

**TRANSIT & RIDESHARE SUBCOMMITTEE
MEETING AGENDA**

3:00 p.m., Wednesday, January 17, 2018
Solano Transportation Authority
Conference Room 1
One Harbor Center, Ste. #130
Suisun City, CA 94585

<u>ITEM</u>	<u>BOARD/STAFF PERSON</u>
1. CALL TO ORDER – SELF INTRODUCTIONS	Harry Price, Chair
2. APPROVAL OF AGENDA (3:00 – 3:05 p.m.)	Harry Price, Chair
3. OPPORTUNITY FOR PUBLIC COMMENT (3:05 – 3:10 p.m.)	
4. CONSENT CALENDAR	
A. Minutes of the Transit & Rideshare Subcommittee Meeting of December 6, 2016 <u>Recommendation:</u> Approve the Transit & Rideshare Subcommittee meeting minutes of December 6, 2016. (3:10 – 3:15 p.m.) Pg. 3	Sheila Ernst
5. ACTION ITEM	
A. State Transit Assistance Funds Project Scoring Criteria <u>Recommendation:</u> Approve the scoring criteria for the State Transit Assistance Funded Projects. (3:15 – 3:25 p.m.) Pg. 7	Brandon Thomson

Transit & Ridehare Committee Members

<u>Harry Price</u> (Chair) City of Fairfield	<u>Erin Hannigan</u> (Vice-Chair) County of Solano	<u>Elizabeth Patterson</u> City of Benicia	<u>Thom Bogue</u> City of Dixon	<u>Dilenna Harris</u> City of Vacaville	<u>Ron Kott</u> City of Rio Vista	<u>Robert Sampayan</u> City of Vallejo
<u>Nathaniel Atherstone</u> Consortium Member Solano County Transit					<u>Robert Guerrero</u> STA Staff	

6. INFORMATIONAL ITEMS

- | | |
|---|-----------------|
| A. State Route (SR) 37 Corridor Transit Alternatives
(3:25 – 3:30 p.m.)
Pg. 9 | Robert Guerrero |
| B. SolanoExpress Implementation Update
(3:30 – 3:35 p.m.)
Pg. 13 | Brandon Thomson |
| C. Solano Community College Student Transportation Fee Update
(3:35 – 3:40 p.m.)
Pg. 21 | Lloyd Nadal |
| D. First/Last Mile Project Update
(3:40 – 3:45 p.m.)
Pg. 23 | Ron Grassi |

7. FUTURE AGENDA ITEMS

1. STA Comprehensive Transportation Plan (CTP) Status Update (Robert Guerrero)
2. Capitol Corridor/Water Emergency Transportation Authority (WETA) Ridership Update (Robert Guerrero)
3. SolanoExpress Transit Ridership Update (Brandon Thomson)
4. SolanoExpress Performance Targets

- | | |
|---|-------------|
| 8. COMMITTEE MEMBER COMMENTS
(3:45 – 3:50 p.m.) | Chair Price |
|---|-------------|

9. ADJOURNMENT

The next meeting of the **Transit & Rideshare Subcommittee** is at **4:00 p.m., February 14, 2018** at STA Conference Room 1, located at One Harbor Center, Suite #130 in Suisun City.



TRANSIT & RIDESHARE COMMITTEE
Draft Minutes for the meeting of
December 6, 2016

1. CALL TO ORDER

Board Member Price called the meeting to order at 1:35 p.m. in the Solano Transportation Authority (STA) Conference Room.

Voting Members Present:

Len Augustine	City of Vacaville Board Member Alternate for Ron Rowlett
Osby Davis	City of Vallejo
Harry Price	City of Fairfield
Elizabeth Patterson	City of Benicia

Committee Members Absent:

Jack Batchelor, Chair	City of Dixon
Erin Hannigan	County of Solano

Others Present:

Mona Babauta	SolTrans
Sheila Ernst	STA
Philip Kamhi	STA
Robert Macaulay	STA

2. APPROVAL OF AGENDA

On a motion by Board Member Davis, and a second by Board Alternate Member Augustine, the Transit and Rideshare committee approved the December 6, 2016 agenda. (4 Ayes, 1 Absent)

3. SELECTION OF CHAIR & VICE-CHAIR FOR 2017

On a motion by Board Member Davis, and a second by Board Alternate Member Augustine, the Transit and Rideshare deferred this item to the next meeting. (4 Ayes, 1 Absent)

4. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

5. CONSENT CALENDAR

A. Minutes of the Transit & Rideshare Committee Meeting of October 4, 2016

Recommendation:

Approve the Transit & Rideshare Committee meeting minutes of October 4, 2016.

On a motion by Board Member Price, and a second by Board Member Davis, the Transit and Rideshare Committee approved the recommendation. (4 Ayes, 1 Absent)

6. ACTION ITEMS

A. Comprehensive Transportation Plan (CTP) – Transit and Rideshare Element

Robert Macaulay explained that the Transit and Rideshare Element have been reviewed by the Solano Express Intercity Transit Consortium and the STA Technical Advisory Committee. He stated that the Draft Element was not posted on the STA website until November 18, 2016 due to document formatting issues. Any comments received by November 21, 2016 will be compiled and a recommendation for adoption of the final Element is anticipated to be sent to the STA Board for their meeting of January 11, 2017.

Page 13, last paragraph.

Mona Babauta recommended to add the following in bold and italics to this paragraph:

“Finally, it is important to note that the Element focuses on intercity transit – connections between the communities of Solano County, and between Solano County and the broader northern California region. Local transit is the responsibility of the local jurisdiction, and is outside of the scope and responsibility of STA and this Plan, ***although STA provides a venue for coordination of services.***”

Page 15, a new second paragraph was added.

Board Member Patterson recommended to add the following paragraph:

“In Solano County, this consists of the passenger docking facility along the Vallejo Waterfront and the fueling, maintenance and docking facility on Mare Island. Other maintenance, storage and administrative facilities are located outside of Solano County.”

Page 18, Goal 4.

Board Member Patterson recommended to add the following in bold and italics:

“Ensure mobility by providing services for ***ALL***, including seniors, people with disabilities, ***youth*** and the low-income population.”

Page 27, SolTrans paragraph.

