

| Tommy's Taxi Invoices | JFK Invoices | Total Taxi | Uber Invoices | Annex Invoices | Uber + Annex | TOTAL SPEND |
|-----------------------|--------------|------------|---------------|----------------|--------------|-------------|
| Sep-20 | \$772.30 | \$1,489.20 | | | \$0.00 | \$2,261.50 |
| Oct-20 | \$2,878.70 | \$3,931.60 | | | \$0.00 | \$6,810.30 |
| Nov-20 | \$2,471.00 | \$3,648.60 | | | \$0.00 | \$6,119.60 |
| Dec-20 | \$5,905.60 | \$5,239.00 | | | \$0.00 | \$11,144.60 |
| Jan-21 | \$5,551.50 | \$5,420.00 | | | \$0.00 | \$10,971.50 |
| Feb-21 | \$1,861.00 | \$4,357.00 | \$73.10 | | \$73.10 | \$6,291.10 |
| Mar-21 | \$186.50 | \$220.00 | \$218.64 | | \$218.64 | \$625.14 |
| Apr-21 | \$0.00 | \$714.00 | \$476.11 | | \$476.11 | \$1,190.11 |
| May-21 | \$564.00 | \$1,479.00 | \$598.13 | | \$598.13 | \$2,641.13 |
| Jun-21 | \$1,616.30 | \$3,554.00 | \$1,618.72 | | \$1,618.72 | \$6,789.02 |
| Jul-21 | \$1,218.50 | \$2,506.00 | \$2,388.37 | | \$2,388.37 | \$6,112.87 |
| Aug-21 | \$2,470.50 | \$2,147.00 | \$3,017.75 | | \$3,017.75 | \$7,635.25 |
| Sep-21 | \$2,399.50 | \$2,657.00 | \$3,774.34 | | \$3,774.34 | \$8,830.84 |
| Oct-21 | \$1,985.30 | \$3,315.00 | \$3,492.27 | | \$3,492.27 | \$8,792.57 |
| Nov-21 | \$2,355.30 | \$1,968.00 | \$2,147.85 | | \$2,147.85 | \$6,471.15 |
| Dec-21 | \$2,112.00 | \$2,928.00 | \$3,032.66 | | \$3,032.66 | \$8,072.66 |
| Jan-22 | \$2,484.90 | \$2,489.00 | \$2,426.53 | | \$2,426.53 | \$7,400.43 |
| Feb-22 | \$4,191.50 | \$3,564.00 | \$2,872.53 | | \$2,872.53 | \$10,628.03 |
| Mar-22 | \$2,801.30 | \$4,890.00 | \$4,590.11 | | \$4,590.11 | \$12,281.41 |
| Apr-22 | \$2,654.50 | \$3,576.00 | \$5,282.77 | | \$5,282.77 | \$11,513.27 |
| May-22 | \$2,374.10 | \$3,872.00 | \$6,185.38 | | \$6,185.38 | \$12,431.48 |
| Jun-22 | \$3,507.00 | \$2,770.00 | \$4,243.07 | | \$4,243.07 | \$10,520.07 |
| Jul-22 | \$2,371.40 | \$2,178.00 | \$4,798.18 | | \$4,798.18 | \$9,347.58 |
| Aug-22 | \$2,480.95 | \$4,515.00 | \$4,578.69 | | \$4,578.69 | \$11,574.64 |
| Sep-22 | \$4,111.45 | \$3,936.00 | \$3,598.24 | | \$3,598.24 | \$11,645.69 |
| Oct-22 | \$4,256.00 | \$4,320.00 | \$3,921.32 | | \$3,921.32 | \$12,497.32 |
| Nov-22 | \$4,245.65 | \$3,588.00 | \$3,738.53 | | \$3,738.53 | \$11,572.18 |
| Dec-22 | \$2,561.30 | \$2,004.00 | \$3,419.72 | | \$3,419.72 | \$7,985.02 |
| Jan-23 | \$2,992.35 | \$2,864.00 | \$2,975.65 | | \$2,975.65 | \$8,832.00 |
| Feb-23 | \$2,130.00 | \$1,308.00 | \$1,183.13 | \$541.66 | \$1,724.79 | \$5,162.79 |
| Mar-23 | \$1,590.30 | \$1,644.00 | \$2,326.15 | \$719.28 | \$3,045.43 | \$6,279.73 |
| Apr-23 | \$3,349.10 | \$2,628.00 | \$2,154.34 | \$149.17 | \$2,303.51 | \$8,280.61 |
| May-23 | \$4,829.05 | \$1,975.00 | \$2,423.78 | \$302.45 | \$2,726.23 | \$9,530.28 |
| Jun-23 | \$3,878.90 | \$1,383.00 | \$2,028.54 | \$738.25 | \$2,766.79 | \$8,028.69 |
| Jul-23 | \$2,094.10 | \$1,475.00 | \$2,602.11 | \$139.07 | \$2,741.18 | \$6,310.28 |
| Aug-23 | \$4,930.55 | \$1,416.00 | \$2,679.51 | \$556.28 | \$3,235.79 | \$9,582.34 |
| Sep-23 | \$6,244.95 | \$2,264.00 | \$3,258.22 | \$0.00 | \$3,258.22 | \$11,767.17 |
| Oct-23 | \$4,096.25 | 2,357.00 | \$3,132.95 | \$710.76 | \$3,843.71 | \$10,296.96 |
| Nov-23 | \$4,782.50 | \$1,782.00 | \$2,574.03 | \$482.43 | \$3,056.46 | \$9,620.96 |

