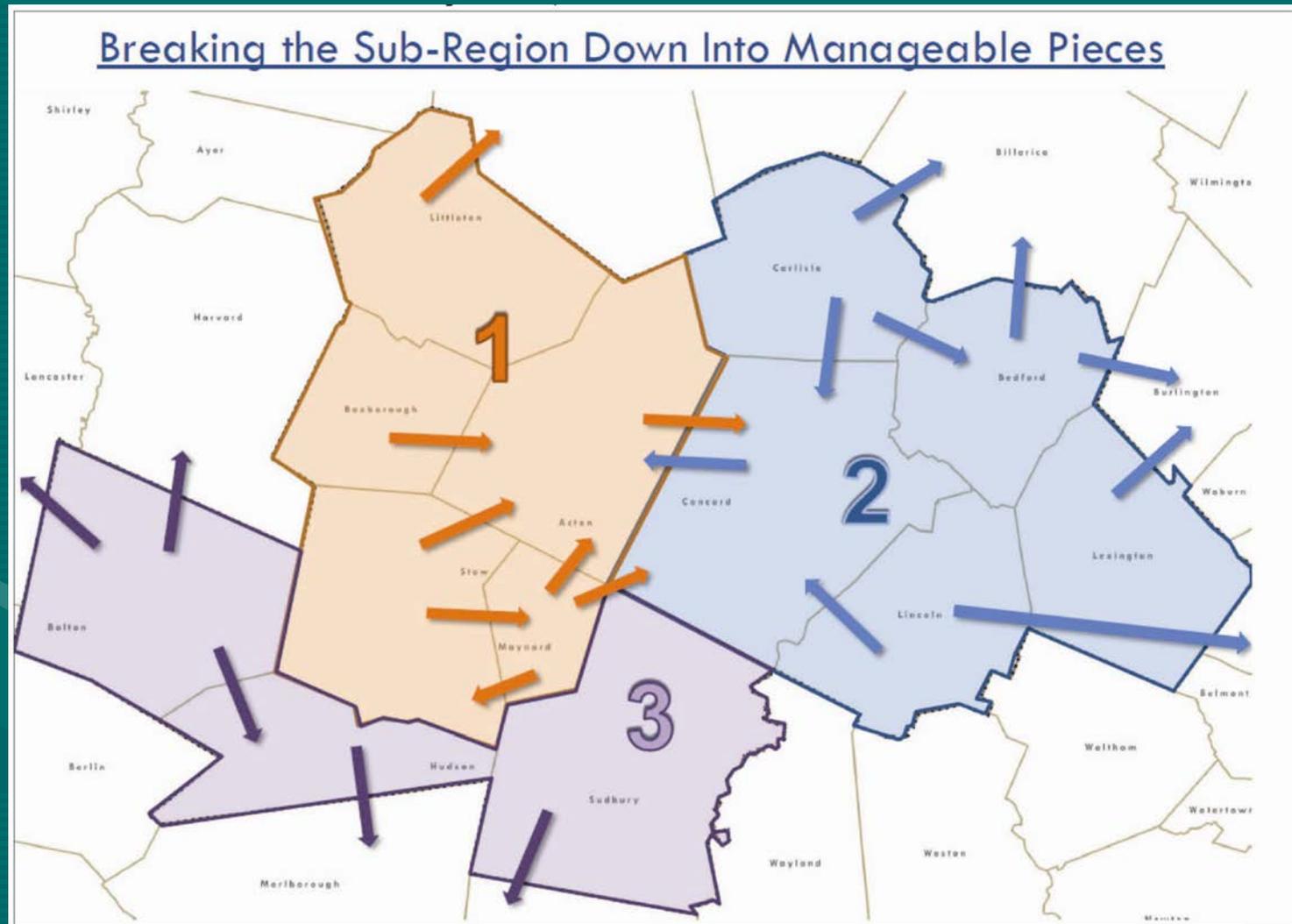


SHARED TRANSPORTATION RESOURCES

Acton, Boxborough, Littleton, Maynard, Stow
and the Clock Tower Place

Doug Halley
Acton Public Health Director

PROJECT ESTABLISHMENT