Although Committee members discussed updating this paragraph’s description of Route 200 bus service, a follow-up discussion with SolTrans and STA staff concluded that no change is needed; the text accurately describes the status of Route 200 bus service.

Page 47, Capitol Corridor Performance. The following paragraph was added.

“On-Time Performance (OTP) for September 2016 was 92%, with a Year to Date OTP for FY16 of 94%. This performance maintains the Capitol Corridor’s #1 position in the Amtrak system for service reliability for the seventh year in a row. (Note: This year the Capitol Corridor shares the honor of most reliable service with the Hiawatha, Chicago-Milwaukee service.) While the number of trespasser incidents increased in FY16 compared to last year, reliability still improved from 93% to 94% due to decreases in mechanical delays and continued superior dispatching from Union Pacific Railroad, which resulted in the Capitol Corridor having the lowest host railroad delays in the Amtrak system. Customer satisfaction remains high, with 89% of customers being “Highly Satisfied”, the highest score in the history of the service.”

Page 55, a new section was added.

Private Ferry Services

“While the City of Benicia approved private contract ferry service to the 9th Street boat ramp, that service has not yet begun operation. The initial proposal is for the private charter of two Catamaran vessels, each equipped to transport 49 people from Martinez and Benicia to South San Francisco and back with two pickups and two drop-offs each week day. No modifications to the city boat ramp are proposed.

Because this is a new service, no operational statistics are available.”

Recommendation:

Review and provide final comments prior to forwarding recommendation to the STA Board at its January 11, 2017 meeting.

On a motion by Board Member Patterson, and a second by Board Member Davis, the Transit and Rideshare Committee approved the recommendation as amended above in ***bold and italics***. (4 Ayes, 1 Absent)

7. COMMITTEE MEMBER COMMENTS

None.

8. FUTURE AGENDA ITEMS

None.

9. ADJOURNMENT

The meeting adjourned at 1:58 p.m. The next Transit & Rideshare committee meeting is to be determined.

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DATE: January 10, 2018
TO: Transit & Rideshare Subcommittee
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: State Transit Assistance Funds (STAF) Project Scoring Criteria

Background:

State Transit Assistance funds (STAF) are generated by the sales tax on diesel fuel, and the amount of money available varies from year to year based on the ups and downs of diesel prices. The State splits the STA program into two components:

Revenue-based funds: The State allocates funds to transit operators based on their revenue as defined by PUC 99314 (b).

Population-based funds: MTC receives STA based on our share of the population. Metropolitan Transportation Commission (MTC) determines how to use these funds (Resolution 3837)

State law specifies that STAF be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects. MTC apportions the Solano County Population-based funds to Solano Transportation Authority (STA) for Northern County and Regional Paratransit STAF Funding.

STAF has been used for a wide range of activities, including providing funds for STA transit planning and programs administration, transit studies, transit marketing activities, matching funds for the purchase of new intercity buses and covering new bus purchase shortfalls on start-up new intercity services when the need arises.

Discussion:

In October 2017, the STA Board approved STA's staff recommendation to initiate a Call for Projects in the amount of \$150,000 from STAF. The Call for Projects is intended for Solano County Transit Operators and applicants are requested to present their projects to the STA Board's Transit and Rideshare Committee for review and to make recommendations to the STA Board for programming. Attached, please find the suggested scoring criteria.

Fiscal Impact:

The applications to be funded with State Transit Assistance Funds includes several activities performed by the Solano Transportation Authority and previously approved by the STA Board. Approval of this list provides the guidance MTC needs to allocate STAF to the STA for continuing and implementing these programs and projects.

Recommendation

Approve the scoring criteria for the State Transit Assistance Funded Projects.

Attachment:

A. STAF Project Scoring Criteria

2018 Solano Transportation Authority State Transit Assistance Fund Application Packet



Project Criteria

The Solano Transportation Authority's Transit and Rideshare Committee will consider the following seven criteria when making funding recommendations to the STA Board.

1. Regional Benefit

Applications that demonstrate a regional benefit. For example, if ridership of other services are expected to be benefitted by your project, evidence of how the other services are to be impacted should be included in your application, and including evidence of coordination with other service providers.

2. Increase Ridership

Project proposals that can demonstrate a positive benefit to ridership by improved frequency, better access to service, and interconnectivity with countywide regional transit facilities and/or other transit agencies.

3. Benefit Seniors and Individuals with Disabilities

Applications that can demonstrate improved mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options.

4. Greenhouse Gas Emission

Projects designed to make significant improvements to reduce mobile source emissions while being cost-effective and achievable are given priority for recommended funding.

5. STA Transit Plan or Local Short Range Transit Plan

Applications that are listed in a STA Transit Plan or a local Short Range Transit Plan will be given priority for recommended funding.

6. Consolidated Transportation Plan

Applications that address one or more goals outlined in the STA's Countywide Transportation Plan.

7. Projects must be completed by June 30th, 2019.



DATE: January 10, 2018
TO: Transit & Rideshare Subcommittee
FROM: Robert Guerrero, Senior Project Manager
RE: State Route (SR) 37 Corridor Transit Alternatives

Background:

SR 37 is 21 miles in length from SR 101 in Marin County to I-80 in Solano County. The SR 37 Corridor has been divided into three segments: Segment A is located in Marin and Sonoma Counties from SR 101 to SR 121, Segment B which is located in Solano and Sonoma Counties from SR 121 to Mare Island and Segment C located in Solano County from Mare Island to I-80. Attachment A illustrates the corridor segments. Most of the immediate traffic congestion occurs in Segment B where the two lanes from Segments A and C merge into one lane in both directions. In addition, all three segments are projected to have increased traffic congestion and are forecasted to be impacted by future sea level rise and near-term flooding.

The Metropolitan Transportation Commission (MTC) and the Transportation Authorities of Marin, Sonoma, Napa and Solano Counties have funded a Project Initiation Document (PID) equivalent to address the congestion and sea level rise challenges. The PID equivalent for the corridor is called the SR 37 Transportation and Sea Level Rise Corridor Improvement Study.

The Corridor Study is being developed in two phases. The first phase will study the entire corridor and identify improvements from a corridor wide conceptual level. The second phase will focus on project specific improvements for Segment B (SR 37 from Mare Island in Solano County to SR 121/SR 37 Intersection in Sonoma County). The first phase draft study is nearly complete with the second phase being completed in parallel.

