide Initiative that requires a portion of gasoline sales tax revenues be designated to transportation purposes	<b>TCM</b>	Transportation Control Measure
<b>PSE</b>	Plans, Specifications and Estimates	<b>TCRP</b>	Traffic Congestion Relief Program
<b>PSR</b>	Project Study Report	<b>TDA</b>	Transportation Development Act
<b>PTA</b>	Public Transportation Account	<b>TDM</b>	Transportation Demand Management Transportation Demand Model
<b>RACC</b>	Regional Agency Coordinating Committee	<b>TE</b>	Transportation Enhancement
<b>RFP</b>	Request for Proposal	<b>TEA</b>	Transportation Enhancement Activities
<b>RFQ</b>	Request for Qualifications	<b>TEA 21</b>	Transportation Equity Act for the 21 <sup>st</sup> Century
<b>RHNA</b>	Regional Housing Needs Allocation	<b>TFCA</b>	Transportation Fund for Clean Air
<b>RM2</b>	Regional Measure 2 (Bridge Toll)	<b>TIGER</b>	Transportation Investments Generation Economic Recovery
<b>RM3</b>	Regional Measure 3	<b>TIP</b>	Transportation Improvement Program
<b>RMRP</b>	Road Maintenance and Rehabilitation Program	<b>TLC</b>	Transportation for Livable Communities
<b>ROW</b>	Right of Way	<b>TLU</b>	Transportation and Land Use
<b>RTEP</b>	Regional Transit Expansion Program	<b>TMP</b>	Traffic Management Plan
<b>RTIP</b>	Regional Transportation Improvement Program	<b>TMS</b>	Transportation Management System
<b>RTP</b>	Regional Transportation Plan	<b>TNC</b>	Transportation Network Companies
<b>SAFE</b>	Service Authority for Freeways and Expressways	<b>TOAH</b>	Transit Oriented Affordable Housing
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users	<b>TOD</b>	Transit-Oriented Development
<b>SB 375</b>	Sustainable Communities and Climate Protection Act 2008	<b>TOS</b>	Transportation Operations Systems
<b>SB 1</b>	The Road Repair and Accountability Act of 2017	<b>TPA</b>	Transit Priority Area
<b>SCS</b>	Sustainable Community Strategy	<b>TPI</b>	Transit Performance Initiative
<b>SHA</b>	State Highway Account	<b>TPP</b>	Transit Priority Project Areas
<b>SHOPP</b>	State Highway Operation and Protection Program	<b>VHD</b>	Vehicle Hours of Delay
<b>SNCI</b>	Solano Napa Commuter Information	<b>VMT</b>	Vehicle Miles Traveled
<b>SNTDM</b>	Solano Napa Travel Demand Model		
<b>SR</b>	State Route		
<b>SRTS</b>	Safe Routes to School		
<b>SOV</b>	Single-Occupant Vehicle		

**Napa Valley Transportation  
Authority  
Meeting Minutes - Draft  
NVRTA Board of Directors**

625 Burnell Street  
Napa, CA 94559

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Wednesday, September 16, 2020

1:00 PM MEETING LOCATION: REFER TO COVID-19 SPECIAL NOTICE

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**1. Call to Order**

Chair Pedroza called the meeting to order at 1:32 p.m.

**2. Pledge of Allegiance**

Chair Pedroza led the Pledge of Allegiance.

**3. Roll Call**

Leon Garcia  
Chris Canning  
Jill Techel  
Alfredo Pedroza  
Paul Dohring  
Mark Joseph  
John F. Dunbar  
Kerri Dorman  
Belia Ramos  
Geoff Ellsworth  
Liz Alessio  
Gary Kraus  
Doug Weir

**4. Adoption of the Agenda**

Motion **MOVED** by **DUNBAR**, **SECONDED** by **DOHRING** to **APPROVE** adoption of the agenda.  
Motion carried by the following roll call vote:

**Aye:** 24 - Garcia, Canning, Techel, Pedroza, Dohring, Joseph, Dunbar, Dorman, Ramos, Ellsworth, Alessio, and Kraus

**5. Public Comment**

None

**6. Chairperson's, Board Members', Metropolitan Transportation Commissioner's, and Association of Bay Area Governments Update**

**MTC Commissioner's Report**  
Alfredo Pedroza provided an update of recent MTC activities.

**ABAG Update**  
Leon Garcia provided an update of recent ABAG activities.

## 7. Director's Update

Kate Miller, Executive Director

- Reported on the two (2) letters to MTC regarding the Plan Bay Area 2050 that were provided in the meeting handout packet.
- Announced that Tony Onorato, NVTA Director of Finance has been accepted into the California Counsel of Governments (CalCOG) California Academy for Regional Leaders (CARL) program.
- Reported that, working with Transdev, clear protective barriers have been installed in the Vine buses to protect the health and safety of the drivers.

## 8. Caltrans' Update

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

## 9. CONSENT AGENDA ITEMS (9.1 - 9.2)

Motion **MOVED** by JOSEPH, **SECONDED** by DUNBAR to **APPROVE** Consent Items 9.1-9.2. Motion carried by the following roll call vote:

**Aye:** 24 - Garcia, Canning, Techel, Pedroza, Dohring, Joseph, Dunbar, Dorman, Ramos, Ellsworth, Alessio, and Kraus

### 9.1 **Approval of Special Meeting Minutes of August 19, 2020 (Karrie Sanderlin)** (Pages 10-13)

Attachments: [Draft Minutes](#)

Board action approved the meeting minutes of August, 19, 2020.

### 9.2 **Approval of NVTA Agreement No. 20-16 with TJKM Transportation Consultants (Alberto Esqueda)** (Pages 14-30)

Attachments: [Staff Report](#)

Board action authorized the Executive Director to execute, and make minor modifications, to NVTA Agreement No. 20-16 with TJKM Transportation Consultants to obtain Vehicle Miles Traveled (VMT) analysis to assist with a transportation impact evaluation project to be performed within the County of Napa in an amount not to exceed \$72,000.

## 10. REGULAR AGENDA ITEMS

### 10.1 **Vine Transit Update (Danielle Schmitz)** (Pages 31-37)

Attachments: [Staff Report](#)

**Information Only / No Action Taken**

Staff provided an update on the operational performance for the Vine Transit services covering the third and fourth quarter of Fiscal Year 2019-20 and operational and services changes related to the pandemic.

**10.2 Resolution No. 20-18 Endorsing the Riding Together: Bay Area Healthy Transit Plan (Kate Miller) (Pages 38-68)**

Attachments: [Staff Report](#)

Board action approved Resolution No. 20-18 endorsing and implementing the Riding Together: Bay Area Healthy Transit Plan.

Motion MOVED by DOHRING, SECONDED by DUNBAR to APPROVE Resolution No. 20-18 endorsing and implementing the Riding Together: Bay Area Healthy Transit Plan and agreed to report health metrics related to the COVID-19 pandemic with the baseline health measures set forth in the Riding Together: Bay Area Healthy Transit Plan; and authorized the Executive Director to make any minor changes necessary to respond to future changes to the Plan or final reporting requirements. Motion carried by the following roll call vote:

Aye: 24 - Garcia, Canning, Techel, Pedroza, Dohring, Joseph, Dunbar, Dorman, Ramos, Ellsworth, Alessio, and Kraus

**10.3 Resolution No. 20-19 Approving the Lifeline Transportation Program Cycle 6 Project Funds for Fiscal Year (FY) 2018-19 and Fiscal Year (FY) 2019-20 for the Napa County Program of Projects (Diana Meehan) (Pages 69-77)**

Attachments: [Staff Report](#)

Board action approved the Lifeline Transportation Program Cycle 6 program of projects.

