

WORKSHEET:
TRANSPORTATION COMMITTEE TNC PILOT

Purpose:

- Achieve Age and Dementia-Friendly Best Practice objective of the Community Compact Cabinet grant: “Develop policies and services to improve elder economic security and help people age in community, such as... transportation for non-drivers...”
- Provide visible sign to community that town/committee is serious about addressing the transportation challenges.
- Target high-priority needs with Uber, Lyft, or both to supplement available transportation and collect data identified in CCC proposal (“Our pilot is designed to collect demand data to help regional transit authorities provide effective and cost-efficient services where possible. By partnering with vehicle providers that utilize appropriate dispatch and operational software, the collaborating communities will finally be able to quantify such data as ride numbers, destinations, points of origin, time, etc.”)

Parameters To Be Determined:

- Target population(s) [seniors, people with disabilities; veterans; financially vulnerable]
- Destinations [after-hours medical/social service appointments (where?); out-of-Sudbury medical/social service appointments (where?); weekend unexpected needs (what? Where?); Sudbury weekend faith community services; Sudbury after hours social/ community events, etc.]
- Vendors [both TNCs? Negotiate with Tommie’s and JFK taxi companies?]
- Fees [in-town vs. larger radius; day/time incentives; shared ride incentives]
- Duration of pilot [at least 1 year]
- Subsidies [mitigation funds from National Development; Coolidge mitigation; link w/ Melone Ch 40R?]

Integration With CCC Grant:

- Sudbury (and other pilots) will be overseen by grant Program Manager
- Marketing/outreach/advocacy funds provided by grant can be used, e.g., at certain residential developments
- Sudbury does not need grant funds for subsidies at this time...

RANGE OF COSTS FOR SUBSIDIZED UBER TRIPS TO EMERSON FACILITIES

Sudbury Residents' Utilization of Emerson Facilities

During fiscal year 2018, 5,335 individuals from Sudbury used Emerson Hospital services, including:ⁱ

- 300 inpatient discharges
- 1,550 outpatient emergency room visits
- 600 outpatient surgeries
- 100 concussion clinic visits
- 1,400 outpatient rehab visits
- 3,100 outpatient imaging visits
- Over 7,000 other outpatient visits (lab, etc.)

Uber Pricing

Uber pricing is based on time and distance: \$0.26/minute, and \$1.14/mile, excluding surge pricing (trips at certain hours and under certain traffic and weather conditions are priced at higher rates). Typically, Uber receives 25% of each ride fee and the driver the other 75%. Uber also applies a 10% fee for “service access” (i.e., their application and customer support) in determining total cost billed per ride.

Assumptions

One of the longest distances is from South Sudbury to Emerson (ca. 10 miles); from North Sudbury, it would be about 4 miles. If we assume an average distance of 7 miles each way, then the round trip cost: $(\$1.14 \times 14 \text{ miles}) + (\$0.26 \times 30 \text{ min}) = \24 plus 10% fee = \$26.

Round Trips Provided for Subsidized Uber Transportation to Emerson

Total Amount \$	% Subsidy	# Round Trips (\$26/RT)
\$10,000	100%	385
\$15,000	100%	577
\$20,000	100%	769
\$25,000	100%	962
\$30,000	100%	1,154

ⁱ Kelsey Magnusen, 3/11/19, personal communication.

TRANSPORTATION NEEDS IN SUDBURY: ISSUES IDENTIFIED IN THE *LIVABLE SUDBURY ASSESSMENT*

Background. *Transportation* is the second of eight domains of community attributes that the World Health Organization characterized as vital to population health and quality of life: physical, social, economic, psychological, etc. During 2018, researchers from UMass Boston's John W. McCormack Graduate School of Policy and Global Studies conducted an assessment of the livability of Sudbury. This summary of findings is provided to assist the town's Transportation Committee in determining both short- and longer-term solutions to the urgent needs.

Findings

- **Transportation is identified as crucial by a wide range of stakeholders:**
 - Families with children under 18 years
 - Residents age 60+
 - Residents of all ages with a participation limitation
 - Residents of all ages who are not financially secure.

- **The range of specific transportation needs identified implies a variety of options to meet them**
 - After-school transportation for children and youth (fixed route, vans)
 - Transportation to medical appointments, social service appointments, respite opportunities such as adult day care, etc. (scheduled and on-demand)
 - Transportation to shopping, appointments, evening, and weekend services, meetings, and socialization opportunities (shuttles, vans, etc.)
 - Affordable transportation to employment venues, childcare facilities, commuter rail, MBTA routes, as well as services similar to the preceding.

- **A number of the transportation options must be both affordable and accessible**
 - 42% of residents with a participation limitation reported they “had missed, canceled, or rescheduled a medical appointment due to lack of transportation.”
 - More than a third of residents who are not financially secure are not satisfied with their “ability to get where they want to go.”
 - Nearly half of residents 60+ are not satisfied with their “ability to get where they want to go.”

- **Transportation gaps affect all livable domains, reducing the overall “livability” and long-term attractiveness of the town**
 - Lack of transportation limits *social participation*
 - Lack of transportation affects overall well-being (*domain of community and health services*)
 - Lack of transportation affects *housing* options and limits access to *outdoor spaces*
 - Lack of transportation limits *civic participation and employment*
 - Lack of transportation can result in segments of the town population “not feeling welcomed” (*respect and social inclusion*).

Some Recommendations

- Internal agreement
 - “Build stronger consensus about core themes like housing and transportation.”
 - “In developing transportation improvements, prioritize options for those with participation limitations and financial insecurity.”
 - Transportation has to “meet differing needs—options to get around Sudbury, to neighboring towns, and to Boston.”
- External partnering
 - Local hospital Community Health Needs Assessments (CHNAs) have already noted the importance of transportation to medical and related appointments. Consider partnership with Emerson Hospital to provide option such as Uber Health in Sudbury.
 - “Build partnerships with commercial businesses, to support transportation to Boston, nearby communities, and/or local rail stations.”
 - Require developers to contribute annually to a town transportation fund, to help subsidize options.
 - “Evaluate the emerging regional transportation pilots underway and expand as appropriate.”