| MassDevelopment | \$87,000 | 2023 ATM - Article 14 | \$150,000 |
|-------------------------------|-------------|-----------------------|-----------|
| JFK Jan-23 | \$2,864.00 | | |
| Tommy's Jan-23 | \$2,992.35 | | |
| JFK Feb-23 | \$1,308.00 | | |
| Tommy's Feb-23 | \$2,130.00 | | |
| Annex Feb-23 | \$405.42 | | |
| JFK Mar-23 | \$1,644.00 | | |
| Tommy's Mar-23 | \$1,590.30 | | |
| Annex Mar-23 | \$310.56 | | |
| JFK Apr-23 | \$2,628.00 | | |
| Tommy's Apr-23 | \$3,349.10 | | |
| Annex Apr-23 | \$149.17 | | |
| JFK May-23 | \$1,975.00 | | |
| Tommy's May-23 | \$4,829.05 | | |
| Annex May-23 | \$243.96 | | |
| JFK Jun-23 | \$1,383.00 | | |
| Tommy's Jun-23 | \$3,878.90 | | |
| Annex Jun-23 | \$449.49 | | |
| Tommy's July-23 | \$2,094.10 | | |
| JFK July-23 | \$1,475.00 | | |
| Annex July-23 | \$139.07 | | |
| Tommy's August-23 | \$4,930.55 | | |
| JFK August-23 | \$1,416.00 | | |
| Annex August-23 | \$556.28 | | |
| Tommy's Sept-23 | \$6,244.95 | | |
| JFK Sept-23 | \$2,264.00 | | |
| Annex Sept-23 | \$0.00 | | |
| Tommy's Oct-23 | \$4,096.25 | | |
| JFK Oct-23 | \$2,357.00 | | |
| Annex Oct-23 | \$179.51 | | |
| Tommy's Nov-23 | \$4,782.50 | | |
| JFK Nov-23 | \$1,782.00 | | |
| Annex Nov-23 | \$210.20 | | |
| Uber - July-23 | \$2,602.11 | | |
| Annex July-23 | \$139.07 | | |
| Uber - Aug-23 | \$2,679.51 | | |
| Annex - Aug-23 | \$0.00 | | |
| Uber Sept-23 | \$3,258.22 | | |
| Annex Sept-23 | \$0.00 | | |
| Uber Oct-23 | \$3,132.25 | | |
| Annex Oct-23 | \$531.25 | | |
| Uber Nov-23 | \$2,574.03 | | |
| Annex Nov-23 | \$272.23 | | |
| Total | \$64,657.71 | | |
| REMAINING | \$22,342.29 | | |
| Avg taxi, last 6 months | \$6,117.38 | | |
| # months funding remaining | 3.7 | | |
| Estimated \$0 balance | Feb-24 | | |
| Total | | \$15,188.67 | |
| REMAINING | | \$134,811.33 | |
| Avg Uber/Annex, last 6 months | | \$3,150.36 | |
| # months funding remaining | | 42.8 | |
| Estimated \$0 balance | | May-27 | |