Motion MOVED by ELLSWORTH, SECONDED by DOHRING to APPROVE Resolution No. 20-19 approving the Lifeline Transportation Program Cycle 6 Project Funds for Fiscal Year (FY) 2018-19 and Fiscal Year (FY) 2019-20 for the Napa County Program of Projects. Motion carried by the following roll call vote:

Aye: 24 - Garcia, Canning, Techel, Pedroza, Dohring, Joseph, Dunbar, Dorman, Ramos, Ellsworth, Alessio, and Kraus

**10.4 Imola Avenue Corridor Complete Streets Improvement Plan (Diana Meehan) (Pages 78-82)**

Attachments: [Staff Report](#)

The Board received an overview of the Imola Avenue Corridor Complete Streets Improvement Plan.

Public Comment was provided by:

- Hans Korve
- Phillip Sales
- Chuck McMinn
- Maureen Gaffney
- Patrick Band

Motion MOVED by ALESSIO, SECONDED by JOSEPH to APPROVE the Imola Avenue Corridor Complete Streets Improvement Plan. Motion carried by the following roll call vote:

Aye: 24 - Garcia, Canning, Techel, Pedroza, Dohring, Joseph, Dunbar, Dorman, Ramos, Ellsworth, Alessio, and Kraus

**10.5 Task Order Agreements in Response to the Request for Qualifications (RFQ) 2020-04 for On-Call Planning Services (Danielle Schmitz) (Pages 83-145)**

Attachments: [Staff Report](#)

Sixteen proposals were received in response to Request for Qualifications (RFQ) 2020-04. The evaluation selection committee recommended the top fourteen (14) proposers for award of on-call planning service contracts covering work disciplines outlined in the scope of work. Each successful proposer will be awarded a standard professional services task order agreement for a period of up to three (3) years, with an option for two (2), one (1) year extensions at the discretion of staff.

Motion MOVED by JOSEPH, SECONDED by GARCIA to APPROVE authorizing the Executive Director to execute, and make minor modifications to up to fourteen (14) task order agreements for on-call planning services, for terms not to exceed five (5) years. Motion carried by the following roll call vote:

Aye: 24 - Garcia, Canning, Techel, Pedroza, Dohring, Joseph, Dunbar, Dorman, Ramos, Ellsworth, Alessio, and Kraus

**10.6 Legislative Update and State Bill Matrix (Kate Miller) (Pages 146-157)**

Attachments: [Staff Report](#)

The Board received the State Legislative update and approved the proposed position recommendations for bills on the State Bill Matrix.

Motion MOVED by ELLSWORTH, SECONDED by JOSEPH to APPROVE (1) a SUPPORT position on AB 107 (Committee on Budget), (1) a WATCH position on SB 1159 (Hill), and (3) a WATCH position on SB 1351 (Beall). Motion carried by the following roll call vote:

Aye: 24 - Garcia, Canning, Techel, Pedroza, Dohring, Joseph, Dunbar, Dorman, Ramos, Ellsworth, Alessio, and Kraus

## **11. PRESENTATIONS**

### **11.1 Napa Valley Vine Trail Coalition (NVVTC)**

This Informational Report was tabled until the October 21, 2020 meeting.

## **12. FUTURE AGENDA ITEMS**

## **13. CLOSED SESSION**

### **13.1 PUBLIC EMPLOYEE PERFORMANCE EVALUATION (Government Code Section 54957(B)(1))**

Title: Executive Director

This Closed Session was tabled until the October 21, 2020 meeting.

## **14. ADJOURNMENT**

### **14.1 Approval of Next Regular Meeting of Wednesday, October 21, 2020 at 1:30 p.m. and Adjournment**

The next regular meeting will be held on Wednesday, October 21, 2020 at 1:30 p.m.

Chair Pedroza adjourned the meeting at 3:03 p.m.

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Karalyn E. Sanderlin, NVTA Board Secretary



## NAPA VALLEY TRANSPORTATION AUTHORITY COVER MEMO

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### **SUBJECT**

Citizen Advisory Committee (CAC) Member Appointment

### **STAFF RECOMMENDATION**

That the Napa Valley Transportation Authority (NVTA) Board approve the re-appointment of member Gary Woodruff to the Citizen Advocacy Committee representing the City of Napa.

### **EXECUTIVE SUMMARY**

The CAC was formed by NVTA to replace a number of ad hoc committees that were convened to advise the NVTA Board and NVTA staff on specific modes, projects, and programs. The CAC was formed to ensure representation from all aspects of the communities in Napa Valley and to retain the expertise and institutional knowledge that was lost when committees convened for specific projects or purposes were disbanded. With the reappointment of Gary Woodruff, the CAC will consist of fourteen (14) members. Mr. Woodruff represents the City of Napa interest.

At their meeting on October 6<sup>th</sup>, the City Council recommended the re-appointment of Mr. Woodruff as the City of Napa Representative to the NVTA CAC for a term of two years to begin the date appointed by the NVTA Board of Directors.

There are six (6) existing vacancies on the committee and NVTA staff is actively recruiting to fill positions. These include members representing the City of St. Helena, the City of Calistoga, the Town of Yountville, an Agriculture member, Chamber/Business member and an Active Transportation member.

### **FISCAL IMPACT**

None



## NAPA VALLEY TRANSPORTATION AUTHORITY

### Board Agenda Memo

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**TO:** NVTA Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Karrie Sanderlin, Program Manager-Administration and Human Resources  
(707) 259-8633 / Email: [ksanderlin@nvta.ca.gov](mailto:ksanderlin@nvta.ca.gov)  
**SUBJECT:** Citizen Advisory Committee (CAC) Member Appointment

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#### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVTA) Board approve the re-appointment of member Gary Woodruff to the Citizen Advocacy Committee representing the City of Napa.

#### **COMMITTEE RECOMMENDATION**

None

#### **BACKGROUND**

The CAC was formed by NVTA to replace a number of ad hoc committees that were convened to advise the NVTA Board and NVTA staff on specific modes, projects, and programs. The CAC was formed to ensure representation from all aspects of the communities in Napa Valley and to retain the expertise and institutional knowledge that was lost when committees convened for specific projects or purposes were disbanded.

The CAC by-laws approved by the NVTA Board state that the committee structure and representation should strive to represent a diverse cross-section of the community including members of underrepresented groups in Napa Valley.

City/Town/County members will be appointed by their respective Councils or Board of Supervisors whichever is applicable before being approved by the NVTA Board. If representation of a certain faction or jurisdiction cannot be filled after solicitation for that position, the vacancy may be filled with a member at-large.

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At their meeting on October 6<sup>th</sup>, the City Council recommended the re-appointment of Mr. Woodruff as the City of Napa Representative to the NVTA CAC for a term of two years to begin the date appointed by the NVTA Board of Directors (Attachment 1).

There are six (6) existing vacancies on the committee and NVTA staff is actively recruiting to fill positions. These include members representing the City of St. Helena, the City of Calistoga, the Town of Yountville, an Agriculture member, Chamber/Business member and an Active Transportation member.

Ideally, members will serve two years. Terms are staggered to ensure continuity.

### **ALTERNATIVES**

The Board could decide not to approve Gary Woodruff for reappointment and the CAC would be missing a member that represents the City of Napa interests.

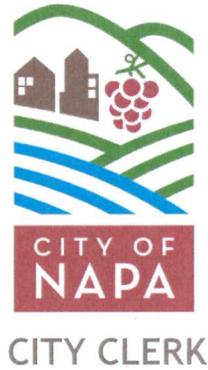
### **STRATEGIC GOALS MET BY THIS PROPOSAL**

Goal 1 – Serve the transportation needs of the entire community regardless of age, income, or ability.

The CAC is comprised of members from the community representing various interests in Napa Valley. The purpose of the CAC is to advise the board (via NVTA staff) on projects and programs.

