

APPENDIX B

CHAPTER 1:

NEEDS ASSESSMENT & PLANNING PROCESS

The Capitol Region Council of Governments (CRCOG), with assistance from Midstate Regional Planning Agency (MRPA) and Central CT Regional Planning Agency (CCRPA), took the lead in developing the plan for the LOCHSTP planning area. The planning area consists of the following regions: CRCOG, CCRPA, and MRPA.

Surveys were used as the main source of outreach to establish who should be involved in the process and what services were available and what gaps exist. Two different surveys were mailed to the service providers and the different agencies that deal with the target populations. Each RPO conducted surveys within their own region and the data collected was compiled for the region as a whole.

The first survey was sent to transportation service providers to request their help in gathering contacts within the three regions. We began with all those organizations that have applied for 5310 vehicles, the members of our Jobs Access Task Force, and the dial-a-ride coordinators throughout the region. We sent this group a survey asking them to indicate who else in their community was aware of the needs of the target population and who else provided services to that population. We then enlarged the circle of participants based upon the survey replies. We wanted to ensure that we were reaching everyone who needed to be involved in the LOCHSTP process and to get their participation in the second survey.

The second survey was sent to all the groups to solicit various information including the needs and gaps in their current services. 150 surveys were sent out and 92 were completed by a variety of service providers and agencies dealing with the target population in each of the regions. 13 target groups were contacted, i.e., transit agencies, adult day centers, Associations for Retarded Citizens, community health agencies, dial-a-ride providers/towns, homeless shelters, housing authorities, job developers, Medicaid brokers, mental health agencies, non-profit organizations, taxi operators, and transportation demand management companies. The following Connecticut departments have been involved in the LOCHSTP process. The Department of Transportation, Department of Social Services, Department of Mental Retardation, and the Department of Mental Health and Addiction Services.

Two meetings were held in 2006 involving staff from the following agencies: CRCOG, CCRPA, MRPA and representatives and staff from the target groups and state departments listed above.

The first meeting was held on October 19, 2006. The meeting was held to inform service providers of the federal requirements related to the LOCHSTP process and Connecticut's approach to creating the LOCHSTP plan. A portion of the meeting was spent on reviewing the existing services, gaps and possible solutions based upon information received from the surveys. Next steps were also discussed.

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The second meeting was held on November 3, 2006 with an enlarged group of stakeholders. Preliminary findings from the survey of services and gaps were presented. A review of ConnDOT's draft plan outline also took place as well as a discussion on evolving LOCHSTP into a process similar to the Jobs Access program.

Attendees at the first round of meetings recommended that we also reach out to the public to hear the input of the consumers of transportation services. We held a public input session on December 4, 2006 for this purpose. The meeting was advertised through our extensive list of contacts.

We invited individuals who responded to the surveys and who attended the first two stakeholders meetings to participate in a task force that would continue to meet in 2007 to oversee the production of the plan. Fifty-three individuals chose to continue participating in the process.

The Task Force met 3 times: February 13, March 8, and March 21.

In addition, CRCOG staff met with groups who wished to discuss transportation needs by attending several meetings of Mental Health Cluster Areas.

Statistical data was used to supplement the survey results and stakeholder input. Maps 1, 2 and 3 in the Attachment indicate where concentrations of the target populations are located in the target area. This information, based upon census data, shows that the disabled and low-income populations are generally concentrated in central cities and the center of older towns in the region. The senior citizen population is much more dispersed throughout the region. The Jobs Access Plan developed for the region also provided statistical guidance for this planning process, especially in its illustration of where jobs are located relative to the population seeking jobs.

The coordinated planning process was made transparent and inclusive in the following ways. We began by building a list of contacts and expanding outward. We started with service providers, Jobs Access Task Force members, dial-a-ride coordinators, section 5310 applicants, and state agencies. At every step, we sought to include additional interested parties. We have attended meetings of consumer groups and held public meetings to gather information. We also issued a solicitation for projects to give all service providers and human services agencies an opportunity to propose projects.

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CHAPTER 2:

EXISTING TRANSPORTATION SERVICES

Currently, there are a variety of existing services and service levels being offered throughout the three regions. These services are being provided by fixed route transit and ADA, dial-a-ride, and Jobs Access specific services just to name a few. This section will provide a summary of the services identified in the LOCHSTP process.

Fixed Route

The fixed route system in the region is operated by CTTransit Hartford Division, CTTransit New Britain/Bristol Division, and Middletown Transit District. These operators provide fixed route service in their respective areas. In accordance with federal law, ADA paratransit service is provided within $\frac{3}{4}$ mile of the fixed route system. The fixed route system is illustrated on Maps 4, 5 and 6 in the Attachment.