| 2022 ATM - Article 14 | \$100,000 |
|----------------------------|-------------|
| July 21 - June 22 Dispatch | \$2,859.00 |
| JFK Jun-22 | \$2,770.00 |
| Tommy's Jun-22 | \$3,507.00 |
| Uber Jul-22 Rollover | \$4,319.32 |
| JFK Jul-22 | \$2,178.00 |
| Tommy's Jul-22 | \$2,371.40 |
| Uber Aug-22 | \$4,578.69 |
| JFK Aug-22 | \$4,515.00 |
| Tommy's Aug-22 | \$2,480.95 |
| Uber Sep-22 | \$3,598.24 |
| JFK Sep-22 | \$3,936.00 |
| Tommy's Sep-22 | \$4,111.45 |
| Uber Oct-22 | \$3,921.32 |
| JFK Oct-22 | \$4,320.00 |
| Tommy's Oct-22 | \$4,256.00 |
| Uber Nov-22 | \$3,738.53 |
| JFK Nov-22 | \$3,588.00 |
| Tommy's Nov-22 | \$4,245.65 |
| Uber Dec-22 | \$3,419.72 |
| JFK Dec-22 | \$2,004.00 |
| Tommy's Dec-22 | \$2,561.30 |
| Uber Jan-23 | \$2,975.65 |
| Uber Feb-23 | \$1,183.13 |
| Annex Feb-23 | \$136.24 |
| Uber Mar-23 | \$2,326.15 |
| Annex Mar-23 | \$408.72 |
| Uber Apr-23 | \$2,154.34 |
| Annex Apr-23 | \$0.00 |
| Uber May-23 | \$2,423.78 |
| Annex May-23 | \$58.49 |
| Uber Jun-23 | \$2,028.54 |
| Annex Jun-23 | \$288.76 |
| July 22 - June 23 Dispatch | \$5,775.00 |
| Total | \$93,038.37 |
| REMAINING | \$6,961.63 |

| Meadow Walk Mitiga | \$71,366 |
|---------------------|-------------|
| Jan-21 | \$2,357.50 |
| Feb-21 | \$6,291.10 |
| Mar-21 | \$405.14 |
| Apr-21 | \$1,182.11 |
| May-21 | \$598.13 |
| Jun-21 | \$1,618.72 |
| Jul-21 | \$2,388.37 |
| Aug-21 | \$3,017.75 |
| Sep-21 | \$3,774.34 |
| Oct-21 | \$3,492.27 |
| Nov-21 | \$2,147.85 |
| Dec-21 | \$3,032.66 |
| JFK Dec-21 Rollover | \$139.40 |
| Tommy's Dec-21 | \$2,112.00 |
| Uber Jan-22 | \$2,426.53 |
| JFK Jan-22 | \$2,489.00 |
| Tommy's Jan-22 | \$2,484.90 |
| Uber Feb-22 | \$2,872.53 |
| JFK Feb-22 | \$3,564.00 |
| Tommy's Feb-22 | \$4,191.50 |
| Uber Mar-22 | \$4,590.11 |
| Uber Apr-22 | \$5,282.78 |
| Uber May-22 | \$6,185.38 |
| Uber Jun-22 | \$4,243.07 |
| Uber Jul-22 | \$4,798.18 |
| Total | \$75,685.32 |
| REMAINING | -\$4,319.32 |

| MAPC Grant 2 (Part 1) | \$18,150 |
|-----------------------|-------------|
| JFK May-21 | \$1,479.00 |
| Tommy's May-21 | \$564.00 |
| JFK Jun-21 | \$3,554.00 |
| Tommy's Jun-21 | \$1,616.30 |
| JFK Jul-21 | \$2,506.00 |
| Tommy's Jul-21 | \$1,218.50 |
| JFK Aug-21 | \$2,147.00 |
| Tommy's Aug-21 | \$2,470.50 |
| JFK Sep-21 | \$933.00 |
| Tommy's Sep-21 | \$2,399.50 |
| Total | \$18,887.80 |
| REMAINING | -\$737.80 |