### **ATTACHMENTS**

(1) October 7, 2020 City of Napa Appointment Letter



October 7, 2020

Danielle Schmitz  
Director, Programs, Projects and Planning  
Napa Valley Transportation Authority  
625 Burnell Street  
Napa, CA 94558

Dear Mrs. Schmitz:

At their meeting on October 6, 2020, City Council recommended the re-appointment of Gary Woodruff as the City of Napa Representative to the Napa Valley Transportation Authority (NVTA) Citizen Advisory Committee (CAC) for a term of two years to begin the date appointed by the NVTA Board of Directors. Once available, please email [clerk@cityofnapa.org](mailto:clerk@cityofnapa.org) with Gary Woodruff's date of appointment. Thank you.

Sincerely,

A handwritten signature in blue ink that reads 'Paulette Cooper'. The signature is fluid and cursive.

Paulette Cooper  
Office Assistant II

CC: Gary Woodruff  
Encl: copy of Gary Woodruff's Application



## NAPA VALLEY TRANSPORTATION AUTHORITY COVER MEMO

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### **SUBJECT**

Resolution No. 20-20 Authorizing the Disposal of Vehicle 645 with No Federal Interest

### **STAFF RECOMMENDATION**

That the Napa Valley Transportation Authority (NVTA) Board approve the removal of bus 645, a Vine Go paratransit vehicle, from the fixed asset portfolio of the Vine Transit Fleet as the vehicle has been deemed a total loss due to fire damage.

### **EXECUTIVE SUMMARY**

On August 15, 2020, Vine Transit Bus 645 (VIN 1FDE4FS7CDA67456) engine caught on fire and the vehicle was deemed a total loss due to fire damage by the purchased transportation insurance provider. Staff is seeking Board approval to remove the fixed asset.

### **FISCAL IMPACT**

None. The vehicle is fully depreciated. However, a settlement of \$22,331.19 will be provided by Transdev in exchange for the vehicle's Title.



## NAPA VALLEY TRANSPORTATION AUTHORITY

### Board Agenda Memo

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**TO:** NVTA Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Antonio Onorato, Director - Administration, Finance and Policy  
(707) 259-8779 / Email: [aonorato@nvta.ca.gov](mailto:aonorato@nvta.ca.gov)  
**SUBJECT:** Resolution No. 20-20 Authorizing the Disposal of Vehicle 645 with No Federal Interest

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#### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVTA) Board approve Resolution No. 20-20 (Attachment 1) authorizing the disposal of Vehicle 645 the fixed asset portfolio of the Vine Transit Fleet as the vehicle has been deemed a total loss due to fire damage.

#### **COMMITTEE RECOMMENDATION**

None

#### **BACKGROUND**

Vine Go Bus 645 was purchased for \$75,590 and placed in service on June 15, 2012. The vehicle has a seven-year useful life and was funded by Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA), also known as Proposition 1B with a small match from Transportation Development Act and there was no federal interest in the bus. The Agency has fully depreciated the vehicle recognizing an expense of \$75,590. The fair market value of the vehicle at the time of the loss was \$0. NVTA will recover \$22,331 from an insurance settlement through its 3<sup>rd</sup> party contractor, Transdev Services. The recovered funds will be used to support transit operations or to acquire new equipment.

#### **ALTERNATIVES**

None

**STRATEGIC GOALS MET BY THIS PROPOSAL**

Goal 3: Use taxpayer dollars efficiently. While the vehicle is completely depreciated and no federal funds are involved, NVTA has the flexibility to use these funds for other purposes. It is more fiscally responsible to use the funds for services that are provided to the public.

**ATTACHMENT**

- (1) NVTA Resolution No. 20-20

**RESOLUTION No. 20-20**

**A RESOLUTION OF THE  
NAPA VALLEY TRANSPORTATION AUTHORITY (NVTA)  
AUTHORIZING THE DISPOSAL OF VEHICLE 645  
WITH NO FEDERAL INTEREST**

**WHEREAS**, the Napa Valley Transportation Authority (NVTA) is the designated public transit services provider within Napa County, and

**WHEREAS**, bus 645 was placed into service on June 15, 2012 with a seven year useful life that has been fully depreciated; and

**WHEREAS**, bus 645 was funded with Transportation Development Act and Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA) was created by Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006; and

**WHEREAS**, bus 645 was deemed a total loss due to fire damage by the purchase transportation insurance provider; and

**WHEREAS**, Transdev will provide a settlement value of \$22,331.19 in exchange for the Title; and

**WHEREAS**, it is staff's recommendation to declare the asset as impaired and non-performing; and

**WHEREAS**, disposal of grant funded property must comply NVTA Financial Management Policies;

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///

**NOW, THEREFORE, BE IT RESOLVED**, that the Napa Valley Transportation and Authority that the designated non-performing asset are properly disposed according to NVTA policy.

Passed and Adopted the 21<sup>th</sup> day of October, 2021.

\_\_\_\_\_  
Alfredo Pedroza, NVTA Chair

Ayes:

Nays:

Absent:

ATTEST:

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

APPROVED:

\_\_\_\_\_  
DeeAnne Gillick, NVTA Legal Counsel



## NAPA VALLEY TRANSPORTATION AUTHORITY COVER MEMO

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### **SUBJECT**

Resolution of support to participate in the Metropolitan Transportation Commission's (MTC) Clipper START means-based transit fare pilot program

### **STAFF RECOMMENDATION**

That the NVTA Board approve Resolution 20-21 affirming its commitment to participate in and comply with the requirements of the Clipper START Means-Based Transit Fare Pilot Program.

### **EXECUTIVE SUMMARY**

At its meeting on July 15, 2020, the NVTA Board approved participating in MTC's Clipper START program and authorized the executive director to approve up to \$80,000 annually to participate in the program. The Clipper program is a fare media card used by all Bay Area transit operators, including NVTA's Vine Transit. MTC introduced the Clipper START pilot program to subsidize single transit trips for low income adults. MTC has set aside \$5 million from the region's \$1.3 billion in Coronavirus Aid, Relief, and Economic Security Act (CARES Act) to expand the program.

### **FISCAL IMPACT**

Roughly \$40,000 annually for the first year and up to roughly \$80,000 in future years if MTC discontinues its subsidies. This expense was initially approved by the Board on July 15, 2020.



## NAPA VALLEY TRANSPORTATION AUTHORITY

### Board Agenda Memo

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**TO:** NVTA Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Kate Miller, Executive Director  
(707) 259-8631 / Email: [kmiller@nvta.ca.gov](mailto:kmiller@nvta.ca.gov)  
**SUBJECT:** Resolution No. 20-21 Authorizing Support to Participate in the Metropolitan Transportation Commission's (MTC) Clipper START Means-Based Transit Fare Pilot Program

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#### **RECOMMENDATION**

That the NVTA Board approve Resolution 20-21 (Attachment 1) affirming its commitment to participate in and comply with the requirements of the Clipper START Means-Based Transit Fare Pilot Program.

#### **COMMITTEE RECOMMENDATION**

None

#### **BACKGROUND**

This item is a continuation of an item presented to the Board at its meeting on July 15, 2020 when the Board authorized expending up to \$80,000 annually - the estimated maximum cost to participate in the Clipper START program.

Metropolitan Transportation Commission (MTC)'s Clipper card is an integrated transit fare card with the intention to create a more seamless experience for Bay Area transit riders. All Bay Area Transit systems now offer Clipper to its riders as fare media. In May 2018, MTC established the Clipper START program, which is a pilot program offering 20% or 50% fare discounts to low-income adults on four large transit systems. MTC is proposing to use a \$5 million set-aside from the Bay Area's Coronavirus Aid, Relief, and Economic Security Act (CARES Act) funds to expand the pilot program to smaller transit operators.

Because the Clipper card limits the number of fares and transfer rules, the program clusters transit properties in various groups to ensure consistent rules between

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coordinated/connecting systems. The NVTA Vine is in the Solano/Napa group which includes Soltrans, Fairfield-Suisun FAST Transit, and Vacaville City Coach. The Clipper START discount must be consistent among these operators; and the Solano group is interested in pursuing the 20% Clipper START discount.

