



Town of Sudbury

<https://sudbury.ma.us/transportation/>

Sudbury Transportation Committee

Minutes

Wednesday, February 5, 2020

2:00PM

DPW Engineering Room, 275 Old Lancaster Road

Core Members Present: Daniel Carty, Alice Sapienza, Sandy Lasky, Doug Frey, Adam Duchesneau, Debra Galloway, Dan Nason

Advisory Group Members Present: Bethany Hadvab, Ellen Joachim, Scott Nix

Absent: Charlie Dunn, Beth Suedmeyer, Carmine Gentile

Guests: Linda Faust, Kay Bell

Confirmation of Quorum

The statutory requirements as to notice having been complied with, Dan Carty as chair convened the meeting at 2:07 PM. A quorum was confirmed.

Selection of Clerk

Bethany volunteered to take meeting minutes.

Community Compact Grant

- Discussed the purpose and requirements of the grant (see attachment) and the need for consistency of communication regarding the grant and all pilot/beta programs.
- The language of the grant purpose and requirements will be reviewed by committee members and will be incorporated into the language of the pilot program application.
- It was noted that the pilot program is to address unmet transportation needs, and not to be used merely for convenience.
- Kay suggested an FAQ section that can include examples of how the pilot should be utilized. Kay will draft a few scenarios for the committee.
- Adam noted that the Intermunicipal Agreement (IMA) for participating towns is still under review by Sudbury staff. There are two possible candidates, at this time, for the CCC grant Program Manager position.

Beta Test

- Given Uber restrictions, no individual under 18 years of age can be part of this beta test or pilot project; youth 18 years of age or under must be accompanied by an adult.
- Not currently able to collect the copay from individuals using the program. Committee members will meet with Andi Bailey from Uber to discuss next steps.

Dashboard Agreement

- The Dashboard Agreement is ready to sign but needs approval from Town leaders and counsel. There is a need to sit down with Andy Bailey of Uber to discuss modifications once that is completed.
- Adam is working on this and communicating with town legal counsel
- Dan is meeting with town manager today and will address this with her as well.

KP and Data Sharing Waivers

- The KP waiver is a “Release of Claims, Indemnity and Hold Harmless Agreement for Resident Participation in Sudbury Transportation Program.”
- Both the KP “hold harmless” material and the data sharing waiver that incorporates revisions based on feedback from Uber will become part of the application and must be read/agreed to before the application can be completed.

WAV Transportation

- Alice stated that only JFK Taxi has two wheelchair accessible vehicles (WAV) and trained drivers. Cost is \$50/hr with a 3 hour minimum. As the experience of Carlisle with the Lyft program indicates, the Uber app may show a WAV in the area of Sudbury, although that is unlikely. Chief Nix reminded the committee that driver qualification for taxis is much more stringent than the TNC qualifications and that this should be taken into account, especially by residents using wheelchairs.
- The committee agreed that, though expensive, WAV service by JFK would certainly come under the Sudbury pilot umbrella.
- Encourage residents using this service to set up multiple appointments on the same day when possible.
- Would like to get someone in a wheelchair for the beta test. Debra will be the point person for this resident.
- At the end of the pilot, we can use the issues regarding WAV transportation to justify the need for The Ride or other permanent solution.
- Committee would like to see Uber qualifications for WAV drivers to ensure the safety of residents utilizing Uber for WAV.
- If Uber is deemed safe and appropriate down the road for WAV access, committee needs to determine if WAV can be “on demand” or must be scheduled in advance

Tommie’s and JFK Taxis

- Alice reminded the group that price for taxi service for Sudbury residents is a “one-off” price (and, very expensive). As a business decision, both Tommie’s and JFK seek contracts with organizations for services rather than rely on on-demand individual customers.
- If there is a certain amount of predictable volume for the companies, such as through the schools, they might be willing to give a reduced rate.
- Tommie’s Taxi can drive youth between 12-18 years of age without an adult (parental permission would be important for the pilot) and Uber cannot.

Action Items

- Dan will update the Go Sudbury application form with links to the KP and data sharing waivers.
- Debra G will continue to work to find WAV vehicle for pilot.
- Everyone will work with their advocates for application help.
- Question came up as to who will help veterans with the application questions.

Administrative

Debra described the upcoming “beta test” of a workshop on ageism that UMass researchers (the individuals who were responsible for the Livable Sudbury Assessment) hope to hold in the future. The hope is to have a diverse group by age for an hour’s workshop that is likely to be held on Thursday, February 27th, at 6:30 PM, room TBD.

Future Agenda Items

Alice led a workshop on the continuous quality improvement process for starting a transportation pilot. Dan agreed that spending time at the next Transportation Committee meeting on this process would be beneficial, especially for the beta test.

Doug asked that revisiting a fixed stop at Meadowwalk on the commuter shuttle be added to the next meeting’s agenda.

Approval of minutes

Minutes of the January 15 and January 21 meetings were approved—the January 15 minutes with noted edits included.

Next Meeting

The next meeting is on Tuesday, 18 February, at 11 AM in the DPW engineering conference room.

Adjournment

The motion to adjourn was made, seconded, and approved by the committee at 3:36 PM.

ATTACHMENT

The Sudbury on-demand pilot is part of a Massachusetts Community Compact Cabinet funded program entitled: *Making the Connections*. Targeted riders are Sudbury residents 50 years and over, or with disabilities, or financially vulnerable; as well as veterans. A major goal is to find ways to extend the reach of existing transit services (e.g., Council on Aging vans, Metrowest Regional Transit Authority shuttles and buses, and commuter rail). We do not propose to switch publicly available transit trips to single rider on-demand vehicles, and we will work to ensure a sizable proportion of shared on-demand rides in our pilot, for both environmental and cost reasons.

As much as possible, we want to ensure that residents in the target groups who are lacking in transportation can meet weekday needs such as medical trips, employment, and social services, making use as far as possible connections to existing transit and paratransit services. Other gaps we want to address are evening and weekend transportation needs.

Each person desiring to participate in the pilot will be qualified by a relevant agency (e.g., Town Social Worker, Senior Center, Commission on Disability, Veteran Coordinator), based on documents described in the GO Sudbury! application. Every effort will be made to meet the largest number of needs for the largest group of people. However, the pilot is cost- and time-limited; usage will be assessed frequently, and changes may be necessary during the pilot, such as geographic or frequency restrictions.

At the end of the Making the Connections program, data from the Sudbury pilot will help in developing future initiatives that will ultimately close transportation gaps for regional residents by improving the effectiveness and efficiency of existing services, likely in the form of a future microtransit initiative and revised ride-hailing partnerships.