Dial-a-Ride

Dial-a-Ride is available in all of the towns in the LOCHSTP planning area. The services are mostly town based and town financed. Restrictions on when, where, purpose and time of travel vary on a town-by-town basis. In 2006, towns had an opportunity to expand their services through the state funded municipal grant program. Some towns increased existing services and some towns took this as an opportunity to provide some cooperative service.

CRCOG

All of the towns in the CRCOG region have some sort of dial-a-ride operation however, this service is not coordinated and generally each town only offers dial a ride service to its own residents. Some of these services operate within town boundaries, some travel to a few towns, and some travel to many towns. The towns of Vernon, Tolland, and Ellington have been providing a cooperative service for some time and others, Farmington/Avon, Canton/Simsbury, Wethersfield/Newington/Rocky Hill, started some cooperative service with last years municipal grant program. The dial-a-ride service is generally available from 8:00am to 5:00pm, Monday through Friday. Dial a ride is unable to provide for work trip transportation.

CCRPA

All the towns in the CCRPA region have some sort of dial-a-ride operation. Some of the services operate within town boundaries, some travel to a few towns, and some travel to many towns. Generally, the services operate from about 8:00 am to 4:00 pm, Monday through Friday. No towns in the region have a formal cooperative service but many work together on a case-by-case basis to meet the needs of their clients.

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MRPA

Towns in the MPRA region do things a bit differently than the other two regions. Dial a ride service is provided in all of the towns but five of the eight towns provide the service in a coordinated effort provided by the American Red Cross. This service operates within town boundaries and travels to a few towns within the region Cromwell, Haddam, and East Haddam each provide their own separate dial-a-ride transportation and have their own restrictions.

Jobs Access Specific

The Jobs Access program has been operating for over eight years in the designated area. The purpose of the program is to enhance welfare to work efforts by providing transportation services to TANF clients, welfare recipients and other low-income populations for the purposes of commuting to places of employment or employment related activities. These services are identified through the Jobs Access Task Force meetings and by job developers working directly with recipients and employers. Many of these services operate early morning, late night, and weekends to accommodate second and third shift jobs. As identified in Map 1, the majority of the designated area's population with income at or below 150% of the poverty level are located in Hartford, New Britain and Middletown. So it only makes sense that the jobs access services be geared around these cities and towns.

Below is a listing of the jobs access services being provided throughout the designated LOCHSTP planning area.

CTTransit

- L Tower Avenue Route – direct connect between Bloomfield and job opportunities in Manchester (Buckland Mall).
- Bradley Flyer – direct connect from the north end of Hartford to job opportunities in and around Bradley Airport.
- Berlin Turnpike Flyer – connection for Hartford residents to job opportunities along the Berlin Turnpike. Also a connection to New Britain.
- Imperial Nurseries – a reverse commute to an employer in East Granby from Hartford.
- HomeGoods – serving early AM and late PM work starts and quits from Hartford to Bloomfield and back.
- Hartford Evening Services – provide transit service for individuals working jobs with non-traditional start and quit times.
- Hartford Morning Services – provide transit service for individuals working jobs with non-traditional start and quit times.

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Greater Hartford Transit District

- PMI – provide subscription service from an employer in Windsor to Hartford. No public transit opportunities exist for the late night coverage.
- Subscription services – provide on-call transportation to take individuals to jobs related activities such as training, interviews, and testing.

New Britain Transportation

- Berlin Turnpike Flyer – connection for New Britain residents to job opportunities along the Berlin Turnpike. Also a connection to Hartford.
- BK Route – connection for New Britain residents to jobs at the mall in Meriden.
- New Britain Evening Services – provide transit service for individuals working jobs with non-traditional start and quit times.

Arrow/Peter Pan

- Casino Service – provide transportation to/from Foxwoods and Mohegan Sun casinos from Hartford for first and third shift employees. No public transit opportunities exist. Opportunities for New Britain and Hartford residents.

Rideshare

- McDonalds (Avon, Canton) – provide transportation to/from McDonalds from Hartford for employees. No public transit opportunities exist.
- Advo (Windsor) – provide transportation to/from Advo from Hartford for employees. No public transit opportunities exist due to early AM hours.
- Tempo Staffing – provide vehicles to assist in getting individuals temporary positions with the hopes that they can build a work history to either become a full-time employee and/or find other full-time employment.

Middletown Transit

- M-Link fixed bus that connects Middletown and Meriden.
- Night Owl service that provides late night transportation.
- Coordinated service with the Estuary region.