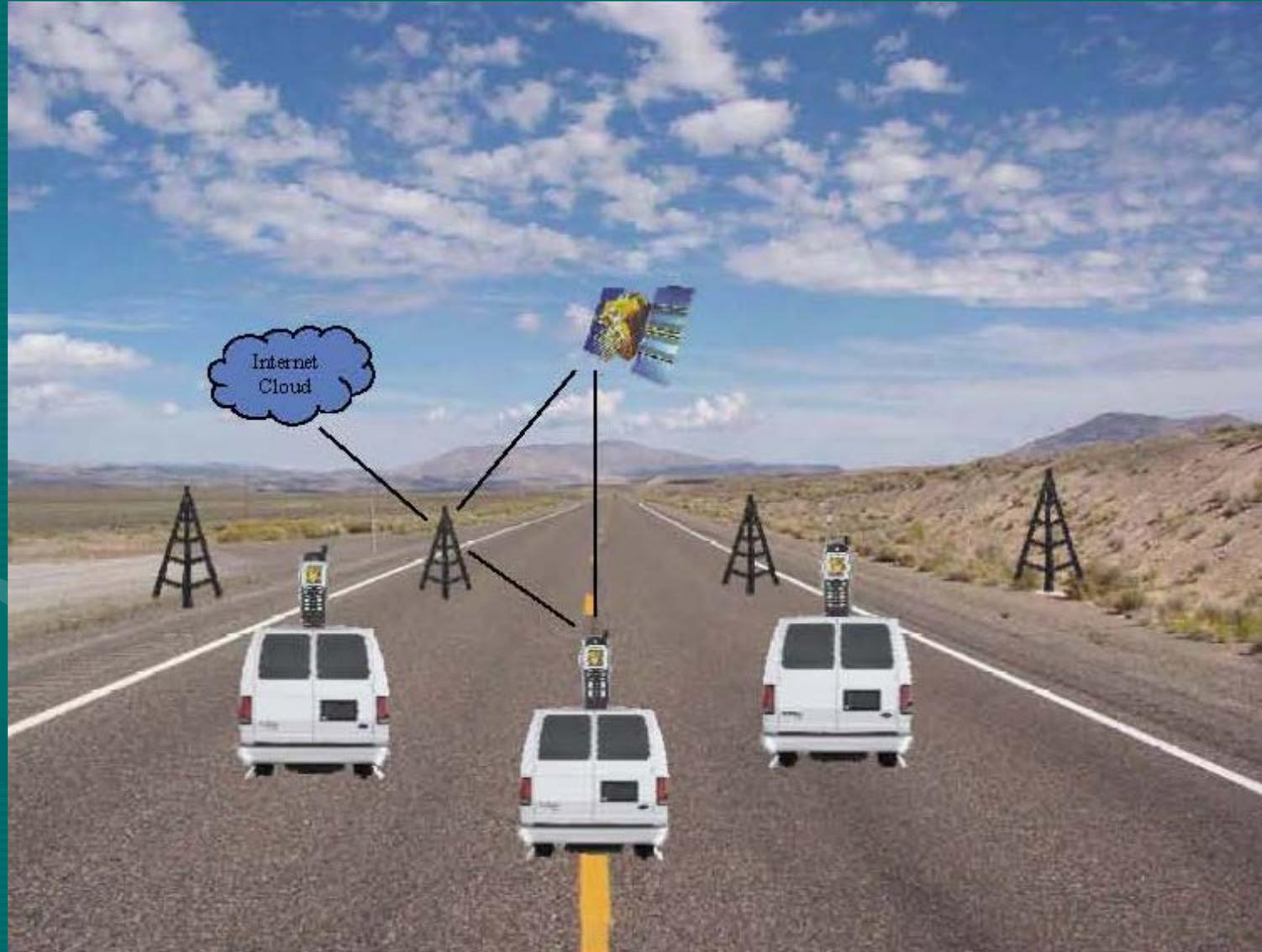


GOALS AND OBJECTIVES

Develop cooperation and
collaboration

- Transforming transportation
providers into transportation
partners

CHALLENGES



RESULTS

Do you wish you had more vehicles?

