



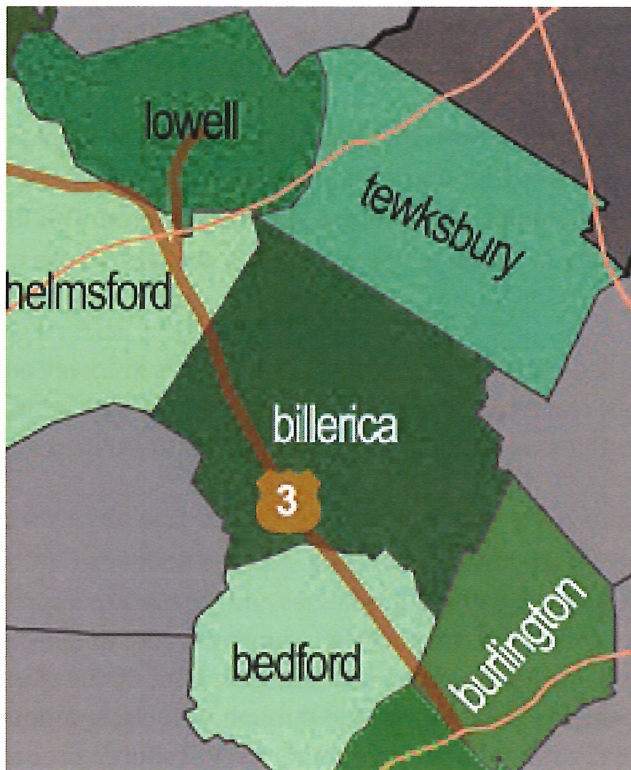
Summary of Funding Request for Second Shift Lowell/Burlington Pilot Shuttle Service

The Town of Burlington is seeking **\$225,000** in seed funding from the Boston MPO to lease a 25 passenger vehicle with a fixed route service. This service would provide two trips in the afternoon and two trips in the evening for second shift employees from Lowell to the restaurant, hotel, retail and healthcare jobs in Burlington. This funding would 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 would provide second shift transit and serve residents, students, and workers in Lowell and would be matched with \$460,000 in financing by private businesses, real estate developers, municipalities, educational institutions, and riders over a three year period. These entities would continue to pay for transit services after year 3, when State funding will be no longer needed.

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. It will be the responsibility of the M3TMA to 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. Additional details for the second shift Lowell/Burlington pilot shuttle proposal can be found at: www.middlesex3.com/m3tmapilotshuttle.html.

Expected Financial Contributions for Lowell/Burlington Shuttle		Year 1	Year 2	Year 3	Total Years 1-3
**Note – These are projected estimates – not financial commitments					
Burlington Business Contribution	Businesses (restaurants, hotels, healthcare facilities, retailers, etc.) pay per seat at \$4,400 per year. Note this cost will be at a 50% subsidy for the first three years to build ridership from 25 to 50 riders per day / roundtrip.	\$55,000	\$110,000	\$110,000	\$275,000
Developers and Property Owners	Simon Mall, Nordblom, Wilder, & National Development	\$10,000	\$10,000	\$10,000	\$30,000
Town of Burlington		\$10,000	\$10,000	\$5,000	\$25,000
City of Lowell		\$10,000	\$10,000	\$5,000	\$25,000
Middlesex Community College	To transport MCC students from Lowell to Burlington	\$5,000	\$5,000	\$5,000	\$15,000
UMass Lowell	To transport UML students from Lowell to Burlington	\$5,000	\$5,000	\$5,000	\$15,000
State Contribution		\$150,000	\$50,000	\$25,000	\$225,000
Contribution from ridership	Based on 25- 50 -50 RT riders/day - 5 days/week – 50 weeks/year at \$2.00 per trip with 1st year no cost	\$0	\$25,000	\$50,000	\$75,000
Total Public / Private Sector Financial Contribution		\$245,000	\$225,000	\$215,000	



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>.

