



NAPA VALLEY TRANSPORTATION AUTHORITY–TAX AGENCY ITOC Agenda Letter

TO: Citizens Advisory Committee
FROM: Kate Miller, Executive Director
REPORT BY: Kate Miller, Executive Director
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SUBJECT: Executive Director Report

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

Changes to Center for Disease Control COVID-19 guidelines released on July 27 are recommending that even fully vaccinated individuals wear masks in public in *areas of substantial or high transmission* may prompt changes to the federal Transportation Security Administration's (TSA) mask mandate on federally regulated transportation systems, such as the Vine, that expires on September 13th. On August 20, 2021 TSA extended the Mask Requirement through January 18, 2022. Given the politics associated with the upcoming recall election, it's unclear how the CDC's new guidelines will influence additional guidance from the State and whether the executive order associated with the Brown Act will be extended beyond October 1st. For now, NVTA intends to hold meetings in person beginning October 1st but will require that participants and attendees wear masks in public areas.

Additional highlights in this Executive Director include:

- NVTA awarded the contract for the Imola Park and Ride to O.C. Jones and Sons at its special meeting on August 18th.
- NVTA listed the Vine Maintenance Facility Invitation for Bid (IFB). Bids are due on September 8, 2021 at 2 PM.
- The agency has a new staff member, Victoria Ortiz, who will oversee the Measure T program which has become more time intensive as the program ramps up to full speed.

- At its July meeting, the NVTa awarded a 5-7 year contract worth over \$80 million to Transdev North America to operate Vine Transit Services and approved moving forward with the financing package for the Vine Transit Maintenance Facility.
- The Blue Ribbon Task Force held its final meeting on July 26 and has set 27 action to be taken by MTC and partnering agencies. A copy of the Action Matrix is attached to this memo.

FISCAL IMPACT

None

BACKGROUND AND DISCUSSION

NVTa Highlights

- NVTa released the IFB for the Imola Park and Ride July 16th. The Bid opening was August 4th at 2 PM. The engineering estimate for the project was \$2.7 million and the low bid from O.C. Jones and Sons was \$2.4 million. The NVTa Board approved awarding the contract to O.C. Jones and Sons at its special meeting on August 18th.
- The board approved a financing approach for the Vine Maintenance Facility at its July 21st meeting which authorized staff to submit final documents to the Build America Bureau and the Bank of Marin for their approval. This action further authorized staff to release the Maintenance Facility IFB. The financing package includes a loan of roughly \$20 million from the Federal Build American Bureau's Transportation Infrastructure Finance and Innovation Act (TIFIA) program and \$5 million from the Bank of Marin. The bid amount is needed to finalize the agreement with the financing parties.
- The NVTa board approved a five year contract award with two 1 year options to Transdev North American, the Vine current contractor in an amount of \$81.4 million. Three bids total were received. NVTa staff, Soltrans Staff, and member Patricia Lynch of NVTa's Citizen Advisory Committee reviewed and scored the bids.
- On July 2nd, the eve of the Independence Day holiday weekend, Transdev, NVTa's service provider was one of several hundred companies that downloaded the Kaseya software upgrade and became victim to the ransomware attack. This resulted in Vine phones, dispatch and ADA scheduling software being down for over 24 hours. Staff immediately sent out rider alerts, announcements on social media, and 511 and redirected riders to call the ticket office at the Soscil Gateway

Transit Center to arrange rides. Transdev was able to restore services the next day, prioritizing NVRTA because so much of its service is on-demand and relies on the phone system for rider services.

- On Sunday, July 18th, NVRTA and Transdev staff attended the an event celebrating the lives of the 9 VTA transit workers who tragically lost their lives during the mass shooting event at VTA on May 26th. A Vine bus was part of a bus procession of VTA and other transit operators' buses from around the Bay Area, Sacramento, Monterey and Santa Cruz Counties.
- Victoria Ortiz will fill the Assistant Planning position overseeing Measure T. Victoria comes to NVRTA with experience from the City of Cupertino, the City of San Diego, and the San Diego Association of Government (SANDAG). Victoria has a degree in urban planning and political science from the University of California, San Diego, is a resident of Fairfield and a fluent Spanish speaker.

Metropolitan Transportation Commission (MTC) Highlights

The Blue Ribbon Task Force wound down its efforts and held its last meeting on July 27. This body that was convened by the Metropolitan Transportation Commission (MTC) to address the immediate crisis and longer term performance of the region's public transit systems. The committee approved a network management structure that would involve 7 public transit general managers and 7 other organizations that would include MTC, business organizations, and advocates. The group's focus will include the following areas:

State Highlights

On June 28, 2021, the Governor signed AB 128, the original budget bill approved by the Legislature in mid-June and the Legislature approved a revised budget bill, SB 129, which makes further adjustments to the budget. The revised budget includes an expansion of Medi-Cal coverage for undocumented immigrants age 50+, repayment of \$11 billion in K-14 education funding deferrals, 200,000 childcare slots for low-income households, and \$6 billion to expand access to broadband over multiple years. SB 129 also includes over \$1.2 billion in legislator requests ranging from affordable housing to libraries to fire prevention to transportation. Included in the \$1.2 billion line item requests is approximately \$47 million for Bay Area transportation projects, and \$41 million is provided for housing and homelessness projects. Included in the \$47 million is \$3 million for design of the SR 37 interim project, \$7.6 million for the County of Napa for fuel reduction, suppression, and critical drinking water supply and wildfire safety improvements. There are also continue negotiations associated with High Speed Rail funding which may result in additional – for lack of a better term – earmarking for transportation projects.

