

The Sudbury Transportation Committee continued to work **diligently in 2023 to serve the neediest Sudbury residents with two programs [see potential addendum illustrating how our goals are being met]**. The first is the Go Sudbury! Taxi Rides Program, started in 2020 with Metropolitan Area Planning Council (MAPC) grant money for those aged 50 or older, 18 years old+ with a disability that limits driving, active-duty military, or military veterans, those with a financial need, or essential workers requiring transportation for work. The second is the Go Sudbury! Uber Rides Program, initially funded by a Community Compact Cabinet grant (*Making the Connections*) for the same target groups, in 2021. In calendar year 2023, 846 one-way taxi rides were provided—split between partners JFK Taxi in Natick and Tommy’s Taxi in Framingham—and 1,530 one-way Uber rides were provided. 2023 also saw the commencement of using Annex Transit, from Chelmsford, MA, and the wheelchair accessible vehicles, to provide medical rides funded by MassDevelopment taxi/livery grant and “reasonable accommodation” for the GoSudbury Uber program, with 43 rides provided. By year-end 250 people were enrolled in the taxi program and 219 in Uber, with 110 individuals signed up for both programs, yielding 359 unique individual enrollees. The Committee met 24 times in 2023, details of those meetings can be found here <https://sudbury.ma.us/transportation/meetings/>.

The Committee began 2023 with a carryover of approximately \$29,000 of program funding remaining from the \$100,000 of funds allocated at the 2022 Annual Town meeting (Article 14), **based on transportation’s being** considered a “high priority” goal of the Select Board. Sudbury had been awarded MassDevelopment (MassDev) grant funds in the amount of \$87,000 in November of 2022 but the funds had not yet been received **as** of the first of the year. To conserve funds in January the Committee voted to lower ride limits to 4/month for taxi and 6/month for Uber as of February 1. Also, in January Committee members established contact with new MetroWest Regional Transit Authority (MWRTA) Director Jim Nee and reviewed a town meeting warrant article requesting \$150,000 of funds for the GoSudbury! Programs. February saw, as previously noted, the beginning of service via Annex Transit. Also, in February the \$87,000 of MassDev grant funds were received and contact was established with Wayland officials regarding a possible joint partnership with MWRTA to implement their CatchConnect service along route 20. Members also met with State Representative Carmine Gentile to discuss transportation challenges and funding opportunities and modified the ride limits to 10/month for Uber and **6/month** for taxi as of March 1. In March the Committee prepared for the upcoming Town meeting presentation, met with state officials from the Central Transportation Planning Staff (CTPS) for assistance in interpreting ride data and planning possible fixed routes, discussed initial rider feedback for Annex Transit, and submitted a grant application to AARP for the aforementioned CatchConnect service.

In April focus was put onto an application for a Community Transit Grant being offered through the Mass. Department of Transportation (Mass DOT), to be used for CatchConnect, with MWRTA as the lead. Representative Gentile reported that he had submitted a \$125,000 state budget earmark for GoSudbury!, contact was established with the Metropolitan Planning Organization (MPO) via Logan Casey (Capital Programming Planner) and Ethan LaPointe (manager of the state Transportation Improvement Program), and the Town Meeting article presentation finalized. In May Annex Transit went live beyond the pilot stage, the Town Meeting article (#14) passed 189 to 19, and Town Planner and Transportation Committee member Adam Duchesneau announced his resignation. The Committee learned in June that it had not received the AARP grant, but they proceeded with and submitted the Community Transit Grant for CatchConnect, partnering **with MWRTA (Wayland could not meet the deadline and dropped out of this collaboration)**. Dan Carty was nominated and voted to continue as committee chair.

A survey sent to GoSudbury! riders was analyzed in July and feedback reviewed [mentioned twice?]. Dan Carty joined the MBTA Advisory Board's Budget and Audit Committee, and Kay Bell's term on the Commission on Disability, and thus the Transportation Committee, expired. In August the committee received a presentation from Dani Marni-King, Town of Sudbury Sustainability Coordinator, was awarded the \$125,000 state earmark brought forward by Representative Gentile, and voted to increase the taxi ride cap to 10 rides per month as of 1 September. Progress continued with Wayland and the MWRTA on the Community Connections grant, and member Deb Galloway provided a 7-year summary of Sudbury's assessment for MBTA and MWRTA services. In September the committee welcomed new Commission on Disability (CoD) member, Bessie Struck, who was approved by the Select Board on August 29. Dani Marini-King was also made an Advisory Group Member of the Transportation Committee, Town Social Worker Bethany Hadvab announced her resignation, the Select Board voted their annual 2024 goals (Transportation was not deemed a high priority goal), and the committee met with representatives from VIA (<https://info.ridewithvia.com/>). Planning began with the MWRTA and Wayland for a hospital shuttle, and Uber and taxi [?] rider survey data (see above) was reviewed.