Discussion:

On May 10th, the STA Board approved a recommendation to be the lead agency for developing and implementing transportation projects for the corridor in Segments B and C. The STA Board also dedicated \$5 Million in State Transportation Improvement Program (STIP) Funding to assist in funding the environmental phase of the Segment B Project. In anticipation of this, the STA is studying transit alternatives in partnership with the SR 37 Memorandum of Understanding (MOU) and its member agencies. These alternatives include ferry, express bus and passenger rail service options.

Solano Water Transit Plan

The STA is currently in the consultant selection process for the Solano Water Transit Plan. A major component of the Plan is to assess the feasibility of additional ferry service from Solano County to Marin County. This assessment will feed directly into the current SR 37 Study and the future environmental documents. The scope of the study includes an analysis of existing and potential ports/docks, potential ridership, and preliminary costs. The Solano Water Transit Plan is scheduled to kick off in February 2018 and will include a Project Development Team with invited participants from Cities of Vallejo, Benicia, Rio Vista, as well as other agencies such as Soltrans, Transportation Authority of Marin (TAM), Golden Gate Transit, and Water Emergency Transit Agency (WETA).

SR 37 Express Bus Service

Similar to SR 12 Jameson Canyon, express bus service options on SR 37 would not operate efficiently without a 2nd lane in each direction in Segment B. Currently, traffic congestion at Segment B would make bus service options non-viable given the excessive delay in the morning and evening peak periods. The good news is that the SR 37 Corridor Study is considering additional lane options that could allow for express bus service. The four North Bay Transportation Authorities are considering a transit ridership study to assess the transit demand on the corridor. As part of this assessment, origins and employment destinations will be surveyed. Related to this is the STA's SR 37/Fairground Drive SolanoExpress Stop project near Six Flags Discovery Kingdom in Vallejo. This stop will be a strategic anchor point for any future bus transit service on the SR 37 Corridor, as well as I-80. Partners in this study would also include: Solano County Transit, Napa Valley Transportation Authority, Marin Transit and Sonoma County Transit. STA will continue to work with these partners to develop a scope of work and estimated budget. Staff is expecting to return to the STA Board later this year with an update on this effort.

SR 37 Passenger Rail Service

Sonoma Marin Area Rapid Transit (SMART) recently submitted a Caltrans grant application for assessing passenger rail service from Marin County to Solano County via the SR 37 Corridor through Sonoma and Napa counties. The scope of the study includes a gate way connection at the Suisun City Capitol Corridor Station for SMART to connect with Amtrak's Capitol Corridor passenger rail service. This analysis is consistent with the California State Rail Plan and would make the Suisun City train depot an important rail hub for north bay county trips and beyond.

Fiscal Impact:

None at this time.

Recommendation:

Informational.

Attachment:

- A. SR 37 Corridor Segment Map

SR 37 Corridor Segments Map



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DATE: January 9, 2018
TO: Transit and Rideshare Policy Committee
FROM: Brandon Thomson, Transit Mobility Coordinator
RE: SolanoExpress Implementation Update

Background:

The STA Board, staff, and two intercity transit operators (Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans) are engaged in a process to revamp the SolanoExpress system. The last system review was completed in 2004. The I-80/I-680/I-780/SR 12 Transit Corridor Study, which is the basis of the proposed changes, was completed in December 2014. That Study made findings about the current system that included:

1. Built upon expedience and opportunity.
2. Not clear or easy to understand
3. There are areas of duplication
4. Except for the Route 80, the service does not meet key performance standards
5. Connections between Solano cities are slow and infrequent

The December 2014 study analyzed the existing service and selected a preferred alternative. Since that time the following key activities have been completed:

1. Refined the preferred alternative
2. Implementation planning
3. Developed schedules and operating framework
4. Identified key capital projects
5. Initiated funding and implementation plans for capital projects

Consolidated Routing

The routes network will be consolidated from the existing seven routes into three routes plus a temporary transition commute route (Attachment A). Route consolidation is the most significant outcome of the implementation since it makes for easier travel between destinations within and outside of Solano County. Moreover, the consolidation builds a framework upon which more frequency and extended hours can be added as new funding and demand are generated. Originally, STA had recommended modifying the seven route numbers (20, 30, 40, 78, 80, 85, and 90) to route colors to coincide with connecting BART transfers (red and yellow). Subsequently, both FAST and SolTrans staff requested shifting the three colors to coincide to current colors of the SolanoExpress buses. Blue and Green for FAST and Green and Yellow for SolTrans.

Implementation Components

Implementation of the Green Line requires a new bus stop on State Route 37 at Fairgrounds Drive (Attachment B) to gain time savings needed for on-time performance and to extend service to the Amtrak Station in Suisun. The Green Line consolidation cannot occur until the stop is implemented which is scheduled to by Spring of 2019. Implementation of the new Blue Line only needs implementation of new bus stops near the Solano Community College campuses in

Suisun Valley (Attachment C) and VacaValley (Attachment D). These are expected to be completed by Spring of 2018. Based on the capital project timing, the new SolanoExpress service will be implemented in two phases:

A. Phase 1:

On July 1, 2018: Phase 1, Blue, Green Express and Yellow Lines

- i. Routes 20, 30, and 40 merged into Blue Line
- ii. Route 90 merged into Green Line Express
- iii. Route 78 merged into Yellow Line

B. Phase 2:

On July 1, 2019: Phase 2, Green Line

- i. Routes 80 and 85 merged into Green Line

Marketing and Outreach

STA, SolTrans, and FAST Staff have been working collectively to engage riders and the broader community to inform them of the upcoming service changes. In September 2017, the SolTrans Board authorized a public comment period for Route 78. SolTrans staff held numerous public workshops and surveyed the communities of Benicia and Vallejo. The results from the surveys as well as public comments received regarding the changes to Route 78 will be analyzed after the public comment period closes. The SolTrans Board was scheduled to consider these comments at their meeting on December 14, 2017. FAST will follow a similar marketing and outreach approach to inform the community of the upcoming service changes and have a public hearing for Routes 20, 30, 40 and 90 set to begin in late January 2018. This public hearing for Routes 20, 30, 40 and 90 will conclude at Fairfield City Council's meeting in February 2018. Once SolTrans and FAST's public hearing concludes, STA will host a public comment period at the STA Board meeting in March of 2018 and present the public feedback received.