NVTA estimates that it collects roughly \$400,000 each year in fares from low income adults. The cost to the agency to reduce low income fares by 20% is roughly \$80,000 per year but with the MTC subsidy, the cost would be reduced to \$40,000, at least for the first year. There is no guarantee that MTC will continue to subsidize the program.

Staff believes that there are potentially some additional benefits beyond supporting the Valley's low income residents. These include:

- 1) A potential for drawing new riders to the system given the reduced cost.
- 2) An incentive for low income riders to sign up for a Clipper card - which over time could lead to eliminating cash fares and significantly reduce costs associated with managing cash.
- 3) Separating the public and drivers— the Clipper Card uses transponders that can be placed away from drivers reducing the transmission of disease.

### **ALTERNATIVES**

The board could deny staff's recommendation to approve Resolution 20-21 and the agency would not participate in the Clipper START program or receive any subsidies for providing reduced fares to low income adults.

### **STRATEGIC GOALS MET BY THIS PROPOSAL**

Goal 1: Serve the transportation needs of the entire community regardless of age, income, and ability.

Goal 5: Minimize the energy and other resources required to move people and goods.

Almost 80% of NVTA riders are low income. Subsidizing fare costs would support Goal 1 by providing additional assistance. The program could also incentivize additional low income residents to ride transit in lieu of driving which would meet Goal 5.

### **ATTACHMENT**

- (1) Resolution No. 20-21

**RESOLUTION No. 20-21**

**A RESOLUTION OF THE  
NAPA VALLEY TRANSPORTATION AUTHORITY (NVTA)  
AUTHORIZING SUPPORT OF AND AUTHORIZATION TO PARTICIPATE IN THE  
METROPOLITAN TRANSPORTATION COMMISSION'S (MTC)  
CLIPPER START MEANS-BASED TRANSIT FARE PILOT PROGRAM**

**WHEREAS**, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

**WHEREAS**, transit affordability has been highlighted as a regional issue in MTC's Coordinated Plan, Plan Bay Area and other plans; and

**WHEREAS**, MTC has established the regional framework for the Regional Means-Based Transit Fare Pilot Program to improve transit affordability and access to opportunity for eligible low-income residents; and

**WHEREAS**, MTC has adopted a regional framework for the program, with participating operators, funding guidelines, and program conditions, pursuant to MTC Resolution No. 4320, Revised, to guide implementation of the Clipper START Pilot Program for the 18-month period spanning Fiscal Year 2020-21 and Fiscal Year 2021-22; and

**WHEREAS**, MTC used the process and criteria set forth in Attachment A of Resolution No. 4439 to program funds appropriated in the Coronavirus Aid, Relief, and Economic Security (CARES) Act for the expansion of Clipper START Pilot to operators (Cohort 2) beyond the four (Cohort 1) operators as established in Resolution No. 4420; and

**WHEREAS**, NVTA has followed its Board-adopted fare policies and processes to be in compliance with Title VI analysis prior to implementing the Means-Based Fare Program; and

**WHEREAS**, NVTA recommends that its Board of Directors authorize a resolution of support for NVTA to participate in the Regional Means-Based Fare Program (Clipper START), to be funded in part under the Regional Means-Based Fare Program; and

**WHEREAS**, NVTA agrees to meet project delivery and obligation deadlines, comply with funding conditions placed on the receipt of funds allocated to the Regional Means-Based Fare Program (Clipper START), and satisfy all other conditions set forth in MTC Resolution No. 4320, Revised, and MTC Resolution No. 4439, and

**WHEREAS**, NVTA certifies that the project(s) and purpose(s) for which funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 1500 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et seq. and the applicable regulations thereunder; and

**WHEREAS**, there is no legal impediment to NVTA making the funding request; and

**WHEREAS**, there is no pending or threatened litigation which might in any way adversely affect the ability of NVTA to deliver the proposed project(s) for which funds are being requested; and

**WHEREAS**, MTC will reimburse participating operators based on Clipper START ridership actual trips taken and MTC will take programming action to establish the maximum amount for each participating operator; now, therefore, be it

**NOW THEREFORE, BE IT RESOLVED**, that NVTA requests that MTC program funds available under its Clipper START Pilot Program, in the amounts requested for which NVTA is eligible, described in Attachment A of this Resolution; and

**BE IT FURTHER RESOLVED**, that staff of NVTA shall forward a copy of this Resolution, and such other information as may be required, to MTC, and such other agencies as may be appropriate.

**THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED** by the Board of Directors of the Napa Valley Transportation Authority, at a regular meeting held on October 21, 2020, by the following vote:

\_\_\_\_\_  
Alfredo Pedroza NVTA Chair

Ayes:

Nays:

Absent:

ATTEST:

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

APPROVED:

\_\_\_\_\_  
DeeAnne Gillick, NVTA Legal Counsel

**ATTACHMENT A**

**Regional Means-Based Transit Fare Program Pilot (Clipper START)**

Project Name	Project Description	Clipper START Program Funding Amounts		Total Project Cost
		State Transit Assistance (STA)/CARES Act)	Total Clipper START Pilot Funding	
Clipper START Pilot Program Implementation	Clipper START Pilot – (Insert Transit Operator)	\$	\$	\$
Total		\$	\$	\$



## NAPA VALLEY TRANSPORTATION AUTHORITY

### Board Agenda Memo

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**TO:** NVTA Board of Directors

**FROM:** Kate Miller, Executive Director

**REPORT BY:** Sanjay Mishra, Program Manager-Engineering and Projects  
(707) 259-5951 / Email: [smishra@nvta.ca.gov](mailto:smishra@nvta.ca.gov)

**SUBJECT:** Amendment #2 to Project Work Order No. E-13 to NVTA Agreement No. 18-23 with RSA+, Inc. for Work Associated with the Professional Engineering Design, Environmental & Construction Document Services for the Napa Valley Vine Trail–Calistoga to St. Helena Segment

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#### **RECOMMENDATION**

Staff recommends that the Napa Valley Transportation Authority (NVTA) Board authorize the Executive Director, or designee, to execute and make minor modification to Amendment #2 to Project Work Order No. E-13 (Attachment 1) to NVTA Agreement No. 18-23 with RSA+ for professional engineering services to complete environmental process, Plans, Specifications and Estimation (PS&E) phase for the Napa Valley Vine Trail (NVVT) – Calistoga to St. Helena segment for added scope for an amount not to exceed \$204,160 (\$194,160 and \$10,000 in contingency).

#### **COMMITTEE RECOMMENDATION**

None

#### **BACKGROUND**

The Napa Valley Vine Trail is envisioned as a 47-mile Class 1 mixed-use path for pedestrians and cyclists that will run the length of the Napa Valley (Calistoga to American Canyon) and connect to the San Francisco Bay Ferry Terminal in Vallejo, providing a crucial link to the City of San Francisco and the greater Bay Area. This project will construct a bike and pedestrian trail adjacent to the State Route (SR) 29 corridor which will encourage bicyclists and pedestrians to take alternative modes of transportation. This project will enhance the accessibility and connectivity of Napa Valley linking communities and neighborhoods when all segments of the 47-mile Vine

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Trail planned are completed. Up Valley areas currently lack significant alternative transportation and recreational infrastructure and these improvements will promote using transit, biking and walking.

The project has broad based community support from the Napa Valley Vine Trail, a coalition representing over 20 private and public sector organizations, all involved in its planning, design and philanthropic funding. The largest portion of the project funding will come from federal, state, local government funds.

The Calistoga to St. Helena Segment project will construct a 7.4 mile Class I bicycle/pedestrian path within the public right of way from the intersection of Fair Way and Lincoln Avenue in Calistoga on the northern end to Pratt Ave in St. Helena along State Route 29. The segment of this trail from Fair Way and Lincoln Ave to Dunaweal Lane is already 100% designed and has CEQA clearance. The path shall be designed per local, state and federal requirements. In general, the path will be 10ft wide asphalt concrete pavement, with 2ft shoulders on either side and will encompass highway safety improvements.