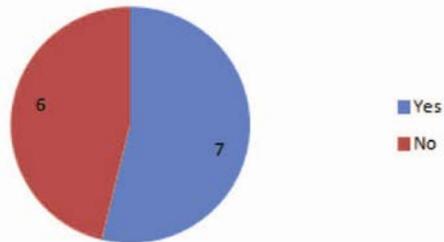


Figure 2.3: Dispatcher Information

Are dispatchers paid or volunteer?

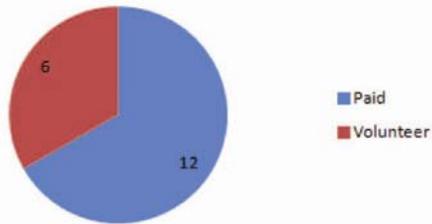
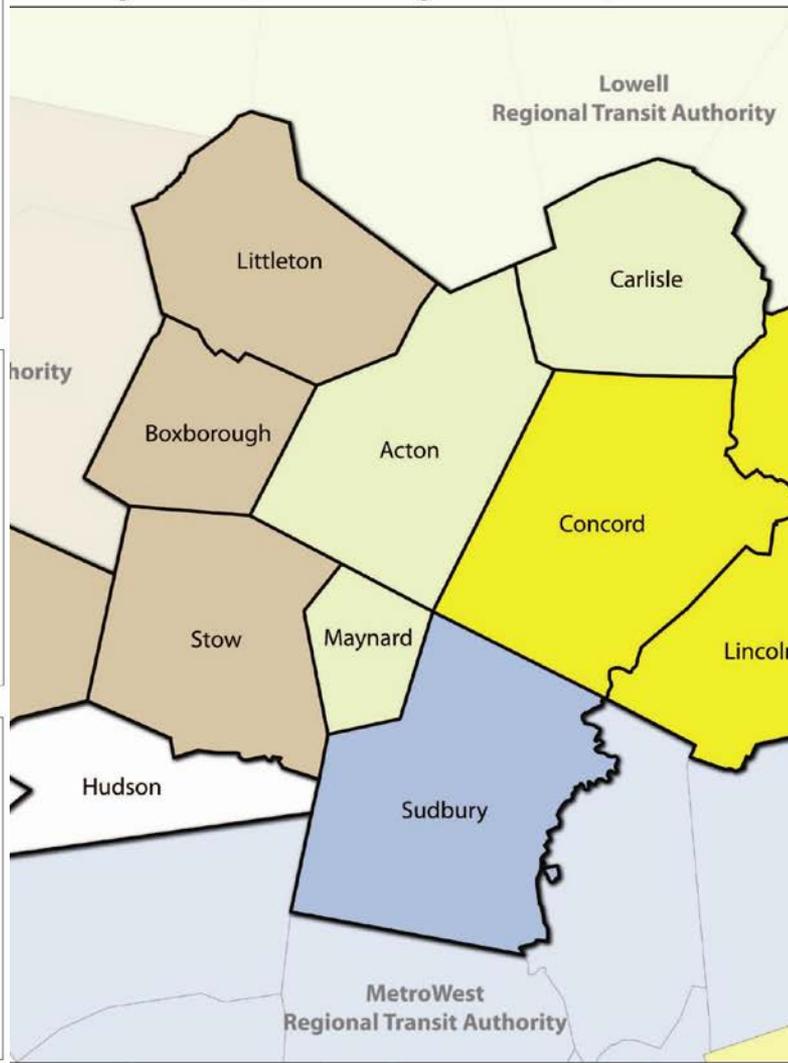
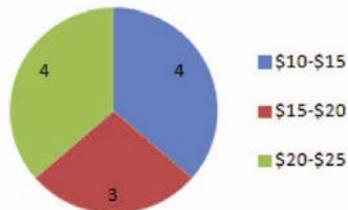


Figure 2.4: Dispatcher Pay Range

What is the hourly pay range for dispatchers?



How are drivers communicated with during the day?

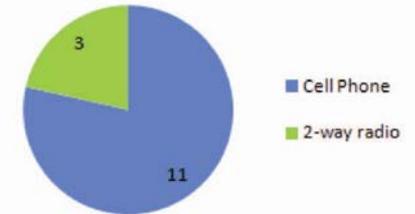


Figure 2.8: GPS Information

Would GPS units help your drivers?