Fare Structure

FAST, SolTrans, and STA staff are also working towards a fare structure that is simple and easy to understand for transit riders. The current fare structure, shown below, is complex and confusing.

Current SolanoExpress	Individual	31-Day
Soltrans - Intracounty, Outside Jurisdiction	5.00	114.00
SolTrans - Outside County	5.00	114.00
SolTrans 78 - within jurisdiction	1.75	56.00
FAST - Intracounty	5.75	70.00
FAST - Outside County	5.75	130.00
FAST - within jurisdiction (30/40 Short)	2.75	70.00

Staff from all three agencies will continue working towards a fare structure that is equitable and easy to understand for SolanoExpress customers and recommendations will be provided at a future Consortium and STA Board meeting.

Fiscal Impacts:









The service improvements are intended to be implemented within existing resources and performance targets, as adopted by the STA Board for the SolanoExpress service.

Recommendation:

Informational.

SolanoExpress Route Map

Weekday Service: Phase 1 Implementation to begin July 1, 2018

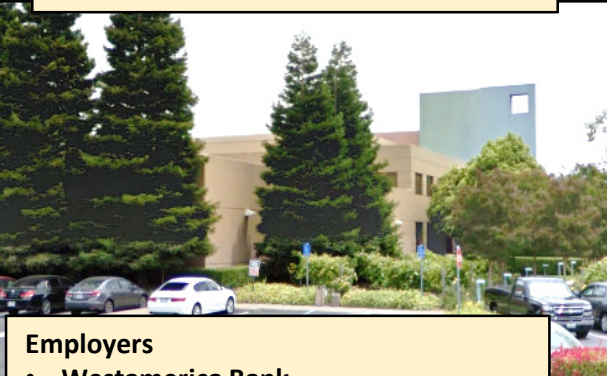
-   Sacramento/Pleasant Hill BART
-   Vallejo/Walnut Creek BART
-   Suisun City/ECDN BART
-   Current Routes 80/85 (Phase 2 to begin July 1, 2019)



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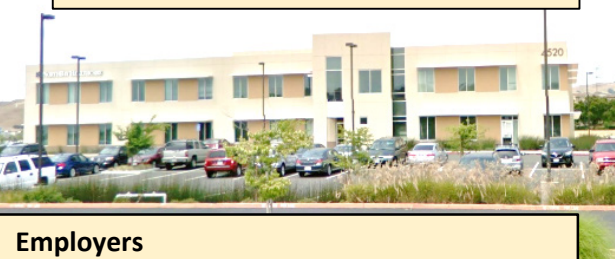
Westamerica Center



Employers

- Westamerica Bank
- Westamerica Commercial Credit
- Cars With Heart

NorthBay Center



Employers

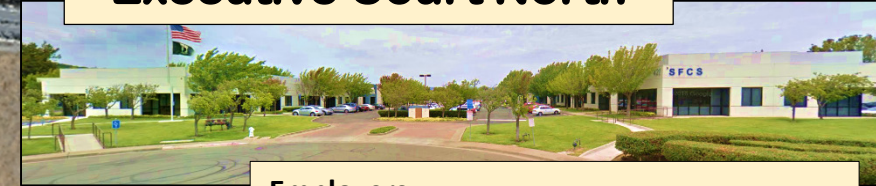
- NorthBay Green Valley Admin Building
- NorthBay Center for Primary Care

Solano Community College



Faculty and Students

Executive Court North

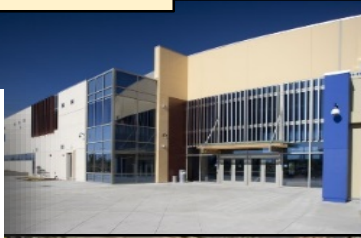


Employers

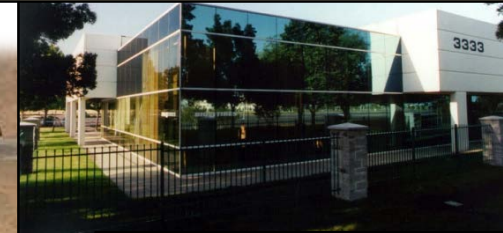
- Colliers International
- SCC Small Business Center
- Solano Economic Development Corp.
- Solano Family & Children's Services
- Sylvan Identix
- Solano County Child Support Services
- Crossfit Solano
- Rent a Kit
- Workforce Investment Board
- Solano Employment Connection
- Aim Higher
- Laborer's Trust Funds