Most of the path will be located in the public right of way and runs parallel to State Highway 29 on property belonging to or controlled by Caltrans and the State of California (State Parks and CalFire), all of which support this project. Portions of the trail will be built on easements provided by adjacent private agricultural properties. Owners of these properties are in the process of entering into an agreement with the County of Napa to provide the easements necessary to accommodate a Class I bike and pedestrian pathway which the County of Napa will hold and maintain.

Amendment #1 issued on July 7, 2020 to RSA+ Inc., to add environmental scope which was not part of the original scope and authorized reallocation of funds from the available design funds to environmental tasks to continue moving forward with the project. Amendment #1 did not authorize any additional funds.

Amendment #2 will authorize additional scope and add funds to the current PS&E contract with RSA+ Inc. RSA+ Inc. and its subcontractors will complete modifications and amendments to easements for Twomey Cellars, New Vavin, Flynnville, Ahern, Krug and other property owners, complete additional environmental work including a Finding of No Adverse Effect (FNAE) for 15 cultural resources along the trail alignment, design several trail alignment revisions and complete associated survey, plat and legal work. Attachment 1 to this report details the added scope.

To minimize the PS&E cost, NVTA staff have assisted and continue to assist with various scope changes by completing tasks internally i.e. environmental coordination, Right of Entry Permit with State park, design changes with CalFire, public presentations, engineering support for appraisals, cost estimates and various other tasks.

The critical path forward for the project is to prevent schedule slippage to best position the project a California Transportation Commission (CTC) allocation by March 2021. To receive a CTC allocation, the environmental and PS&E phases must be complete and the project must be bid and ready to award the construction contract.

### **ALTERNATIVES**

The board could decide not to approve the additional work and staff would either need to proceed with a request for proposal to identify another design team or terminate the contract and not proceed with the project. The first option would likely delay the project beyond the current timeline to receive a CTC allocation and the \$6.1 million in ATP grant funds for construction would be lost.

### **STRATEGIC GOALS MET BY THIS PROPOSAL**

Goal 1 - Serve the transportation needs of the entire community regardless of age, income, or ability.

Goal 2 - Improve system safety in order to support all modes and serve all users.

A class 1 facility along the highway would greatly improve safety by reducing collisions. The facility will be open to all bicyclists and pedestrians – many of whom cannot or choose not to drive.

### **ATTACHMENTS**

- (1) Amendment #2 Project Work Order No. E-13 On-Call A/E & Project Delivery Services
- (2) Summary of Financial Contributions by NVVTC and Jurisdictions

**PROJECT WORK ORDER NO. E-13  
ON-CALL A/E & PROJECT DELIVERY SERVICES**

**PROJECT NAME:** PROFESSIONAL ENGINEERING DESIGN, ENVIRONMENTAL & CONSTRUCTION DOCUMENT SERVICES FOR THE VINE TRAIL – CALISTOGA TO ST HELENA – *ENVIRONMENTAL SERVICES*

**PROJECT MANAGER:** Sanjay Mishra, PE, QSD, Program Manager – Engineer, [smishra@nvta.ca.gov](mailto:smishra@nvta.ca.gov), T 707.259.5951

**CONSULTANT DESIGNATED TEAM MEMBERS:**

- RSA+ , Staff; and
- Kimley-Horn and Associates, Inc., Parisi and Parikh, Staff, as described in EXHIBIT A of the Project Work Order.

**SCOPE OF SERVICE:** Provide professional engineering design and environmental services as described in the scope of services of the Project Work Order (June 2019) – see EXHIBIT A and its EXHIBIT A-1 of Amendment #1 (July 2020) for the Vine Trail Calistoga to St Helena segment.

- **WHEREAS NVTA REQUIRES ADDITIONAL SERVICES TO BE PERFORMED BY THE CONTRACTOR UNDER EXHIBIT A AND EXHIBIT A-1 OF THE PROJECT WORK ORDER AS DESCRIBED IN EXHIBIT A-2 ATTACHED; AND**
- **WHEREAS CONTRACTOR IS ABLE TO PROVIDE THE DESCRIBED SERVICES AT AN ADDITIONAL COST TO NVTA IN THE AMOUNT OF \$204,160 AS PER COST PROPOSAL ATTACHED IN EXHIBIT B-1; AND**
- **WHEREAS PROJECT WORK ORDER IS HEREBY AMENDED TO INCLUDE THE ADDITIONAL SERVICE PERFORMANCE BY THE CONTRACTOR AT THE ADDITIONAL AMOUNT OF \$204,160 AND THE AGREEMENT NOT-TO- EXCEED TOTAL AMOUNT OF THE PROJECT IS AMENDED TO \$1,604,160.**

START DATE: JUNE 12, 2019

COMPLETION DATE: DECEMBER 31, 2020

NOT-TO-EXCEED AMOUNT FOR THIS PROJECT: Phase 1 PS&E \$650,000; Phase 2 \$750,000

**NEW NTE AMOUNT OF FOR THIS PROJECT: \$1,604,160**

**CHARGE NUMBER FOR PAYMENT:** TDA/CMA 8301001 52310 CMA\_PLAN\_PRGMS VINE\_TRAIL

**TERMS AND CONDITIONS:** This Amendment No. 2 to Project Work Order is issued and entered into as of the last date written below in accordance with the terms and conditions set forth in the Master Agreement with CONTRACTOR dated *MAY 15, 2018*, which terms are hereby incorporated and made part of to the Project Work Order.

NVTA

CONTRACTOR: RSA+

By \_\_\_\_\_  
KATE MILLER, Executive Director Date

By: \_\_\_\_\_  
CHRISTOPHER M. TIBBITS, PE, PLS Date  
Vice President + Principal

Approved as to Form	
By: _____	_____
NVTA General Counsel	
Date: _____	_____

**EXHIBIT A-2**

**SCOPE OF WORK**

CONTRACTOR shall perform additional services to the existing Project scope as described under the tasks/deliverables of the Project Work Order (EXHIBIT A) and Amendment No. 1 (EXHIBIT A-1) as follows:

- CONTRACTOR shall prepare easement documents to include additional surveys based on design changes, easement plats and legal descriptions not considered in initial work order scope.
- CONTRACTOR shall assist with the modification and amendment to easements, specifically those properties requiring additional work, such as Twomey Cellars, New Vavin (Ehlers), Flynnville (PD Properties), Albert Ahern, Francis Ahern, and Krug.
- CONTRACTOR shall continuously coordinate with the public utility company (PG&E) and revise the plan set to reflect associated impacts and/or changes thereto.
- CONTRACTOR shall coordinate with the State Parks for their requests and exhibits.
- CONTRACTOR shall coordinate with CalFire to incorporate plan changes associated with their requests and/or requirements.
- CONTRACTOR shall provide offsite design components including grading, drainage, paving, erosion control, utility work including, but not limited to the following properties:
  - CalFire – changes to design moving driveway and other elements;
  - Bothe Park changes;
  - Markham – extensive changes including total parking lot reconfiguration;
  - Freemark Abbey - all needed associated improvements; and
  - Krug – left turn lane accommodations.
- CONTRACTOR shall provide support in continuous property owner negotiations; attend meetings, and other necessary fieldwork support.
- CONTRACTOR shall provide Phase 2 soils and cultural support related to design, including redesign of eleven (11) sites and changing the design due to raising of all areas to be out of cultural impacts.

