



# Town of Sudbury

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

## Sudbury Transportation Committee

### Minutes

Friday, February 4, 2022

10:30 AM

Via Town Zoom Conference Call

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

Core Members Absent: Dan Nason

Advisory Group Present:

Advisory Group Absent: Charlie Dunn, Scott Nix, Beth Suedmeyer, Carmine Gentile, Bethany Hadvab, Silvia Nersessian, Mary Warzynski

Guests: Ana Cristina Oliveira, 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 10:32 AM. Dan C announced that this was a public meeting and the meeting was being recorded via Zoom and by Sudbury TV for future viewing.

### Selection of Clerk

Alice volunteered to take meeting minutes.

### Administrative Updates

Dan reviewed the following action items from the Committee's prior meeting:

- Senator Barrett re: regional transportation funding opportunities (contacted by Dan; Barrett has not yet responded)
- Metco mileage determination (likely users live within 35 miles, by road, from Sudbury schools)
- Annual Report of the Committee (completed and signed by members)
- Town Warrant article (submitted to Select Board; will be withdrawn if ARPA funds are allocated, but these are still being discussed)
- Revised survey of GoSudbury riders (draft completed by Sandy and distributed to members)
- Contact with MAPC about input to business plan for Select Board (sent by Alice to Travis Pollack; have not heard back yet)
- Pilot use of GoSudbury Uber by families of SPS and LS Metco students (Debra and Ana Cristina have identified potential "beta testers").

### **Uber/Taxi Program Update**

Alice explained that she had received JFK data for January but had not yet from Tommy's Taxi. Thus, the report for January (shared on the screen by Dan) contained only data on Uber. She reviewed the highlights, emphasizing the stability of key performance indicators: wait time, average cost per ride, and contribution of rider copays (about 20% of total ride cost). Rider copays are debited directly to Uber.

Debra and Ana Cristina noted that one wheelchair user found it difficult to make arrangements with JFK for rides, because of the company's limited WAV schedule. Since inception of the MAPC program, new WAV riders (e.g., from Sudbury) have been restricted to JFK hours not already booked by other organizations. Alice asked if Annex were an option, and Doug volunteered to get in touch with the company and find out likely cost and whether Annex could service a limited number of WAV riders in Sudbury.

Dan asked about the financial status with regard to taxis and Uber spending. Adam responded that the town had funds (about \$23,000) to continue for 3 months, and he would determine the possibilities of:

- Using unspent MAPC taxi funds that have been allocated to several towns
- Using MAGIC funds allocated for general purpose by Making the Connections members
- Using unspent Meadow Walk mitigation funds.

Dan agreed these were good options, especially because Sudbury demonstrated clear need for additional funds in our ongoing programs. Debra said it was very important to support taxi rides in particular, because of their focus on medical appointments. She reminded the group that we would have to consider, soon, the imposition of fees and copays for a formal transportation program—similar to what area towns have imposed. Weston, for example, limits MAPC-funded taxi rides to four one-way rides per month per resident.

Ana Cristina told the group that she had registered eight new Uber riders recently, and Dan wondered if that coincided with recent comments about the Sudbury programs in various social media.

### **Rider Survey on Copays**

Sandy discussed the survey she had drafted (shared on the screen by Dan), and the group agreed on certain revisions she would make and then send to Dan for conversion to an online Google doc. Linda Faust asked for clarification of the survey questions that included "extenuating circumstances." Sandy said she would re-word those two questions so they were clear.

Although Sandy had hoped each survey could be coded so we could analyze responses by certain demographic data, Dan recommended that we assess the data in total at this time. Sandy agreed to add an optional request for people to provide their names, thus allowing us to do some assessment by target rider groups.

Invitations to complete the survey will be sent to all registered riders by Ana Cristina, who will also set up a telephone appointment with Linda Faust, to help her complete the survey.

Alice stated she would re-send the material that she and Debra had prepared of other community-imposed copays and fees, for further discussion at the next meeting.

### **Metco Riders**

Dan asked the group about the current 25-mile limit on subsidized Uber rides with regard to families of Metco students in Sudbury. He knew of at least one family that lived over that limit and was very interested in the GoSudbury program.

Adam shared the 25-mile geofence that Uber used, and members learned for the first time that it is based on a 25-mile radius (“as the crow flies”) from Sudbury, as opposed to mileage by roads. Given the actual Uber technical parameter for our geofence, the Committee realized Metco families would be within that limit and could register. Dan will let SPS and LS representatives know, and Debra and Ana Cristina will notify, probably, two families and ask them to beta test the Uber program. Dan reminded the Committee that riders must be at least 18 years old to take an Uber without an adult accompanying them.

Debra asked about a registrant who wanted to use Uber for a lengthy round trip 5 days/week. Dan reviewed the program policy and recommended that the request be limited, because alternative transport was available, if not as convenient. Kay Bell emphasized that our programs are not meant to substitute for public transportation but to be used when no other option is available.

### **Select Board Business Plan**

Alice stated that she had contacted Travis at the Metropolitan Area Planning Commission and sent a draft of the “high” or third scenario of the proposed business plan. To summarize: the third scenario was designed to be regional, comprehensive, and supported in part by federal and state grants. She will contact Travis about timing of MAPC input. At the very least, the Business Plan could be submitted with the caveat that the third scenario, if chosen, would need more work (and, likely, professional input). Alice noted that the scenario, based on Newton’s experience, would cost at least \$1m in total annually, but that amount would be shared among collaborating towns.

### **For Future Meeting**

Dan summarized what he had noted as action items and responsible member, for review/discussion at a future meeting:

- Cost of Annex (Doug)
- Business Plan input from Travis (Alice)
- Emerson Hospital Community Health Needs Assessment (Adam and Alice)
- Topics to be discussed with MWRTA (all members)
- RTAC (Regional Transportation Advisory Council) virtual meeting 2/9/22 at 2:30 PM (all members).

### **Meeting Minutes**

Minutes from the prior meeting will be reviewed at the next meeting.

### **Next Meeting**

The next Transportation Committee meeting will be Friday, February 18th at 10:30 AM via Zoom.

**Adjournment**

Debra moved to adjourn the meeting, Alice seconded, and the meeting was unanimously ended at 11:53 PM.