**Employers within half a mile
from new Suisun Valley
Solano Express Stop**

Solano College Vacaville Center

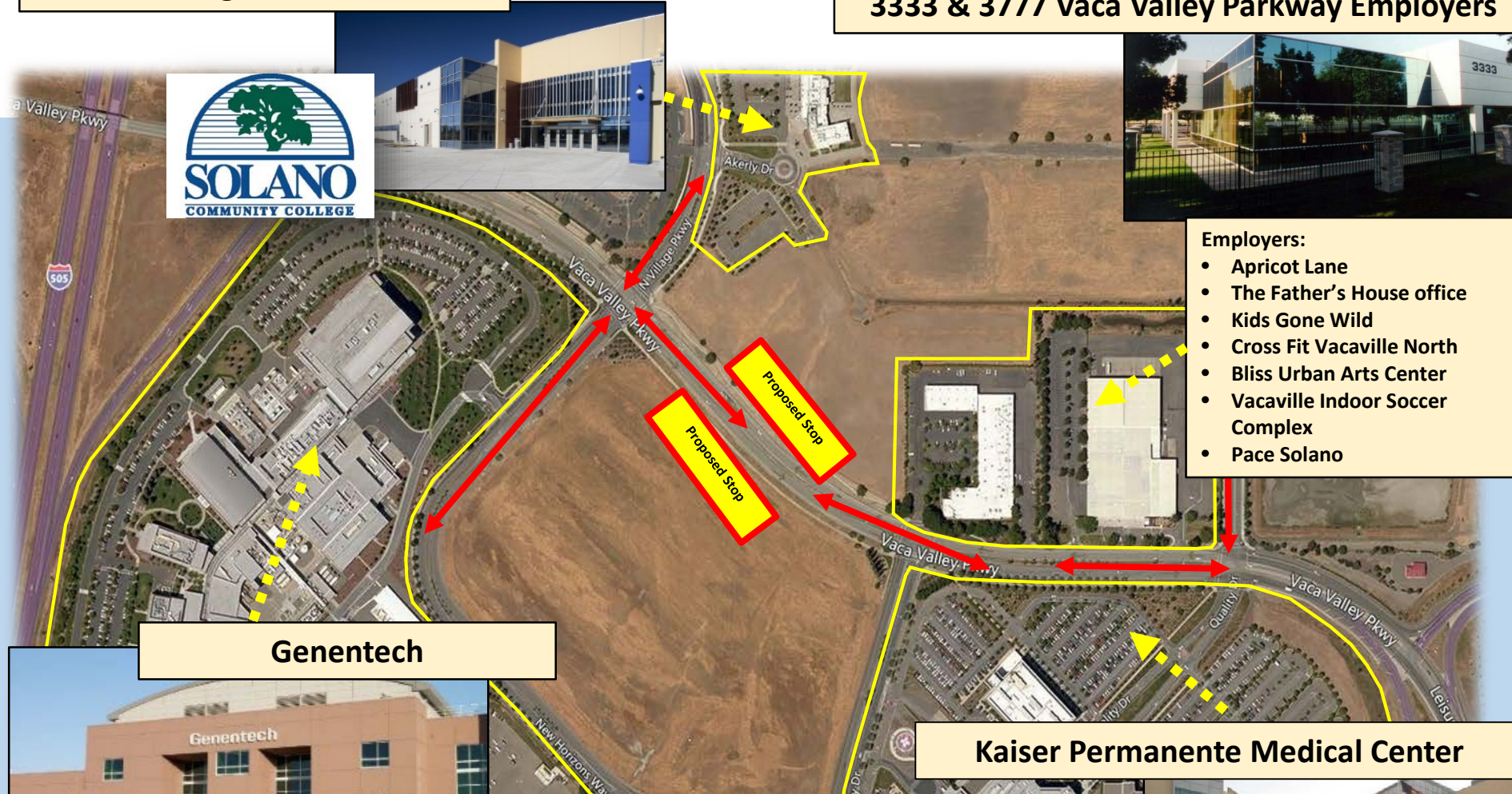


3333 & 3777 Vaca Valley Parkway Employers



Employers:

- Apricot Lane
- The Father's House office
- Kids Gone Wild
- Cross Fit Vacaville North
- Bliss Urban Arts Center
- Vacaville Indoor Soccer Complex
- Pace Solano



Genentech



Kaiser Permanente Medical Center



**Employers within half a mile from
new Vaca Valley Solano Express
Stop**

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DATE: January 9, 2018
TO: Transit & Rideshare Subcommittee
FROM: Lloyd Nadal, Program Services Division Manager
RE: Solano Community College (SCC) Student Transportation Fee Update

Background:

During the Fall 2016 Semester, Solano Community College (SCC) students elected a measure by a simple majority to pay a transportation fee for the purpose of providing reduced transit fares for students for the semesters from Spring 2017 through Fall 2019. The Solano Community College Student Transportation Fee 2-Year Pilot Program launched in Spring 2017 offering a 50% reduced fee on usage among the individual Transit Operators. Despite the reduced fare cost, the 2017 Spring and Fall Semester had very low usage amongst students. Based on these concerns, STA met with SCC and the Transit Operators (FAST, SolTrans and Vacaville City Coach) to explore opportunities to develop a low-cost countywide unlimited access fare for SCC students while piloting a smart phone application for boarding buses operated by FAST, SolTrans, Vacaville City Coach, and the regional SolanoExpress service.

Discussion:

The Transit Operators agreed to provide a reduced student fare product for SCC student users who pay the transit fee in their registration and choose to pay the semester user fee (in accordance with their 50% reduced fee which was voted on last year). In return, and based on a separate agreement, STA and the Transit Operators shall receive the calculated share of the transit fee generated by the SCC fee. The agreed upon product for SCC students will entail:

- a) Unlimited usage within the three Transit Agencies and SolanoExpress;
- b) User fee at \$50/per semester till Fall 2019;
- c) *Accessing student fare product using a mobile application (provided by American Eagle who will be contracted with STA)

*The application will not be ready to use until February 28, 2018. The SCC semester begins on January 17, 2018. Therefore, for the period beginning immediately and ending when the phone application is functioning, the Transit Operators will accept valid SCC student registration cards with photo ID's to allow boardings for trips beginning and ending within Solano County. For trips outside of Solano County, students shall pay the fare normally required from the last stop within Solano County to the destination outside of Solano County on the route boarded by the SCC student.

On December 20, 2017, the SCCD Governing Board approved the agreement between STA and SCC to move forward with this new product as part of the revised Transportation Fee Pilot Program. STA and the Transit Operators will work with SCC and the students to promote the trial period encouraging students to try out using the bus and then purchasing the \$50/semester fare thereafter.

Fiscal Impact:

Using a valid student ID card, SCC Students will have the ability to board buses operated by FAST, SolTrans, Vacaville City Coach, and the regional SolanoExpress service for trips beginning and ending within Solano County on a trial basis until the mobile application is ready on Feb 28th. Soon thereafter, the cost of the fare is \$50/per semester for all valid SCC students.

Recommendations:

Informational.