Federal Highlights

A bi-partisan agreement on an infrastructure package (Infrastructure Investment and Jobs Act H.R. 3684 or IIJ Act) was reached on July 28. The infrastructure packages includes renewal of the Fixing America's Surface Transportation Act or FAST Act, the Surface Transportation Authorization Legislation. Table 1 provides a high level summary of the programs that would be funded through the Act.

Table 1: Infrastructure Investment and Jobs Act Summary

Infrastructure and Jobs Act Spending Categories \$ in Billions (estimated funding amounts)	
Surface Transportation	\$632
FAST Act Reauthorization	475
IIJ Act Stimulus (supplemental spending)	157
Airports	25
Ports and Waterways	17
Power Infrastructure	65
Broadband	65
Water Infrastructure	55
Resilience, Western Water Storage and Environmental Remediation	71
Total	\$930

Transportation

The bill combines a roughly \$475 billion five-year surface transportation reauthorization—a 56 percent increase above Congress's last five-year transportation bill, the Fixing America's Surface Transportation (FAST) Act—with approximately \$157 billion in supplemental one-time stimulus funding to be distributed to more than two dozen programs over five years. The bill would provide roughly \$4.5 billion in “guaranteed” funding for the Bay Area via the highway and transit formula funds that the Metropolitan Transportation Commission distributes. Bay Area projects could receive a share of the state's \$4.5 billion in bridge repair funds and dedicated resources for EV charging and resilience projects. Perhaps the most unique/unprecedented element of the deal would on the discretionary grant side; the bill includes more than \$100 billion in “guaranteed” funding for grants that could help fund projects in the Bay Area. The bill would also provide funding for airports, ports and waterways.

SUPPORTING DOCUMENTS

Attachments: (1) MTC Blue Ribbon Task Force Action Matrix

Agenda Item 6a Attament 3

Blue Ribbon Transit Recovery Task Force - Action Matrix

UPDATED and REVISED- July 21, 2021

Proposed substantive edits are represented in red based on Actions that were presented in June to the Task Force

The completion of these Actions by the listed target completion dates is subject to change and dependent upon sufficient funding, staffing resources, and continued collaboration on delivery.

Key to Estimated Range of Funding Needs:
\$ = \$0 - 10 million
\$ = \$10 - 50 million
\$ = \$51 - 100 million
\$ = \$101 - 200 million
\$ = \$200+ million
TBD = Estimate not currently available

