



Summary of Second Shift and Weekend Shuttle Service between Lowell and Burlington

Request - The Town of Burlington is seeking **\$290,000** in seed funding from the Boston MPO to lease a 25 passenger vehicle with a fixed route service. This service will provide transportation for second shift and weekend employees from Lowell to the restaurant, hotel, retail and healthcare jobs in Burlington. This funding will help fill the almost 600 job openings in Burlington with available workers in Lowell, who are unable to fill these jobs due to limited public transportation.

This seed funding will provide second shift and weekend transit and serve residents, students, and workers in Lowell and will be matched with \$415,000 in financing by private businesses, real estate developers, municipalities, and educational institutions over a three year period. These entities will continue to pay for transit services after year three, when State funding will be needed no longer.

Overview - There are over 600 unfilled jobs for varied positions at Burlington restaurants, hotels, retailers, and healthcare facilities. According to the Department of Unemployment Assistance, Burlington has the ninth most jobs in the state, while Lowell has the second worst factor of employment to population. In addition, according to the Mass Department of Unemployment Assistance, the July 2018 unemployment rate in Lowell, MA is 4.5%, which is much higher than the Massachusetts unemployment rate of 3.9%. This includes over 2,600 Lowell residents who are unable to find employment in the region. This is partly due to a lack of public transit and alternative transportation resources between Burlington and Lowell, despite their relative close proximity (~14 miles). This limited public transportation has challenged access for quality workers to obtain employment in the Burlington restaurants, hotels, retailers, and healthcare facilities. This is especially true for second shift and weekend employees, as there is limited hours, only one Burlington stop and no public transit on Sundays.

Proposed Shuttle Service - In order to help improve transit mobility, the Town of Burlington has been working with the Middlesex 3 Transportation Management Association (M3TMA) and other Middlesex 3 municipalities, businesses and partners to improve public transit between Lowell and Burlington. The Middlesex 3 Coalition and the Middlesex 3 Transportation Management Association (M3TMA) are taking steps to address the transportation gaps in the region. This includes creating a second shift and weekend shuttle service to connect job seekers in Lowell with the 600 available jobs in Burlington.

The M3 TMA will establish the pick-up and drop-off locations that best serve the community, that do not duplicate current services and that best meet the needs of the shuttle partners. The shuttle route is outlined on the detailed proposal, but the final route will be determined based upon the needs and financial contributions from the shuttle partners. The Lowell and Burlington shuttle service will begin with a 25 passenger leased shuttle with a fixed route service, and increase to a 33 passenger vehicle as demand grows. As recommended by NMCOG, MAPC, and CTPS, the proposed shuttle service will target second shift and weekend workers and will pick up at downtown locations and travel to Burlington restaurants, hotels, retailers, and healthcare facilities. The shuttle will run for nine hours and end after midnight.

Funding for the shuttle is outlined on the attached budget (Attachment A). In Year 1, the matching funding comes primarily from the public sector. After Year 2, the majority of the funding will come from the business community. Year 1 will include a 25 passenger vehicle with service between Lowell and Burlington with trips in the afternoon and in the evening with times varying as needed. Stops will change based on the need of the contributing members which is targeted at one Burlington developers / users contributing \$20,000 for the first year.

Years 2 and 3 will include a 33 passenger vehicle with service between Lowell and Burlington with three trips in the afternoon and in the evening - ending after 12:30 AM (times can vary as needed). Stops will change based on the need of the contributing members which is targeted at 4 to 8 Burlington developers / restaurants / retailers users each contributing \$20,000 per year.

It will be the responsibility of the Middlesex 3 TMA to provide administrative and marketing services and to bring new users and riders into the program each year. Contributing members to the shuttle will determine final schedules and have input of annual budgets and outreach. The M3TMA will work with the employment centers in Lowell and the employers in Burlington to connect residents and students with available jobs, fill the shuttle seats, and establish long-term financial sustainability of the Lowell to Burlington shuttle through financial contributions from public and private partnerships. Contributing members to the shuttle will determine final schedules and have input of annual budgets and outreach. Additional details for the second shift Lowell/Burlington pilot shuttle proposal can be found at:

www.middlesex3.com/m3tmapilotshuttle.html.

Downtown Lowell and the Burlington Mall are about 14 miles from each other; however, limited public transit along Route 3 has created a barrier for second shift employees who are seeking jobs at the Burlington restaurants, hotels, retailers, and healthcare facilities. As a result, almost 600 service positions in Burlington are unfilled and Lowell residents are unable to work. For more information, please visit:

<http://www.middlesex3.com/m3tmapilotshuttle.html>.



Attachment A - Budget for M3 Pilot Shuttle Service between Lowell and Burlington

REVENUE				
		Year 1	Year 2	Year 3
Burlington Businesses	Restaurants, Hotels, Healthcare, Retailers, Developers, Owners	\$20,000	\$80,000	\$160,000
Local Contributions	Municipalities and Educational Institutions	\$20,000	\$60,000	\$75,000
State Budget		\$125,000	\$0	\$0
Boston MPO Request		\$140,000	\$120,000	\$30,000
Total Revenue		\$305,000	\$260,000	\$265,000
EXPENSES				
		Year 1	Year 2	Year 3
Shuttle Service (5 Days of Service @ 9 hrs/day)	25 passenger shuttle , driver, coordinator, insurance, maintenance, cleaning, & fuel	\$235,000		
Shuttle Service (5 Days of Service @ 9 hrs/day)	33 passenger shuttle , driver, coordinator, insurance, maintenance, cleaning, & fuel		\$255,000	\$255,000
Lyft Cards & Backup Dispatch	For late night back-up services and ERH	\$10,000	\$10,000	\$10,000
Total Expenses		\$245,000	\$265,000	\$265,000
Surplus / Deficit		\$60,000	(\$5,000)	\$0
Running Fund Balance (including prior years)		\$60,000	\$55,000	\$55,000
Details regarding business investment				
Total Costs for Burlington Businesses		\$20,000	\$80,000	\$160,000
Year 1 - Cost per business per year (with 1 user)		\$20,000		
Year 2 - Cost per business per year (with 4 users)			\$20,000	
Year 3 - Cost per business per year (with 8 users)				\$20,000
Cost per seat per year		\$400	\$808	\$1,616
Cost per seat per day (RT)		\$1.60	\$3.23	\$6.46
<p>Year 1 will include a 25 passenger vehicle with service between Lowell and Burlington with two trips in the afternoon and in the evening - ending after 12:30 AM (times can vary as needed). This assumes usage at 50 passengers per day. Stops will change based on the need of the contributing members which is targeted at one Burlington developers / users each contributing \$20,000 for the first year.</p>				
<p>Years 2 and 3 will include a 33 passenger vehicle with service between Lowell and Burlington with three trips in the afternoon and in the evening - ending after 12:30 AM (times can vary as needed). This assumes usage at 99 passengers per day. Stops will change based on the need of the contributing members which is targeted at 4 to 8 Burlington developers / restaurants / retailers users each contributing \$20,000 per year.</p>				
<p>It will be the responsibility of the Middlesex 3 TMA to provide administrative and marketing services and to bring new users and riders into the program each year. Contributing members to the shuttle will determine final schedules and have input of annual budgets and outreach.</p>				