DATE: January 10, 2018
TO: Transit & Rideshare Subcommittee
FROM: Ron Grassi, Director of Programs
RE: First/Last Mile Project Update

Background:

In May 2017, The STA Board approved entering into a six-month agreement with Lyft and launched the First/Last Mile Pilot Project “Solano Mobility Ride”. Under this new partnership, Lyft would help Solano Business Park employees connect from the Suisun/Fairfield Train Station to their place of employment, 2-5 miles away. Interested employees would be able to sign up for the pilot program by calling or emailing STA staff in order to receive a discount code from Lyft that would allow for a \$2 or \$3 subsidized ride. Due to potential cost concerns, the maximum number of employees participating in the pilot was limited to 40 and would come from the following companies/agencies:

1. Anheuser-Busch (Budweiser)
2. Fairfield-Suisun Sewer District
3. Jelly Belly Factory
4. NorthBay Center for Primary Care
5. Partnership Health Plan
6. Solano County Health and Social Services (HSS)

Discussion:

On December 13, 2017 the STA Board approved to continue the pilot through June 30, 2018 and expand the service areas to include more employers for the First/Last Mile Pilot Project. As of November 2017, Partnership Health, Northbay Health, and Health and Social Services have a combined 14 employees registered for the First/Last Mile pilot. Over the past 6 months, there have been 149 trips taken. The total subsidized cost for these trips was \$1,176.06. The goal over the next six months is to have forty participants registered and to maintain the service for one year. In order to reach this goal, STA has identified expanding the First/Last Mile pilot in the following Phases:

- Phase 2 would be to expand the current service area from the Fairfield-Suisun Train Station to all 70 businesses in the Solano Business Park; and Offer the First/Last Mile pilot to Genentech, Kaiser Permanente, State Fund and other employers in the VacaValley area traveling to/from the new Fairfield/Vacaville Train Station.
- Phase 3 would include expanding to the Benicia Industrial Park employers who use the Benicia Bus Hub; Mare Island Vallejo as a replacement to the discontinued SolTrans shuttle service; and once the Solano Express is implemented to employers around the Dixon Solano Express Bus Stop.

Fiscal Impact:

For the six-month pilot project, there was \$100,000 of Transportation Funds for Clean Air (TFCA) from the Bay Area Air Quality Management District to fund this program. This was estimated to fund 40 participants during the six month pilot. As of November 2017 there is \$98,823.94 remaining. Additional funding should also be available through the Bay Area Air Quality Management District and the Yolo Solano Air Quality Management District in FY2018/19.

Recommendation:

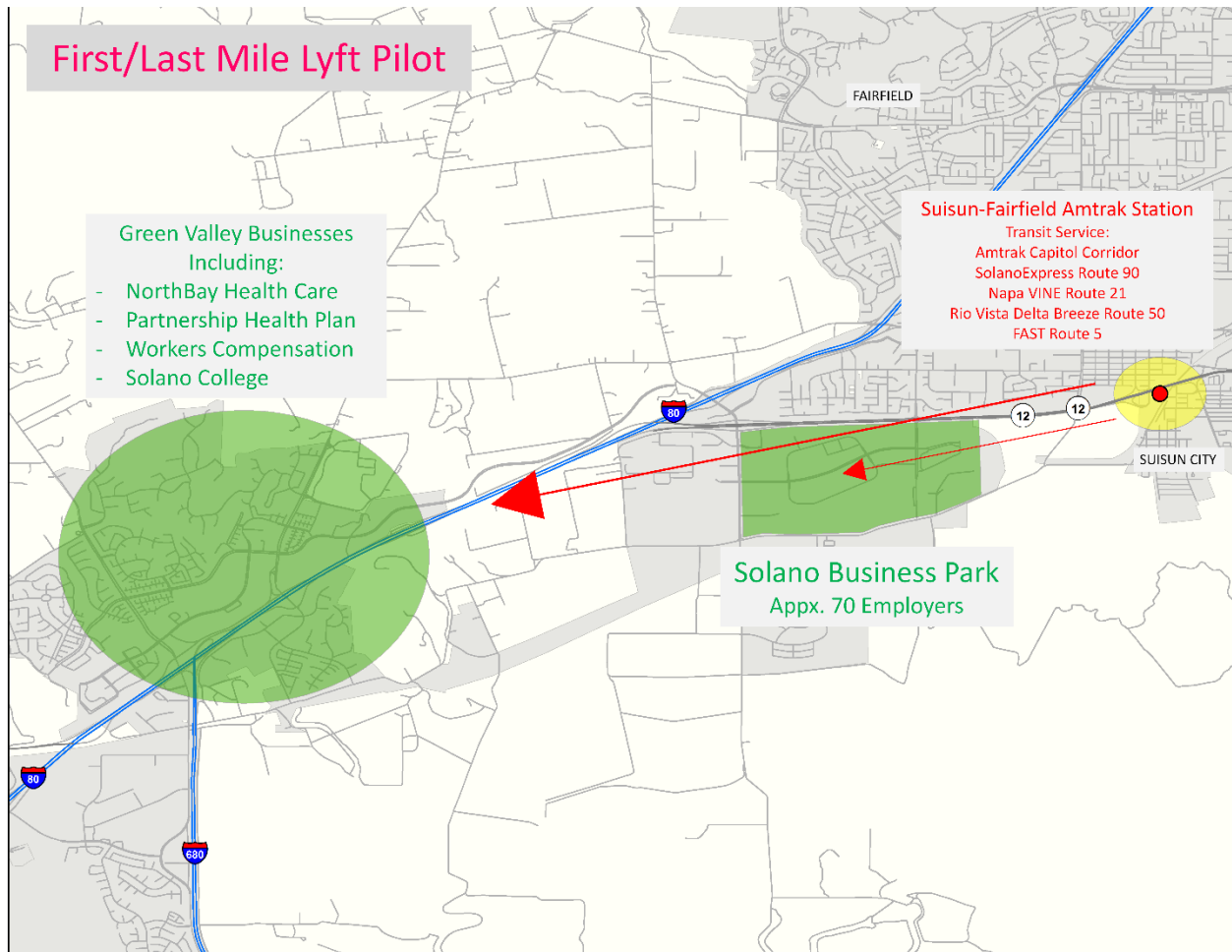
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Attachment:

- A. Future Expansion Maps

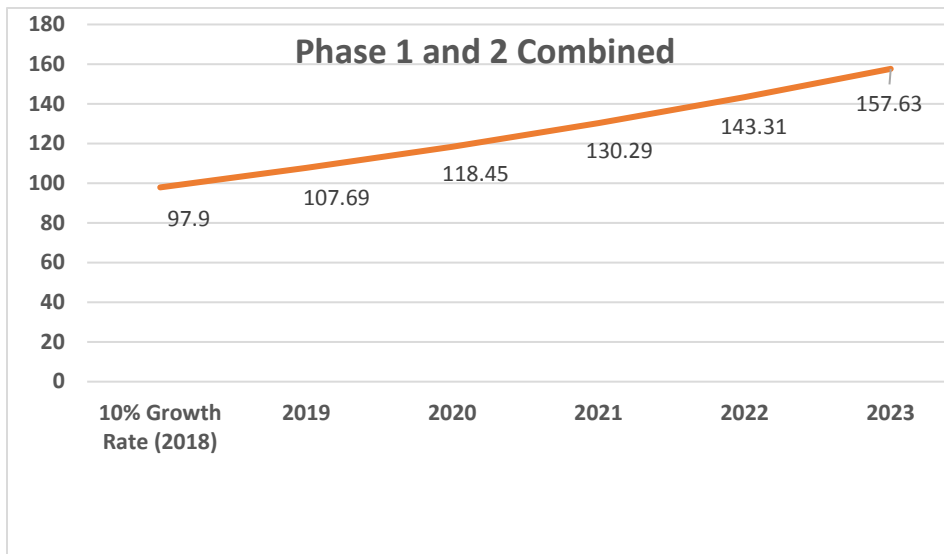
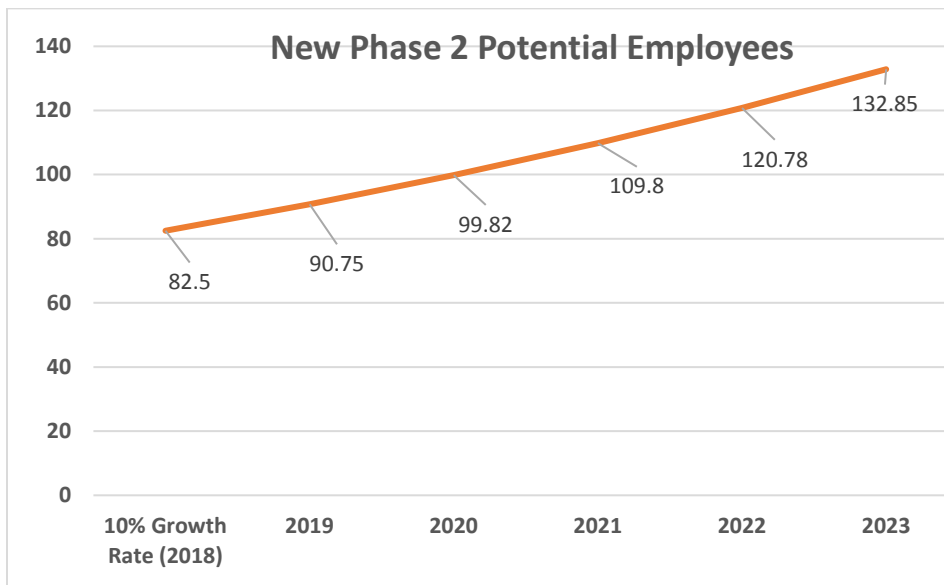
Pilot Began (May 2017) Phase 1:

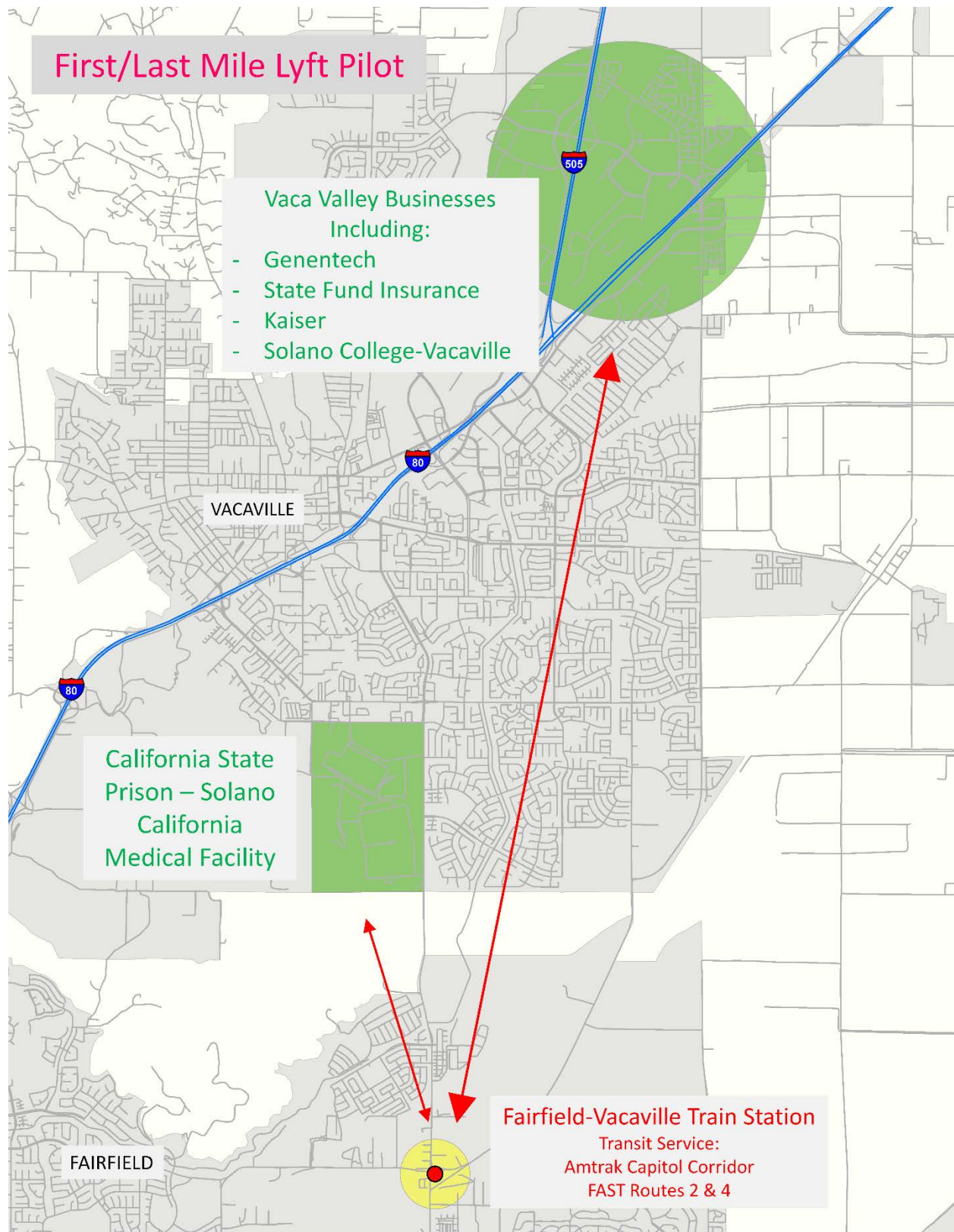
STA implemented the Lyft pilot program in May 2017. Solano County Health and Social Services, Partnership Health, and North Bay Healthcare have a combined 14 employees participating in the pilot. 14 employees represents 1.5% of the 960 employed at these locations. During the first 6 months of the pilot, 159 trips were taken. The average cost to STA was \$8 per ride. The average cost for the rider was between \$2 and \$3.