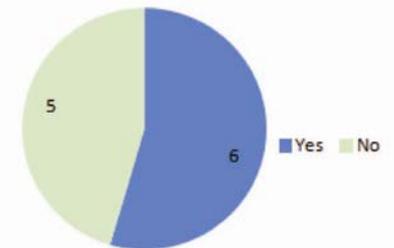
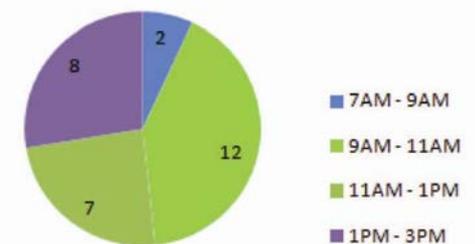


Figure 2.9: Busy Times

What times of the day are the busiest for trips?



One Solution Is a “TMA”

Transportation Management Association

... a non-profit organization that provides a cooperative forum of interested communities and employers who have come together to provide identified commuter-related services and information.

Its Mission

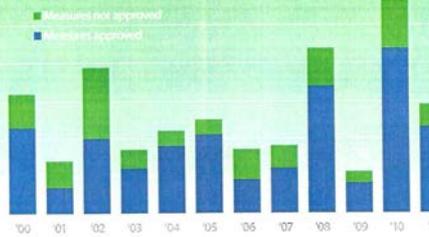
... develop, implement, and market commuter service programs in order to maximize the use of commuting alternatives, such as public transit and ridesharing. By reducing employees' reliance on the automobile and enhancing commuter options, employer parking costs will be reduced, labor markets will be expanded, and employees will find improved access to their place of work.

COMMUNITY TREND

issues & trends

INSIGHT INTO THE LATEST SOCIAL, FINANCIAL AND POLITICAL MOVEMENTS SHAPING AMERICA'S COMMUNITIES

Transportation ballot measures overwhelmingly win with voters



Paying for infrastructure

With federal funding stalled, some local governments are going it alone



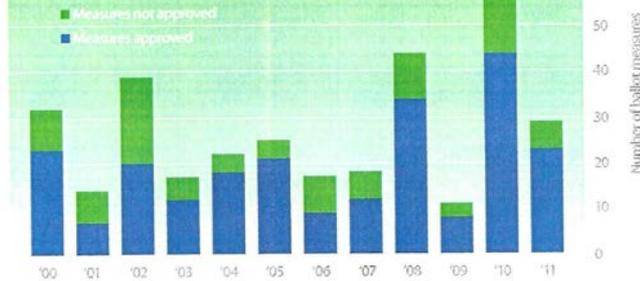
Ballot measures to fund transit improvements have been successful in several communities. Voters in Dallas approved a one-cent sales tax increase for light rail. The Dallas/Fort Worth metroplex now has the longest light-rail network, including the Burbank Station, in the country.

It sounds like a risky proposition: Go to skeptical voters in a down economy and ask them to approve a tax increase to pay for infrastructure improvements. But that's just what some local governments are doing — and it's working. That is among the findings of "Infrastructure 2012: Spotlight on Leadership," a report from the Washington-based Urban Land Institute (ULI) and the financial consulting firm Ernst & Young. The report reveals that local governments are using ballot initiatives, bond issues, user/toll fees and other "on-their-own" strategies to make up for fading federal funding for infrastructure. From 2008 through 2011, ballots allocating funds to transit capital or operations had a 73 percent success rate. That includes ballot measures in Charlotte, N.C.; Dallas; Phoenix; and St. Louis. Voters in those cities approved sales tax increases to fund various transit improvements. "People are more likely to invest in their own local economies than we might think," says Rachel MacCleery,

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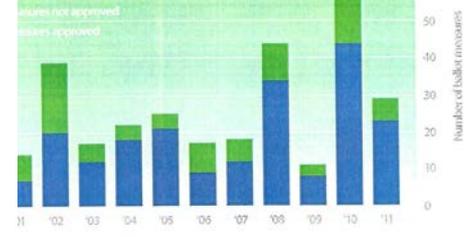
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