

## Sudbury Transportation Committee

Minutes of meeting Thursday, October 20, 2005; 11:00 AM, Sudbury Senior Center

Present: COA Board members Joe Bausk, Pat Mullen and Ben Stahl, Kristin Kiesel Director Sudbury Senior Center

Absent: Chair, Dave Mortimer

**Next meeting:** Thursday, November 17, 2005 11:00 AM, Sudbury Senior Center

| Issue                   | Discussion   | Decisions/Questions  | Next Steps                                       |
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| Minutes of last meeting |  | Minutes accepted as submitted  |  |
| Paul Kenney's Opinion   | Joe talked with Sudbury Town Counsel Paul Kenney, and Paul said it was fine to begin a Taxi Ticket program, fine to use the second van for FISH drivers, when the new van arrives, and fine to enter into talks with Wayland about a two-town RTA.                 | Paul volunteered to help write the contracts for these things when the process reaches this stage.   |  |
| Wayland's Response      | Wayland has sent a letter saying that their COA Board would like to pursue a two-town transportation initiative, but not until December at the earliest due to their involvement with Wayland's Special Town Meeting in November.                                  |  |  |
| Monday trips            | The COA Board has not been queried about the Monday trips, but it is the feeling of the Transportation Committee that these trips should continue, since they provide valuable socialization and shopping opportunities for people who would otherwise be shut in. | The Committee will recommend that if there is a pool of people who want to participate in the Monday trips, but there is no room, the current riders will be asked to rotate their participation. Also, once we have two vans, Monday riders who do not go on the trips might be able to receive service from the other van. | The Board will be queried at their next meeting. |
| Van driver update       | Linda Curran, of Sudbury, has been   | Carolyn is training Linda, but she   |  |

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|  | <p>hired as the new driver and began work Wednesday, October 19.</p> <p>Those who were interviewed but no hired were mailed a letter thanking them for their interest.</p>   | <p>will be asked to join the transportation committee for its next meeting.</p>   |   |
| Taxi ticket program/Taxi Company Responses | <p>JFK transportation seems to be the only company who is prepared to work with us at present on the taxi program. Natick Cab may want to do so, but is changing hands and can't make a commitment now.</p> <p>Kris provided the committee with a copy of the Wayland warrant article from their 2003 Annual Meeting, appropriating \$5,000 for the program.</p>   | <p>We can design our own program, to put in place this year, using Friends money. We need to determine eligibility restrictions, destination restrictions, and any other program design</p> | <p>Joe will talk to Paul Kenney about the form a warrant article should take for the Taxi program.</p> <p>The COA Board will be asked to help come up with a name for the program.</p> <p>Kris will get copies of the Wayland fact sheet and spreadsheet for the program.</p> <p>Kris will talk with JFK and see if it can pick up people with disabilities and if there is an added cost for that.</p> |
| Tracking ridership                         | <p>The new driver will track the type of destination requested for van rides, in order to learn if there is a way to group shopping trips or other types of trips.</p>   | <p>Kris has asked her to track this info.</p> <p>We need to start tracking times when we say no to riders for the van in order to plan a better service.</p>                                | <p>Kris will ask the front desk to do so.</p>   |
| MBTA Assessment/The Ride                   | <p>Kris spoke to Paul Regan, Executive Director of the MBTA Advisory Committee regarding the reimbursement for our assessment.</p> <p>Paul said that the reimbursement allowed by law is for 50% of the costs of providing the service, up to 100% of the assessment, each year. In Sudbury in 2006 our assessment was \$101,890 and for Wayland it was \$77,927. This number comes out each year on the Cherry Sheet as "local aid not received". Future cherry sheets, if we got reimbursed, would show a credit on that line, and a final assessment figure reduced by that amount.</p> |   | <p>Kris will get the application forms for The Ride, which are needed to prequalify riders. We will ask current van riders to have their MD fill out the form and mail it to the Senior Center, and we can then mail them all to the MBTA at once.</p> <p>We will need to track van service</p>   |

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|  | <p>The communities must meet the Federal standards for running a paratransit operation, but have the freedom to limit hours, set charges, define own service area, etc.</p> <p>Costs eligible for reimbursement include: salaries, costs to purchase vehicles, etc. (You are also permitted to contract the service out, and those costs are eligible.)</p> <p>The easiest way to go about this is to "prequalify" all regular van riders for "The Ride", and then go from there. Millis and Pembroke have both been successful in creating their own systems, and both got rebates of between \$5,000 and \$6,000 last year.</p> <p>The reimbursement is retroactive, so if we could qualify for 2006, and the credit would show up on the 2007 Cherry sheet.</p> <p>Paul was very helpful, and when we are ready is willing to talk us through the process, work with the MBTA comptroller with us, and even to come out and speak to both towns (I guess together) about what we need to do.</p> | <p>expenses, including salary of driver, the amount the DPW spends on maintenance and repair, etc.</p> |
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