**EXHIBIT B-2**

**FEE SCHEDULE**  
*(Revised)*

<b><u>DESCRIPTION</u></b>	<b><u>AMOUNT</u></b>
Additional services to be performed under Phase 2 of the project as described in EXHIBIT A-2 and CONTRACTOR's cost proposal (revised October 8, 2020).	\$ 204,160
WORK ORDER NTE AMOUNT	<u>\$1,400,000</u>
<b>TOTAL NOT-TO-EXCEED</b>	<b>\$1,604,160</b>

*The total amount to be paid to the CONTRACTOR for the scope of work defined under EXHIBITS A, A-1, and A-2 shall not exceed \$1,604,160. Subject to Agreement, CONTRACTOR shall periodically invoice NVTA based on progress towards completion of tasks/deliverables listed, amounts not to exceed tasks/deliverable totals.*

### Summary of Financial Contributions by NVVTC and Jurisdictions

<i>Funding Sources</i>	<i>Phase</i>	<i>Funding</i>	<i>Spent and Under Contract</i>	<i>Anticipated</i>	<i>Potential Funding Shortfall</i>
NVVTC	PAED/PSE	\$ 1,718,527			
Napa County	PAED/PSE	\$ 588,600			
St Helena	PAED/PSE	\$ 250,200			
Calistoga	PAED/PSE	\$ 251,200			
TDA 3	PAED/PSE	\$ 89,928			
<b>SUBTOTAL</b>		<b>\$ 2,898,455</b>	<b>\$ 2,693,527</b>	<b>\$ 204,160</b>	<b>\$ 768</b>
NVVTC	ROW	\$ 1,056,886	\$ 56,886	\$ 1,000,000	
NVTA	ROW	\$ 100,000	\$ 100,000		
<b>SUBTOTAL</b>		<b>\$ 1,156,886</b>	<b>\$ 156,886</b>	<b>\$ 1,000,000</b>	<b>\$ -</b>
Napa County	Caltrans SUP	\$ 126,900			
St Helena	Caltrans SUP	\$ 54,050			
Calistoga	Caltrans SUP	\$ 54,050			
<b>SUBTOTAL</b>		<b>\$ 235,000</b>	<b>\$ 235,000</b>	<b>\$ -</b>	<b>\$ -</b>
ATP	CON	\$ 6,106,000			
OBAG 2	CON	\$ 711,000			
Ridge Trail	CON	\$ 125,000			
NVVTC	CON	\$ 1,144,301			
TDA	CON	\$ 140,000			
TFCA	CON	\$ 200,000			
Add'l TDA	CON	\$ 2,000,000			
<b>SUBTOTAL</b>		<b>\$ 10,426,301</b>	<b>\$ -</b>	<b>\$ 10,249,567</b>	<b>\$ 176,734</b>
NVVTC	CON ADM/SUP	\$ 100,000		\$ 500,000	\$ (400,000)
<b>TOTAL</b>		<b>\$ 14,816,642</b>	<b>\$ 3,085,413</b>	<b>\$ 11,953,727</b>	<b>\$ (222,498)</b>



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## NAPA VALLEY TRANSPORTATION AUTHORITY COVER MEMO

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### **SUBJECT**

Legislative Update and State Bill Matrix

### **STAFF RECOMMENDATION**

That the Napa Valley Transportation Authority (NVTA) Board receive the State and Federal Legislative update.

### **EXECUTIVE SUMMARY**

Attached is the State Legislative memo from Platinum Advisors summarizes the conclusion of the legislative session. The report was received the last week of September and therefore does not reflect the status of bills signed and vetoed by the Governor. The deadline for the Governor to take action on bills was September 30<sup>th</sup>. The Staff memo provides updates on some of the bills that the board took action on. The bill matrix also shows the current status of bills. The Board memo also includes information about the federal Heroes Act.

### **FISCAL IMPACT**

None



## NAPA VALLEY TRANSPORTATION AUTHORITY

### Board Agenda Memo

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**TO:** Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Kate Miller, Executive Director  
(707) 259-8634 / Email: [kmiller@nvta.ca.gov](mailto:kmiller@nvta.ca.gov)  
**SUBJECT:** Legislative Update and State Bill Matrix

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#### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVTA) Board receive the State Legislative update prepared by Platinum Advisors (Attachment 1) the State Bill Matrix (Attachment 2), and information about the Federal Heroes Act (below).

#### **COMMITTEE RECOMMENDATION**

None

#### **BACKGROUND**

##### *State Update:*

Below is a summary of bills that Governor Newsom signed into law that are on the NVTA bill matrix:

AB 107 will allow transit agencies to use State Transit Assistance State of Good Repair funds for operations providing it is necessary to minimize service reductions.

AB 2730 (Cervantes) states that adjacent counties *may* enter into an agreement to provide paratransit emergency evacuation services to vulnerable populations. NVTA currently has mutual aid agreements with all Bay Area public transit providers. It does not currently have an agreement with Lake County.

SB 288 (Weiner) will exempt certain active transportation and transit projects from CEQA until 2023.

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SB 1159 (Hill) extends the Executive Order N-62-20 to provide worker's compensation benefits, after other benefits are exhausted, to employees who have contracted COVID-19 related illnesses. The law creates rebuttable presumption that illness or death related to COVID-19 is an occupational injury and therefore eligible for worker's compensation benefits. The law applies differently to certain employee classes such as first responders and caretakers. This group does include public transit workers. The law lays out specific requirements for employee contact tracing and reporting. The law takes effect immediately and some elements are retroactive to May 2020. The law remains in effect until January 1, 2023.

*Federal Update:*

The House passed the Health and Economic Recovery Omnibus Emergency Solutions (HEROES) Act on October 2, 2020. On October 7th, President Trump, upon his first full day back in the White House after release from Walter Reed National Military Medical Center where he was being treated for COVID-19, abruptly broke off talks with congressional Democrats, announcing that there would be no stimulus bill until after the November election.

The bill is a \$3 trillion package - \$1 trillion more than the Coronavirus Aid, Relief and Economic Security (CARES) Act. The bill provides \$1 trillion for State and local governments, funding for hospitals and frontline workers, and funding for individuals which could be as much as \$6,000 per family. The funding package includes \$15.75 billion for transit of which \$11.75 billion will be allocated to urbanized areas with over 3 million in population. The Bay Area has 12 urbanized areas (UZA) and the San Francisco-Oakland UZA is the only Bay Area UZA that would qualify for the \$11.75 billion portion. The remaining \$4 billion included in the act would be distributed to other areas not on the list of fourteen regions qualifying for the \$11.75 billion amount.

State budget cuts will take effect on October 15 if additional federal stimulus funds are not realized.

**ALTERNATIVES**

This item is information only.

**STRATEGIC GOALS MET BY THIS PROPOSAL**

Not applicable

**ATTACHMENTS**

- (1) September 28, 2020 State Legislative Update (Platinum Advisors)
- (2) October 1, 2020 State Bill Matrix (Platinum Advisors)



September 28, 2020

TO: Kate Miller, Executive Director  
Napa Valley Transportation Authority

FR: Steve Wallauch  
Platinum Advisors

**RE: Legislative Update**

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**Signing Deadline:** The deadline for the Governor to sign or veto legislation is September 30<sup>th</sup>. While Governor Newsom has acted on several measures, below is a summary of legislation of interest to NVTA that remains pending on his desk. A final flurry of activity is expected tonight and tomorrow.