The final quarter of 2024 began with the committee reviewing taxi rider survey data [?], planning for member meetings with the MWRTA and Metropolitan Area Planning Council (MAPC), and discussing rider awareness and outreach. The committee learned that a new Town Planner, Adam Burney, had been hired and requested that he be added to the group. In November the Town of Sudbury was awarded the Community Transit Grant in the amount of \$74,865 to be used for the MWRTA CatchConnect pilot, and the committee discussed Master Plan items related to transportation. In December CoD representative Bessie Struck needed to step down from the Transportation Committee due to personal reasons, once again reducing membership to 4 members. The committee was introduced to Planner Adam Burney, who was made a member in December along with CoD member Cheryl Wallace by vote of the Select Board. Chair Carty told the committee that based on a recent meeting with Town Manager Andy Sheehan there is no line item in the next fiscal year budget for transportation. An extension for the MassDev funds into 2024 was requested by Mr. Sheehan.

Financially the program ended the calendar year with \$155,569 of funds remaining, made up of \$15,866 of MassDev grant funds, \$132,742 of 2023 Annual Town Meeting funds, and \$6,961 of 2022 Annual Town Meeting funds. As of the end of 2023 the town has requested but not yet received the \$125,000 state earmark funds (and learned on January 8, 2024, that due to state budget cuts that amount would be reduced to \$62,500). Also, as of yearend the Community Transit Grant funds of \$74,865 were not yet received.

The Transportation Committee, composed of both volunteers as well as Town staff, is proud to see our work on behalf of residents continue to show positive results.

Respectfully submitted,

SUDBURY TRANSPORTATION COMMITTEE

Daniel E. Carty, Chair _____

Adam Burney _____

Debra Galloway _____

Robert Lieberman _____

Alice Sapienza _____



Transportation Committee FY 23 - July 2022 - June 2023		
FUNDING SOURCES		
\$ 32,130.30	MassDevelopment Grant	
\$ 478.86	Meadow Walk Mitigation	
\$ 83,902.37	2022 ATM Article 14	
\$ 116,512.53	TOTAL	
EXPENSES		
\$ 5,775.00	CrossTown Connect Dispatch	July 2022 - June 2023
\$ 38,796.45	Tommy's Taxi	July 2022 - June 2023
\$ 32,343.00	JFK Taxi	July 2022 - June 2023
\$ 2,450.81	Annex Transit	July 2022 - June 2023
\$ 37,146.27	Uber	July 2022 - June 2023
\$ 116,511.53	TOTAL	

Addendum:

Because our primary goal is “serving the neediest residents,” we monitor the demographics of those in the GoSudbury programs to ensure this goal is being met (note that riders can qualify under more than one criterion):

- Adults 60+ years, 23%
- Limited financial means, 20%
- Limiting driving ability, 57%
- 18% medical rides using Uber (all taxi rides are for medical appointments)

We also seek free choice feedback from riders (examples from the 2023 surveys follow):

The Uber service is a vital because...:

- I do not own a car
- Allowed my son to work this summer
- Helped tremendously when my car was being repaired for a month
- Helps me maintain my independence
- Can visit friends and family
- Very good support system
- I have the freedom to go places I absolutely have to go
- Helps so much, especially on my budget
- Knowing I can count on transportation when I need it

The taxi service is a vital because...

- I depend on taxi rides to and from my doctor's appointments
- When I needed help to get to my appointment, the taxi was very helpful, and in time for appointments.
- It's the only way I have to get around
- Was able to get my husband to his medical appointments via a wheelchair
- This a wonderful service for seniors and I hope it will be available in the future should I need to rely on it again
- Due to my disability. I can rely on them
- I don't have to be stressed trying to figure out how to get to my medical appoints
- Going to my cancer treatment several times and being there on time.