

Joint Sudbury/Wayland Transportation Committee

Minutes of meeting Thursday, January 19, 2006; 7:00 PM, Sudbury Senior Center

Present: From Sudbury: Joe Bausk, Kristin Kiesel, Pat Mullen, Ben Stahl, Carolyn Young From Wayland: George Blood, Lorraine Greiff, Kevin Goodwin, Harriett Onello, Julie Secord, John Thomas

Absent: Dave Mortimer, Sudbury

Next meeting: Thursday, March 30, 2006 7:00 PM, Wayland Senior Center

Issue	Discussion	Decisions/Questions	Next Steps
Introductions	Joe Bausk is the Chair of the Sudbury Council on Aging, Pat Mullen and Ben Stahl are members of the Council on Aging Board, and Carolyn Young is the former Sudbury van driver, now retired. All are members of the Sudbury Transportation Committee, a subcommittee of the Board. George Blood and Harriett Onello are members of the Wayland Council on Aging Board of Directors, and they, Lorraine Greiff, Kevin Goodwin and John Thomas are members of the Wayland Transportation Committee, a subcommittee of the COA Board. Kevin is also a van rider. Julie Secord is a member of the Board and will soon be the Co-Director of the Wayland Senior Center.	Kris Kiesel is a voting member of the Wayland Transportation committee, but is not a voting member of the Sudbury committee.	
Current Status of Transportation in the two towns	While both towns have their own vans and both provide transportation to seniors and people with disabilities, the two models are quite different. Sudbury's van driver is an employee of the Senior Center, and maintenance is done by the town DPW. Currently	To get a clear picture of the ways the two towns are similar and different, it will be helpful to have a grid comparing them on various parameters including: hours of operation, number of unduplicated riders served a year, number of trips	Pat will attempt to draw up a comprehensive budget for Sudbury, including driver salary, benefits, van maintenance costs, fuel costs, and expense for dispatching. Harriett will attempt to break down the Wayland budget

	<p>some van hours are used by the school department. Wayland outsources van operation and maintenance to a vendor, JFK Transportation.</p>	<p>a year, mileage a year, budgets for each part of the van function; demographics for each town including population size, number of seniors, and land area; and usage patterns, including busiest times in days and hours, destination patterns and origin of riders (do they cluster?)</p>	<p>into the same categories. Joe will gather the demographic information for both towns. Kris will get the number of riders, number of trips and mileage for Sudbury, and Julie will do the same for Wayland. Kris will try to develop geographic usage patterns for Sudbury, and ¿John Thomas? May do the same for Wayland using the GIS system. John Thomas will create the parameter template with which to systematize the information collected. Everyone needs to get their info to John.</p>
<p>Advantages of a two-town transportation system</p>	<p>Back-up of one town for another for times when one town is very busy and the other is not; economies of scale, in that paying for dispatching may be less expensive for two towns than for one; for Wayland, hiring their own driver and getting maintenance handled in town may be cheaper than contracting out; some rides to similar destinations might be bundled; for Sudbury, destinations beyond Town borders; one van might cover both towns in the early and late hours, effectively extending the service hours.</p>	<p>Sudbury is hoping to keep their current van when their new van under the MAP program arrives. If the van is sound, it will be retained for use by the FISH program for transporting people who use wheelchairs to medical appointments, and it can also serve as a backup to the new van.</p>	
<p>Disadvantages</p>	<p>Are the towns equivalent in size, population, and area to be served? Increase in cost of dispatching? What</p>	<p>Unknowns: what if a Sudbury rider uses the Wayland van: who gets the fare?</p>	

	if one van breaks down?		
Political climate	Sudbury has briefly explored this idea with the Town Manager, who is very supportive, and the Town Counsel, who says there is no legal barrier to a two-town collaboration. The Wayland political situation is not clear, and there are fiscal challenges.	More exploration of the two towns willingness to pursue the collaboration is needed.	John Thomas will investigate a former action of the Wayland town meeting or selectmen, supporting intermunicipal collaboration. Lorraine will talk to Wayland Town Administrator Fred Turkington to begin the process of winning a commitment. Kevin will assist. Joe and the Sudbury Transportation Committee will ask to appear before the Selectmen, but not until after Town Meeting.
Funding the program	Sources of revenue are not clear. Sudbury is actively exploring getting a rebate on their MBTA assessment by signing people up for "The Ride". (Both towns pay an annual assessment but receive no MBTA service.) Sudbury accepts \$1 a one-way ride for van use; this is deposited in a revolving fund to pay back-up drivers and make major van repairs. Wayland also charges \$1 a ride (\$2 out of town) but the money goes into general revenues.	Can Wayland establish a revolving fund for transportation? Are there other sources of funding for the program? Can the towns set aside a revolving fund to accept fares and use them to pay for shared expenses such as dispatching? What would Wayland have to pay a driver if they hired their own?	Julie will check the policy re: hiring drivers with John Senchynshen, Wayland Personnel Director.
Other pieces of the transportation system	Both towns have FISH for medical rides. FISH is limited in that they can't take wheelchairs, but unlimited in destination. Sudbury's FISH is large and provides very many rides. Wayland's FISH is small and needs a	If Sudbury retains its older van, it could be used by FISH drivers to transport people with wheelchairs. Can the expenses for all three components of the transportation	More will be learned as Sudbury goes through the process of applying for this rebate. We may want to invite someone from the MBTA to the next meeting to learn more.

	<p>little assistance from the COA Volunteer Coordinator.</p> <p>Wayland has a Taxi Ticket program. Sudbury is developing a similar program to be called Sudbury Senior Access.</p>	<p>system be used to get a rebate from the MBTA assessment?</p>	
Goal	<p>The committee agreed that making the two-town collaborative a reality by July 2006 is too rushed.</p>	<p>The goal of the committee is to have a plan for the collaboration ready for the spring, 2007 town meetings, in order to roll out the program for July 1, 2007.</p>	

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