- **CEQA Exemption:** Senator Wiener's SB 288 was signed into law today. This bill exempts from CEQA various transit and bicycle/pedestrian projects until January 2023
- **Budget Trailer -- Transit:** AB 107 contains various provision that update trailer bills enacted as part of the budget in June. Included in AB 107 is clarification on the ability for transit operators to use SB 1 State of Good Repair Funds for operations. Specifically, AB 107 would allow transit operators to use funds received in the 19-20 to 21-22 fiscal years from the State Transit Assistance State of Good Repair funds for any operating or capital expenditure *provided the operator declares that doing so is necessary to prevent a reduction or elimination of transit service.*
- **Revenue Bonds** – SB 1351 would create a process to use revenue bonds to accelerate the delivery of projects in the 2020 State Operations and Protection Program (SHOPP). The funding structure in SB 1351 would eliminate the ability to use Local Partnership Program (LPP) funds for transit projects. SB 1351 would divert SB 1 Transportation Improvement Fee (TIF) revenue, which is the vehicle registration fee money, to a special account that would be used to secure up to \$5 billion in revenue bonds that would fund projects in the 2020 SHOPP. *TIF funds are the only revenue sources used as part of the LPP to fund public transit projects.* Without the TIF funds, the LPP can only fund projects with excise tax revenue which cannot be used to purchase vehicles or most other transit capital expenditures.
- **Workers' Compensation:** SB 1159 (Hill) (Chapter 85, Statutes of 2020) was signed into law as part of a package of legislation providing greater protections for workers during the pandemic. In short, SB 1159 creates rebuttable presumption that illness or death

related to COVID-19 (novel coronavirus) is an occupational injury and therefore eligible for workers' compensation benefits.

**Climate Action:** Last week included several actions taken by the Governor to accelerate the reduction of GHG emissions. The most significant was [Executive Order N-79-20](#). Simply put, the executive order requires all new cars and passenger trucks sold in California be zero-emission vehicles by 2035. It also accelerates the transition to zero emission heavy duty vehicles. The Governor also announced the creation of a Climate Investment Framework, and the creation of a Statewide Climate Corps.

**Clean Cars by 2035:** Governor Gavin Newsom announced several new state emissions goals by directing state agencies to begin carrying out those goals via [Executive Order N-79-20](#). The order does not ban owning gas-powered automobiles, but it would prohibit the sale of new internal combustion engines starting in 2035.

Transportation remains the biggest hurdle to the state reaching its low-emission goals. "We can't get to our 2045 goals unless we reconcile the fact that we have seen an actual increase in total emissions (from the transportation sector) while we've seen decrease in other sectors," said Newsom. The transportation sector currently represents over **50%** of all emissions in the state (**41%** from vehicles & **11%** in production of petroleum fuels). Some specifics of the order include the following:

- The State Transportation Agency, the Department of Transportation, and the California Transportation Commission, shall, by July 15, 2021 identify near-term actions, and investment strategies, to improve clean transportation, sustainable freight, and transit options. This includes strategies that address the following:
  - Building towards an integrated, statewide rail and transit network, consistent with the California State Rail Plan, to provide seamless, affordable multimodal travel options for all.
  - Supporting bicycle, pedestrian, and micro-mobility options, particularly in low-income and disadvantaged communities in the State, by incorporating safe and accessible infrastructure into projects where appropriate.
  - Supporting light, medium, and heavy duty zero-emission vehicles and infrastructure as part of larger transportation projects, where appropriate.
- The State Air Resources Board shall develop and propose regulations requiring 100% zero-emission passenger vehicle and trucks sold in California by 2035, 100% zero-emission drayage trucks by 2035, and 100% zero-emission medium and heavy-duty vehicles (everywhere feasible) by 2045.
- The Governor's Office of Business and Economic Development shall develop a Zero-Emissions Vehicle Market Development Strategy by January 31, 2021, to be updated every three years.

- The State Air Resources Board, the Energy Commission, Public Utilities Commission, and other relevant State agencies shall use existing authority to accelerate deployment of affordable fueling and charging options for zero-emission vehicles.
- The Labor and Workforce Development Agency and the Office of Planning and Research, shall develop, by July 15, 2021, and implement, a Just Transition Roadmap, consistent with the recommendations in [AB 398](#) (Chapter 135, Statutes of 2017).

In addition to zero-emission vehicle provisions, the Governor’s Executive Order calls on the Legislature to eliminate hydraulic fracking by 2024, which he stated is, “less than 2% of the oil production in California.” This includes directing the State Air Resources Board to develop and propose strategies to continue the State’s current efforts to reduce the carbon intensity of fuels beyond 2030.

**Investment Framework:** Last year, Governor Newsom issued Executive Order N-19-19, which tasked the Department of Finance with creating a framework to align California’s goals of lowering greenhouse gas emissions and achieving carbon neutrality with the asset management and investment policies of the state’s three principal retirement systems – the California Public Employees’ Retirement System (CalPERS), the California State Teachers’ Retirement System (CalSTRS) and the University of California Retirement Plan. Consistent with the framework, Governor Newsom announced the following actions:

- **Establish a California working group to develop a practical and comprehensive climate risk disclosure standard.** A working group, comprised of relevant government agencies, pension funds, international climate disclosure researchers, non-profit organizations and institutional investors, would develop common climate risk disclosure standards that would be an international template for investors to use in assessing the financial risk associated with climate change.
- **Increase use of low-carbon strategies by the state’s pension funds.** The state’s pension funds should increase their allocation to low-carbon indexes and increase their investments in sustainable technologies and other green assets.
- **Become a signatory to the Coalition for Climate Resilient Investment.** California today signed on to join the public-private Coalition for Climate Resilient Investment, launched at the UN Climate Action Summit last year to form a cohesive fiscal understanding of climate risk for use by investors.

**Climate Corp:** Governor Newsom also announced the creation of the California Climate Action Corp. In partnership with California Volunteers and AmeriCorp, this program will provide fellowship opportunities working on urban greening, wildfire preparedness projects, and food waste programs. These volunteers will be placed with state and local governments, and nonprofits. In addition to the fellowship program, individuals will be able to sign-up to volunteer for projects in their community. More information can be found at:

<https://www.californiavolunteers.ca.gov/climateactioncorps>

**More Orders to Come:** Newsom concluded with a preview for more climate initiatives: “We're just getting started. We are working on a series of additional executive orders. We are committed more broadly on the whole spectrum of climate change to look at energy efficiency, to look at biodiversity, which is an area that often is undervalued and under focused and looking at other areas to strengthen our bonds in terms of our commitment and our resolve to advance our low-carbon green growth goals to radically change the way we produce and consume energy here in the state of California.”

**Litigation Preview:** Some have already pointed out that the order, as well as the CARB regulations will be met with litigation, just as California’s stricter fuel standards already are being fought. We will keep you apprised.



October 1, 2020

**Existing Positions**

Bills	Subject	Status	Client Positions
<p><b><u>AB 107</u></b>  <b>(Committee on Budget)</b>            State government</p>	<p>AB 107 contains various provisions that update trailer bills enacted as part of the budget in June. Included in AB 107 is clarification on the ability for transit operators to use SB 1 state of good repair funds for operations. Specifically, AB 107 would allow transit operators to use funds received in the 19-20 to 21-22 fiscal years from the State Transit Assistance State of Good Repair program for any operating or capital expenditure provided the operator declares that doing so is necessary to prevent a reduction or elimination of transit service.</p>	<p>Signed Into Law, Chapter #264, Statutes of 2020</p>	<p>SUPPORT</p>
<p><b><u>AB 1350</u></b>  <b>(Gonzalez D)</b>            Youth Transit Pass Pilot Program.</p>	<p>AB 1350 (Gonzalez) was gutted and amended to retroactively grant a high school diploma to a person whom was in their senior year of high school during the 2019–20 school year; in good academic standing, and on track to graduate, as of March 1, 2020; and unable to complete the statewide graduation requirements as a result of the COVID-19 crisis.</p> <p>Previously, AB 1350 would have required a transit operator to provide free buses passes to persons 18 years of age and under in order to be eligible to receive State Transit Assistance (STA), Transportation Development Act (TDA) or Low Carbon Transit Operations Program funds.</p>	<p>Signed Into Law, Chapter #66, Statutes of 2020</p>	<p>OPPOSE Unless Amended – Prior Version</p>
<p><b><u>AB 1839</u></b>  <b>(Bonta D)</b>            Climate change: California Green New Deal.</p>	<p>AB 1839 proposes a Green New Deal for California.</p> <p>As currently drafted, this measure would establish a policy framework of principles and goals to address negative climate change impacts</p>	<p>DEAD</p>	<p>Watch</p>