| MAPC Grant 1 | \$21,950 |
|--------------|-------------|
| Sep-20 | \$5,811.00 |
| Oct-20 | see above |
| Nov-20 | \$3,011.00 |
| Dec-20 | \$7,165.60 |
| Jan-21 | \$6,091.50 |
| Total | \$22,079.10 |
| REMAINING | -\$129.10 |

| BayPath Grant 1 (\$3,000) | \$3,000 |
|---------------------------|-----------|
| Sep-20 | \$3,000 |
| Oct-20 | see above |
| REMAINING | \$0.00 |

| BayPath Grant 2 (\$2,000) | \$2,000 |
|---------------------------|-------------|
| Sep-20 | \$480.00 |
| Oct-20 | \$180.00 |
| Nov-20 | \$3,108.60 |
| Dec-20 | \$3,979.00 |
| Jan-21 | \$2,651.60 |
| Total | \$10,000.00 |

| Coolidge Mitigation (\$10,000) | \$10,000 |
|--------------------------------|-------------|
| Sep-20 | \$260.80 |
| Oct-20 | see above |
| Nov-20 | \$3,108.60 |
| Dec-20 | \$3,979.00 |
| Jan-21 | \$2,651.60 |
| Total | \$10,000.00 |

NOTES:
Meadow Walk Mitigation
\$20,000 voted at SB on 3/17/20
\$5,000 voted at SB on 3/2/21
Only \$46,366 remaining per email from Christine on 11/15/21*
\$35,000 voted at SB on 11/16/21
\$11,366 voted at SB on 3/22/22 (No further Funds Remaining)

(+\$1,250 for dispatch May 2021 - June 2022)
MAPC Grant 2 (Part 2) \$13,150
Rollover from Part 1 \$737.80

Tommy's Jan-22 \$2,484.90
Uber Feb-22 \$2,872.53
JFK Feb-22 \$3,564.00
Tommy's Feb-22 \$4,191.50
Uber Mar-22 \$4,590.11
Uber Apr-22 \$5,282.78
Uber May-22 \$6,185.38
Uber Jun-22 \$4,243.07
Uber Jul-22 \$4,798.18
Total \$13,289.40
REMAINING -\$139.40

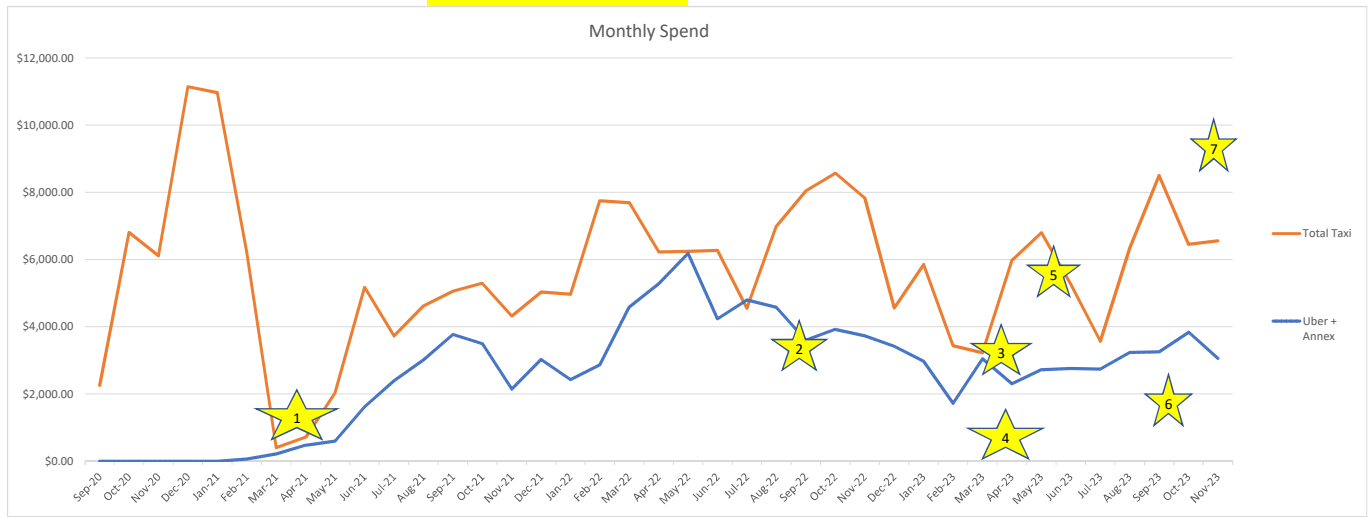
(+\$1,666 for dispatch May 2021 - June 2022)
MAPC Grant 2 Additional \$22,678.20
JFK Mar-22 \$4,890.00
Tommy's Mar-22 \$2,801.30
JFK Apr-22 \$3,576.00
Tommy's Apr-22 \$2,654.50
JFK May-22 \$3,872.00
Tommy's May-22 \$2,374.10
Total \$20,167.90