Update (Dec 2017) Phase 2:

STA's Board has approved an expansion of the Lyft pilot to include other areas where a first-last mile solution is needed (Phase 2). The new Fairfield/Vacaville train station is within 9 miles of large employers. There is a current gap of transit service from the train station to these employers. STA will work with Lyft to create a 1 mile geo-fence area around Genentech, Kaiser, State Fund, and the Solano Community College North Campus. Additionally, there will be a .25 mile geo-fence created around the CA State Prison and Mental Health Facility. These two areas employ approximately 5,000 people. Assuming that we will see the same 1.5% participation rate as in phase 1, the phase 2 pilot will have 75 participants. The graphs below show phase 1 and 2 with an annual increase of 10%.

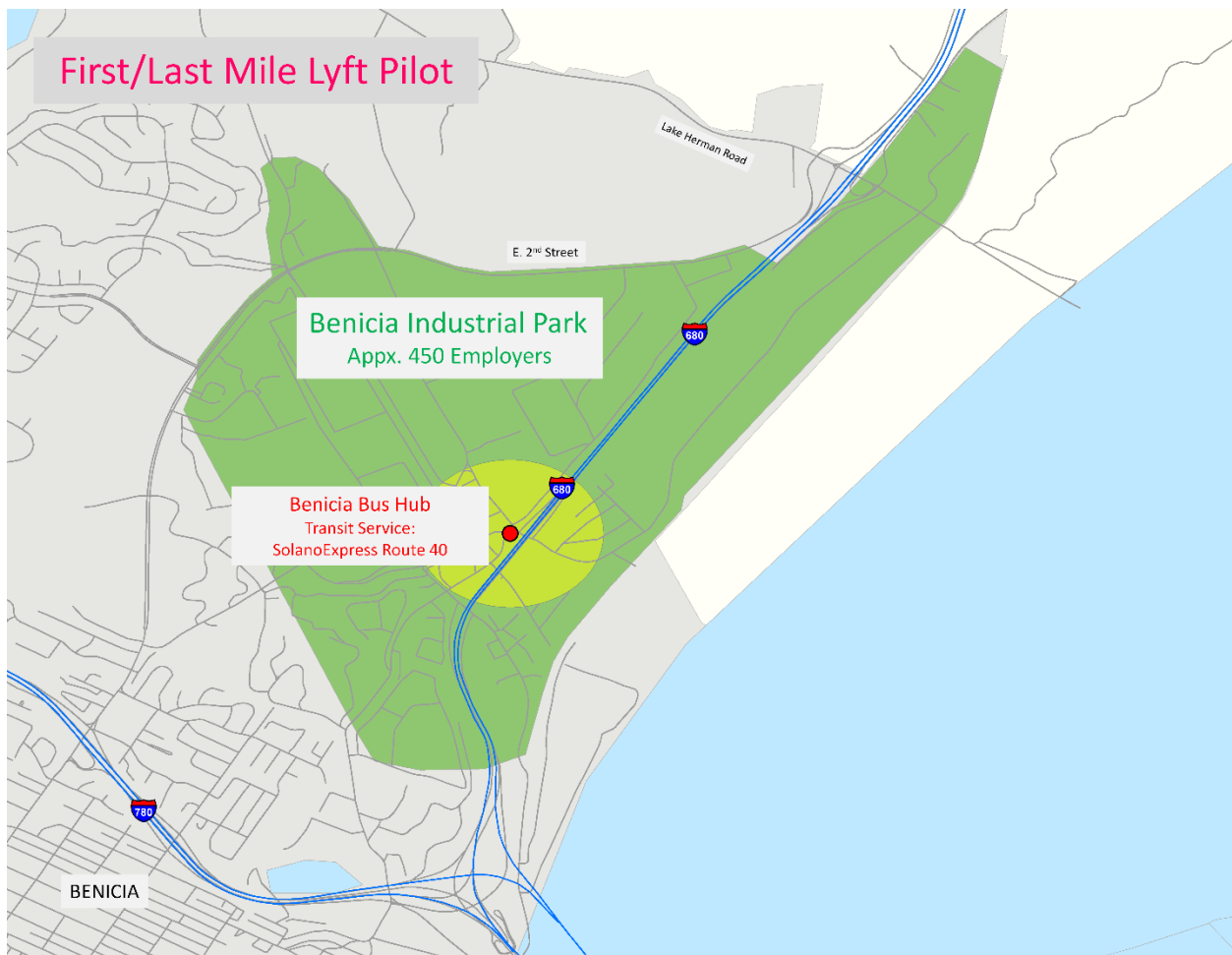




Future Expansion (Phase 3):

The STA Board has directed staff to assess if there are other areas within the county that need a last mile solution. STA staff have determined that the following areas should be considered for pilot expansion:

Benicia Industrial Park- The largest industrial port-oriented industrial park in Northern California. The park is home to over 450 businesses and 6,500 employees. There is a regional express bus service that stops at the bus hub in the industrial park. However, there is no current local bus service that can get commuters from the hub to their work site. The pilot program would be a solution for the last mile gap.



Mare Island Vallejo- The formal naval ship yard is a growing commercial park. Mare Island is one of the Bay Area's biggest commercial campuses with more than 100 businesses occupying 3.5 million square feet. There is no current local bus service on the island. The pilot expansion would fill a gap between the Vallejo Transportation Center and the ferry terminal to Mare Island (approx. 3 miles).

