

To: Marketing Planning & Legislative Committee

Date: December 29, 2014

From: Anne Muzzini, Director of Planning and Marketing

Reviewed by:

Subject: Cap and Trade Grant

Summary

The Cap and Trade funding program for transit is officially titled the Low Carbon Transit Operations Program (LCTOP). In recent weeks Caltrans has released funding amounts and guidelines for grant applications for the LCTOP program. County Connection is slated to get \$185,881 in 2014-15 funds. Eligible projects include capital and operating, however the funds must support service in a defined disadvantaged community or be shown to benefit one. Disadvantaged communities, or DAC's, are census tracts that have been ranked by the California Air Resources board. There is only one DAC in Central County and it is in eastern Martinez. Staff proposes to use the new source of funding to pay for the implementation of the Martinez Shuttle, a route that was defined in the Adaptive Service Plan.

What is the LCTOP?

The LCTOP is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on service disadvantaged communities. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total moneys received shall be expended on projects that will benefit disadvantaged communities. SB862 continuously appropriates five percent of the annual auction proceeds in the Greenhouse Gas Reduction Fund for LCTOP.

Proposed Grant Application

In the next few months grant application tasks need to be performed with MTC, Caltrans, and the Board of Directors. Staff is proposing to fund service – the Martinez Shuttle - that was developed in the Adaptive Service Plan but was not implemented due to funding constraints and the lack of support for cutting Route #19 to pay for it. The LCTOP funds would offset much of the projected cost of the route - \$236,300. The route is within ½ a mile of the defined DAC so it will meet the criteria.

Martinez

Modify existing fixed route services and provide a community-focused shuttle in Martinez

Community Shuttle

Based on the service goals and criteria in Martinez, a shuttle service similar to the 2009 Community Based Transportation Plan recommendation is still valid. That recommendation outlined several potential routing options between Downtown and destinations along Highway 4. This plan goes beyond the 2009 recommendations to provide more detailed routing, potential schedules, and other variants that may help the service better meet current community goals.

Preliminary service would be scheduled to operate hourly between approximately 7:00a.m. - 9:30p.m. It is likely that routes would be scheduled to enable timed transfers at the Amtrak station or mid-route for routes traveling to Walnut Creek. Two routing alternatives are possible; one includes a one-way loop route that services Muir Road and Arnold Drive in a counter-clockwise loop and a two-way service on Arnold Way that would have a bus turnaround near Morello Avenue.

It is assumed that a Community Shuttle would have the same fares as all other service. However, fares could be subsidized by the City of Martinez or other entities similar to how the City of Walnut Creek subsidizes fares on the Route 4 Trolley.

Figure ES-4 Martinez Community Recommended Shuttle Routing



Data Sources: CCCTA