Dispatch Charges
May 21 - June 21 \$825.00
July 21 - June 22 \$4,950.00
July 22 - June 23 \$5,775.00

Sudbury Return to MassDevelopment (\$2,510.30)
Stow Return to MassDevelopment
Total Return Amount to MassDevelopment

| Enrollment through 12/19/2023 | Taxi | Uber |
|-------------------------------|---------------------------------|------|
| Taxi | 252 (2 in Nov, 1 so far in Dec) | |
| Uber | 216 (3 in Nov, 3 so far in Dec) | |
| # signed up in both programs | 110 | |
| # unique individuals enrolled | 358 | |

| Total | \$64,657.71 | Total | \$15,188.67 |
|----------------------------|-------------|-------------------------------|--------------|
| REMAINING | \$22,342.29 | REMAINING | \$134,811.33 |
| Avg taxi, last 6 months | \$6,117.38 | Avg Uber/Annex, last 6 months | \$3,150.36 |
| # months funding remaining | 3.7 | # months funding remaining | 42.8 |
| Estimated \$0 balance | Feb-24 | Estimated \$0 balance | May-27 |



- 1 March 2021 Go Sudbury Taxi suspended except for COVID vaccination rides
- 2 July 2022 = We had all riders re-subscribe; changed from 50+ to 60+
- 3 Feb 1 2023 = Ride limits reduced to 4 Taxi and 6 Uber / mo
- 4 Feb 2023 Annex pilot began, first charges rec'd
- 5 Mar 2023 - Uber rides increased to 10/mo, taxi remains 6/mo
- 6 July 2023 - Began using ATM2023/FY2024 funding for Uber changes
- 7 Sept 2023 - Increased ride caps take effect

1. FUNDED—COMMUNITY TRANSIT GRANT WITH MWRTA

From Town Master Plan (see <https://sudbury.ma.us/planning/wp-content/uploads/sites/328/2021/10/Action-Plan.pdf?version=bb570f61cd5a9e6ca4ffa9cbe705a6e9>):

| Item | Master Plan | Select Board Proposed Initiative (Scenario 3) |
|---|---|--|
| <p>Rt 20 Corridor</p> <p>Tran'n & Connectivity</p> <p>Public Health and Social Wellbeing</p> | <p>A.7 Continue to identify transportation improvement opportunities (policies, amenities, or new infrastructure) that connect Route 20 to other areas of Sudbury by means other than a car, such the proposed rail trails, walkway improvements, or shuttle services for commuters, seniors, and youth (See Transportation and Connectivity Policy B).</p> <p>E.6 Coordinate with MetroWest Regional Transit Authority (MWRTA) to expand accessible service along major roadways in Sudbury wherever possible.</p> <p>D.2 Include access to public health resources in the “Making the Connections” pilot study (see Transportation and Connectivity).</p> | <p><i>SHUTTLE AND OTHER SERVICES (near, medium, long term):</i></p> <ul style="list-style-type: none"> • In-town, through town, regional short fixed routes • Destination fixed routes • Multi-passenger microtransit spoke-to-hubs <p>Community Transit Grant for MWRTA CatchConnect route 20 microtransit service w/in Sudbury</p> |

Purpose of grant:

The Community Transit Grant Program (CTGP) awards funds to help meet the transportation and mobility needs of seniors and people with disabilities. The annual competitive program distributes Federal Transit Administration (FTA) Section 5310: Enhanced Mobility of Seniors & Individuals with Disabilities funds and State Mobility Assistance Program (MAP) funds.

