

**To:** Operations and Scheduling

**Date:** 12/21/2017

**From:** Ruby Horta, Director of Planning & Marketing

**Reviewed by:**

**SUBJECT: Martinez Shuttle – Route 3 LCTOP Funding**

**Background:**

The Martinez Shuttle (Route 3) was developed as part of the 2013 Adaptive Service Plan and service implementation was made possible by the Low Carbon Transit Operations Program (LCTOP) in FY 14-15. Route 3 has been funded under the LCTOP program since implementation because it is the only new route that provides service within ½ mile of the only Disadvantaged Community (DAC) in County Connection’s service area. The route is currently funded through July 2018.

The next round of LCTOP allocation (FY 17-18) as well as new guidelines have been published and Route 3 no longer meets these guidelines. Last year’s guidelines allowed for service to be “within ½ mile of a DAC”, the new guidelines state eligible projects must be “**within** a DAC”. The ½ mile buffer is no longer eligible. Given that the route was specifically implemented to take advantage of the LCTOP funds and its dismal performance these past 2 years, staff proposes to eliminate Route 3 and design a new route that will meet current LCTOP guidelines.

Passenger per Month		
	FY 15-16	FY 16-17
Jul	NIS	1,604
Aug	681	2,183
Sep	1,767	1,975
Oct	1,975	1,962
Nov	1,673	1,734
Dec	1,876	1,938
Jan	1,759	1,662
Feb	2,124	1,692
Mar	2,046	2,154
Apr	1,684	1,428
May	1,656	1,907
Jun	1,746	2,042
<b>FY TOTAL</b>	<b>18,987</b>	<b>22,281</b>

Passenger per Revenue Hour		
	FY 15-16	FY 16-17
Jul	NIS	5.5
Aug	4.3	6.5
Sep	5.8	6.5
Oct	6.2	6.4
Nov	5.8	5.7
Dec	5.9	6.4
Jan	6.1	5.5
Feb	7.0	5.8
Mar	6.1	6.5
Apr	5.5	4.9
May	5.4	6.0
Jun	5.5	6.4
<b>FY AVG</b>	<b>5.8</b>	<b>6.0</b>

Avg Wkdy Boardings		
	FY 15-16	FY 16-17
Jul	NIS	80.2
Aug	61.9	94.9
Sep	84.2	94.0
Oct	89.8	93.4
Nov	83.7	82.6
Dec	85.3	92.3
Jan	88.0	79.1
Feb	101.1	84.6
Mar	89.0	93.6
Apr	80.2	71.4
May	78.9	86.7
Jun	79.4	92.8
<b>FY AVG</b>	<b>84.8</b>	<b>87.4</b>

The upcoming service restructure proposals will include a route “within the DAC” to ensure we meet the new LCTOP requirements.

If the O&S Committee agrees with staff’s recommendation, it will be forwarded to the Board for formal approval to begin the public hearing process required when eliminating a route. Depending on the outcome of that process, the Board may officially eliminate the route or decide to fund the route with other operating funds.

**Recommendation:**

Staff recommends O&S Committee request that the Board authorize staff to initiate the public hearing process to eliminate Route 3.

**Financial Implications:**

None.