<p><b><u>AB 1839</u></b> <b><i>(Continued)</i></b></p>	<p>and inequity. One of the elements of the New Deal include increasing affordable housing and public transportation by doubling their current availability by 2030. AB 1839 would create the California Green New Deal Council, which would consist of specified agency secretaries. This Council will develop and submit a report to the Legislature on recommendations and policies to achieve the specified goals.</p>		
<p><b><u>AB 2012</u></b> <b><u>(Chu D)</u></b> Free senior transit passes: eligibility for state funding.</p>	<p>Similar to AB 1350, AB 2012 would mandate all public transit operators to provide free transit passes to individuals aged 65 and over if the operators want to remain eligible to receive STA, TDA and LCTOP funds.</p>	DEAD	Oppose Unless Amended
<p><b><u>AB 2057</u></b> <b><u>(Chiu D)</u></b> San Francisco Bay area: public transportation</p>	<p>AB 2057 is intended to establish a seamlessly integrated regional transit system. While the impetus for this legislation is from the Seamless Bay Area effort, Assemblyman Chiu intends to work with transit operators to craft legislation that will advance service coordination and fare integration throughout the Bay Area. This will not be an easy process, but one that we will be actively involved in.</p>	DEAD	WATCH
<p><b><u>AB 2176</u></b> <b><u>(Holden D)</u></b> Free student transit passes: eligibility for state funding.</p>	<p>AB 2176 is also structured the same as AB 1350 and AB 2012, but it would require transit operators to provide a free transit pass to any student enrolled in community college, California State University (CSU), or University of California (UC). As amended AB 2176 would require each transit agency and each community college, CSU, or UC located within the transit operators service area to enter into an agreement to offer free or reduced fare transit passes to students. In addition, AB 2176 would require any community college, CSU or UC that currently charges a student fee for public transit service shall use that revenue solely for transit services.</p>	DEAD	Oppose Unless Amended

<p><b><u>AB 2542</u></b> <b>(Kalra D)</b> Local transportation funds: State Transit Assistance Program: reports.</p>	<p>AB 2542 was gutted and amended to include language to prohibit the state from seeking or obtaining a criminal conviction or seeking, obtaining or imposing a sentence on the basis of race, ethnicity, or national origin.</p> <p>The prior version of the bill contained clarifications and revisions of annual reporting requirements in relation to the State Transit Assistance Program (STA).</p>	<p>Signed Into Law, Chapter #317, Statutes of 2020</p>	<p>SUPPORT – prior version</p>
<p><b><u>AB 2730</u></b> <b>(Cervantes D)</b> Access and functional needs: local government: agreement for emergency management, transportation, and paratransit services</p>	<p>The intent of AB 2730 is to update local emergency evacuation plans to include agreements on the use of paratransit vehicles to evacuate vulnerable population. As amended the bill would require neighboring counties to enter into agreements that include the need for transporting functional needs individuals during an emergency.</p>	<p>Signed Into Law, Chapter #256, Statutes of 2020</p>	<p>WATCH</p>
<p><b><u>AB 3209</u></b> <b>(Aguiar-Curry D)</b> California Transportation Commission.</p>	<p>As amended, AB 3209 would authorize the NVTa to develop and submit to the California Transportation Commission a local alternative transportation investment plan. The plan would direct the re-investment of proceeds from the sale excess right-of-way located at the intersection of State Highway Route 29 and State Highway Route 221 to address transportation problems and opportunities on state highways in the county.</p>	<p>DEAD</p>	<p>SPONSOR</p>
<p><b><u>ACA 1</u></b> <b>(Aguiar-Curry D)</b> Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>ACA 1 failed passage on the Assembly Floor. Reconsideration was granted, and another attempt is possible, but the measure was 8 votes short of the 54 needed for passage. A few Democrat members voted No, and several others abstained. Given the stigma that this measure erodes Prop 13 protections makes it unlikely it will secure the needed support to move to the Senate.</p> <p>ACA 1 would lower the voter threshold for property tax increases, parcel taxes and sales</p>	<p>DEAD</p>	<p>SUPPORT</p>

<p><b><u>ACA 1</u></b> <b><i>(Continued)</i></b></p>	<p>taxes to 55% if the funds are used for affordable housing and infrastructure projects. This includes capital improvements to transit and streets and highways. However, ACA 1 does not allow for the 55% local measure to use the tax revenue for transit operations.</p>		
<p><b><u>SB 288</u></b> <b><u>(Wiener D)</u></b> California Environmental Quality Act: exemptions.</p>	<p>SB 288 would exempt from CEQA, until 2023, various transit-related projects such as pedestrian and bicycle facilities projects, transit prioritization projects, and projects for the institution or increase of new bus rapid transit, bus, or light rail service on existing public rights-of-way or existing highway rights-of-way.</p>	<p>Signed Into Law, Chapter 200, Statutes of 2020</p>	<p>SUPPORT</p>
<p><b><u>SB 336</u></b> <b><u>(Dodd D)</u></b> Transportation: fully-automated transit vehicles.</p>	<p>SB 336 aims to address safety and customer service issues by requiring at least one public transit employee to be present on any fully automated transit vehicle. The public transit employee shall be trained in passenger safety, communications, emergency preparedness, and assisting the disabled and elderly.</p> <p>SB 336 would also require any transit operator that deploys an autonomous vehicle to submit a report to the legislature on that deployment by March 31<sup>st</sup>, 2025. SB 336 would sunset on January 1, 2025.</p>	<p>DEAD</p>	<p>SUPPORT</p>
<p><b><u>SB 1159</u></b> <b><u>(Hill D)</u></b> Workers' compensation: COVID-19: critical workers.</p>	<p>SB 1159 creates rebuttable presumption that illness or death related to COVID-19 (novel coronavirus) is an occupational injury and therefore eligible for workers' compensation benefits. The purpose of the bill is to provide presumptive workers' compensation benefits to those who are "subjectively" infected at work, but who may have difficulty proving this fact. The following are some of the elements in the bill:</p> <ul style="list-style-type: none"> <li>• Codifies the terms and conditions of Executive Order N-62-20, which expired in July relating to Workers' Compensation.</li> </ul>	<p>Signed Into Law, Chapter #85, Statutes of 2020</p>	<p>WATCH</p>

<p><b><u>SB 1159</u></b> <b><u>(Continued)</u></b></p>	<ul style="list-style-type: none"> <li>• Adopts a rebuttable presumption that a peace officer, firefighter, specified frontline employees, and certain health care employees, as defined, who contract COVID-19 were infected with the virus via a workplace exposure. This does not include transit employees.</li> <li>• Establishes criteria to determine whether an employee within the class of employees eligible for the presumption was potentially exposed, and thereby eligible for the presumption.</li> <li>• Provides that any employee who might benefit from the presumption of compensability must first exhaust any special COVID-19 "time off" benefits provided by federal law before the workers' compensation benefits attach.</li> <li>• Requires the Commission on Health and Safety and Workers' Compensation (CHSWC) conduct a study on COVID-19 and its impact on the workers' compensation system, and issue a report no later than April 30, 2022.</li> <li>• Provides that the presumptions established by the bill continue for 14 days after the last day of employment with an employer.</li> <li>• Establishes a presumption of compensability for employees who contract COVID-19 from any employer that experiences an "outbreak" of COVID-19 cases at a particular work location.</li> </ul>		
<p><b><u>SB 1408</u></b> <b><u>(Dodd D)</u></b> State Route 37 Toll Bridge Act.</p>	<p>SB 1408 would authorize another toll bridge in the Bay Area. While the bill currently does not specify the entity that would operate and maintain the toll facilities, the bill would authorize a toll for the use of the Sonoma Creek Bridge along Highway 37. The primary purpose of the toll authority is to fund improvement to the Highway 37 corridor that address sea level rise threats, flooding, and congestion.</p>	<p>DEAD</p>	<p>SUPPORT</p>