<https://www.mass.gov/community-transit-grant-program>

*On behalf of Governor Healey and Lieutenant Governor Driscoll, I am pleased to notify you that the Town of Sudbury has been competitively selected to receive a State Fiscal Year 2024 Community Transit Grant Program award for the following project:
GoSudbury Catch Connect Shuttle in the amount of \$74,865.*

Funding:

Purpose of grant: (SUDBURY IS LEAD – JIM NEE/MWRTA IDEA WAS TO GO FOR THIS FEDERAL GRANT FIRST THEN GO FOR THE ARGER COMMUNITY CONNECTIONS 3 YEAR GRANT – ANOTHER FEDERAL GRANT)

Through the state budgeting process, MassDOT has available \$15 million in discretionary operating and capital funding to award to transit providers as Transit Innovation Grants. Awards will be made on a competitive basis with funding provided contractually. At least 25 percent of the funding (\$3,750,000) will be reserved for rural areas. Successful applicants will be required to report quarterly on their progress for the duration of the grant, as well as provide a one-page summary report of accomplishments at the end of the grant. <https://www.mass.gov/how-to/regional-transit-innovation-grant>

Requested Funding:

MWRTA Boston Hospital Shuttle: \$117,000 (based on \$75 per hour at 10 hours per day, 3 days per week, for 52 weeks)

Emergency Ride in/from Boston: \$20,000 (estimated ride, program administration, and mobile phone costs)

TOTAL: \$137,000

From the application:

MWRTA's Boston Hospital shuttle for Sudbury and Wayland is designed to meet the need for accessible and affordable transportation to healthcare services for Transportation Equity riders. **It is modeled on a similar program operating in Framingham, Natick, and Wellesley.** The *Emergency Ride in/from Boston*, its complement, is designed to meet the need for a physical safety net and reassurance for transit-dependent residents, in circumstances in which they are likely to be anxious about their health and mobility. No person will be left struggling to avoid a stressful and lengthy wait between shuttles.

The *Emergency Ride in/from Boston* option is restricted to eligible Sudbury or Wayland riders who have arrived at their destination via the MWRTA Boston Hospital shuttle and subsequently face a potentially lengthy wait for continued shuttle service under the following circumstances: (1) medically-necessary travel beyond walking distance from the destination healthcare facility to another healthcare facility; (2) a missed "next" shuttle; or (3) a missed last shuttle. In case (2), TNC-taxi transportation will be provided to the next west bound shuttle, if a further stop is available; otherwise, as in case (3), TNC-taxi transportation will be provided to the rider's home in Sudbury or Wayland.

Benefit to the state:

The fact that a Boston Hospital shuttle has been serving Framingham, Natick, and Wellesley and is proposed for Sudbury and Wayland implies a need for transportation to healthcare services from, especially, transportation-underserved communities. That need was also demonstrated by the state's Boston Region MPO Human Services Transportation Plan (2019) and the MAPC's final report on the taxi, livery, and hackney grant program (2022).

One very successful transportation service in Massachusetts is that serving Logan Airport, which includes buses from surrounding communities as well as within-airport terminal shuttles. We envision a similar innovation for healthcare, beginning with the Longwood Medical area and subsequently incorporating other important healthcare "hubs."

Our transit innovation provides a model: the MWRTA provides buses to the area, and the towns' **Emergency Ride** provides service analogous to the airport terminal shuttle—that is, service for patients already in the Longwood area and needing transportation between facilities. If this model were expanded, with other RTAs operating buses to the area and vendor(s) providing within-area transport like the terminal shuttles, the difficult problems of vehicle parking, traffic, and associated environmental impacts could be markedly ameliorated.

We contend that the innovation proposed in this application is an important pilot for a truly innovative approach to meeting the goal of congestion mitigation and air quality, while addressing a vital and unmet need of residents. It is, in fact, more than a benefit to the state—it has national applicability.