Network Management Outcomes	Associated Roles & Responsibilities	Active Network Management Efforts	Recommended Near-Term Actions	Target Completion Date*	Key Action Partners	Est. Funding Needs
I. Fares and Payment Simpler, consistent and equitable fare and payment options attract more riders	- Fare Integration Policy - Branding, Mapping and Wayfinding - Technology and Mobile Standards - Marketing/ Public Information	- Clipper - Clipper START - Inter-operator Transfer Policies - Mobile Payment Apps - Return-to-Transit Campaign and future regional marketing campaigns - 511 Infrastructure - Business Groups' Employer Surveys - BART's Station Access, Signage & Wayfinding Standards Update/ Implementation	1) Act on the Fare Coordination and Integration Study (FCIS) recommendations, including selecting and funding pilot projects.	December 2021	MTC, Transit Agencies	TBD
			2) Determine whether existing authority is sufficient to support uniform implementation of FCIS recommendations.	December 2021	MTC, Transit Agencies	\$
			3) Seek state legislation for additional authority, if needed, to ensure uniform and timely implementation of FCIS recommendations.	Mid-2022	MTC, State Legislators	\$
II. Customer Information Integrated mapping, signage and real-time schedule information makes transit easier to navigate and more convenient for both new and existing riders			4) Fund and finalize regional mapping and wayfinding standards for application across all operator service areas.	Mid-2023	MTC, Transit Agencies	\$
			5) Fund and complete 1-3 consistently-branded North and East Bay subregional mapping and wayfinding pilot projects and adopt timeline for subsequent regionwide deployment across all service areas.	December 2024	MTC, Sonoma, Solano, Eastern Alameda and Contra Costa Counties	\$
			6) Fund and develop a regional mapping data services digital platform, to enable the standardization and routine updating of digital and paper maps across all transit services.	Late 2023 -2024	MTC, Transit Agencies	\$
III. Transit Network Bay Area transit services are equitably planned and integrally managed as a unified, efficient, and reliable network.	- Bus/Rail Network Management Reform - Connected Network Planning - Capital Project Prioritization - Bus Transit Priority - Station Hub Design Review - Data Collection and Coordination	- Regional Transit Priority and Arterial Investment Programs - SFMTA Emergency Transit Lanes - Bay Bridge and Dumbarton Forward Projects - Blue Ribbon Task Force and related Collaboration - Transit Sustainability Project (TSP) - Synchronize Schedule changes across operators - Operator's Schedule and Hub transfer coordination improvements - Operator's Transit Hub Coordination Framework - Transit Connectivity Tool (Software) - Regional Annual Transit Passenger Survey	Bus Transit Priority (Speed and Reliability) 7) Request a Caltrans Deputy Directive that expedites State right-of-way bus priority Design Exceptions. 8) Sponsor legislation to remove barriers to transit priority implementation. 9) Fund the design and delivery of prioritized near-term-Bay-Area-Forward transit corridor projects. 10) Select near-term HOV lane operating policies to advance to the State. 11) Define a Cooperative Agreement process that expedites travel time improvements on arterials and bus rights-of-way. 12) Fund, develop and adopt a Transit Priority Policy and Corridor Assessment for improving bus speed and reliability on Blue-Rapid-Transit Network-feeder-on high-transit volume corridors and arterials, including identification of current bus speeds to establish a baseline.	December 2021 Early 2022 Mid-2022 Mid-2022 Late 2022 Late 2023	CalSTA, MTC MTC, Transit Agencies MTC, Transit Agencies, CTAs MTC, Transit Agencies, CTAs MTC, Caltrans, CTAs, Transit Agencies, Cities MTC, Caltrans, CTAs, Transit Agencies, Cities	\$ \$ \$ \$ \$ \$
			Bus/Rail Network Management Reform 13) Fund and complete a Business Case analysis of potential network management reforms, including resource requirements and implementation steps. 14) Establish and support an MTC advisory group to guide the Network Management Business Case analysis. 15) Provide financial incentives for Solano and Sonoma counties to complete their Integration Efficiency Initiatives. 16) Deliver Phase 1 Rail Partnership and Governance Assessment grant by late 2021 and Final Assessment by Mid-2023 17) Adopt Transit Equity Principles and a process for applying them.	Early Mid-2022 October 2021 December 2021 Late 2021/ Mid-2023 Mid-202	MTC MTC MTC, CTAs MTC MTC, Transit Agencies, CTAs	\$ \$ \$ \$ \$
			Connected Network Planning 18) Fund, develop and adopt a Bay Area Connected Network Plan that includes transit service and hub categories, core service networks (such as Rapid Transit), funding requirements and next steps. 19) Adopt a standardized transit hub toolkit to optimize station design and connectivity review-framework-that includes coordination with local community access plans and policies.	Late 2024-2023	MTC, Transit Agencies	\$
			Data Collection and Coordination 20) Establish common-platform-protocols and implement uniform CUES-Realtime and transit pathway data collection as a foundation for providing consistent and accurate customer information.-Fund-technical-support-needed-to-bring-all-agencies-to-unity	Late 2023	MTC, Transit Agencies	\$
			21) Designate a Mobility Manager to coordinate rides and function as a liaison between transit agencies in each county, consistent with the 2018 Coordinated Plan.	Mid-2022	MTC, Transit Agencies, CTAs	\$
			22) Fund additional subregional one-seat paratransit pilot projects and develop cost-sharing policies for cross jurisdictional paratransit trips.	Late 2022	MTC, Transit Agencies, East Bay, Sonoma County, SF / Peninsula	\$
			23) Identify the next steps for the full integration of ADA-paratransit services on Clipper Next Generation.	Late 2022	MTC, Transit Agencies, Paratransit Providers	\$
			24) Identify key paratransit challenges and recommend reforms through the Coordinated Plan update.	Early 2023	MTC, Paratransit Providers	\$
			25) Adopt standardized eligibility practices for programs that benefit people with disabilities (paratransit and Clipper RTC).	Late 2022	MTC, Bay Area Partnership Accessibility Committee	\$
			26) Identify cost-saving efficiencies and Network Management funding needs as part of Business Case analysis.	Early 2022	MTC, Transit Agencies	\$
			27) Support efforts to Convene stakeholders to identify priorities and a funding framework for organize a transportation funding ballot measure that includes new funding for transit.	November-2024 Late 2023	MTC, Transit Agencies, CTAs, Stakeholder, the Public, NGOs	\$
IV. Accessibility Transit services for older adults, people with disabilities, and those with lower incomes are coordinated efficiently	- Accessible Services (including Paratransit) - Centralized Program Eligibility Verification	- Regional Transit Connection Card (RTC discount) - Integration of Paratransit on Clipper Next Generation				
V. Funding The Bay Area's transit system uses its existing resources more efficiently and secures new, dedicated revenue to meet its capital and operating needs	Funding Advocacy	Continue State and Federal Advocacy efforts for Increased Transit Funding				

*Target Completion dates are preliminary and subject to continued evaluation and refinement.