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Other

There are a variety of other human services transportation services provided in the region:

- Group home/community living arrangements
- Emergency/transitional housing
- Nursing home
- Adult Day center
- Medicaid eligible
- Mental health clients
- Non profit based/private provider based (ARC)
- Volunteer provided (FISH)
- Reimbursement to individuals
- VA based - volunteers
- BTA (Break through Aging)
- Assisted Living
- Home Care agencies

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CHAPTER 3

GAPS IN SERVICE

Gaps in service were identified via several mechanisms:

- The completed surveys.
- The two meetings with the stakeholders groups.
- Discussions at Jobs Access Task Force meetings.
- ADA Advisory committee meetings
- Several meetings with mental health clusters area councils.
- UCEDD forum.
- A public input session was held on December 4, 2006
- Public input was received through the regular transportation planning process in which requests from citizens for improved transit services were recorded.
- Evaluation of demographics.

A task force, made up of providers and social service agencies continued to meet to discuss the transportation needs (3 meetings) and to further refine the identified gaps.

Identified “Gaps”

The gaps have been grouped into categories: Low Income, Elderly and Disabled, special populations, and Other.

Low Income:

- Access:
 - To jobs (odd shifts by time of day and day of week, esp. weekends)
 - To training and interviews
 - To appointments (medical, treatment, state agencies)
 - To shopping centers and grocery stores
 - From homeless shelters
- Traveling with children, access to daycare
- Difficulty in paying fares
- Problems especially acute for those in neighborhoods with infrequent or no bus service

Elderly and Disabled

- Out of town medical (especially specialists)
- Weekend and after hours medical appointments – dial-a-ride services don’t cover this in many communities.
- Weekend service
- Early morning, late afternoon, evening service
- Multiple trips, ongoing need (dialysis, chemo, job)
- Personal business (funerals, volunteer work)
- Last minute requests
- Door to door or door through door service

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Special Populations

Persons with Mental Health and/or Addiction Issues:

These needs were identified through direct conversations and meetings with both consumers and service providers.

- After hours discharge
- Family visits to facility
- Midday, weekend service
- Access to appointments, agencies
- Access to jobs, education (especially for those who live outside of the transit service area)
- Transportation is essential for health and recovery (access to leisure activities, hobbies)
- Access to veteran facilities in Newington and West Haven

Persons with Developmental Disabilities:

These needs were identified through direct conversations and meetings with both consumers and service providers.

- Many individuals live at home or in supported living arrangements, which do not include transportation
 - Transportation to jobs. A very specific and large need: the new Walgreen's distribution center in Windsor will open many jobs, but individuals will need transportation.
 - Transportation to day services
- Long, circuitous routes can be a problem for this population
- Growing need for accessible vans (where previously a standard van was suitable for a social service provider)

Adult Day Centers:

- Ability to serve individuals is limited by availability of transportation
- Daily reimbursement rate is intended to cover transportation and services

Frail elderly

- Need door to door or door through door service

Other Needs (these gaps may fall under more than one of the above groupings)

- Need for escort or aid for some travelers
 - However, this can be time consuming, makes a seat unavailable for a rider, and might raise liability issues. What would the requirements be for an aid or escort?
- Need to put bikes on buses. This improves accessibility for low-income individuals.
- Evening services are important to enable individuals to reach cultural events and meetings. Sometimes they can get to an event, but can't get back home.
- Inefficiencies between groups of services/providers recorded (e.g., inability to transfer between dial a ride services, lack of knowledge of other services)
- Fear of possible liability when services are coordinated.
- Difficulty in getting qualified drivers

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- Restrictions on who can be served, and type of vehicle required, can limit providers' flexibility and ability to provide services.
- Medical related services – physical therapy, exercise class, might not be covered by town dial a ride.
- Getting to church on Sunday – this can be very difficult for the disabled since many fixed route services do not operate on Sunday.
- Lack of evening and weekend services to cultural and sporting events.
- The waiting time (pick up window) for dial a ride service and ADA service is too long.
- Passengers with mental health illnesses sometimes feel a stigma when riding public transportation. Especially if their illness manifests itself very visibly. Drivers need to be sensitized to this.
- Same day dial a ride service is needed for urgent trips.
- Where transit service is infrequent, a transfer may expire before the bus to which the individual needs to transfer has arrived (can drivers be instructed to issue the transfer at the end of the trip? Or can the transfer time be extended?)
- Door to door services, especially for the frail elderly.
 - Some transit drivers don't know how to treat individuals with disabilities.
- For individuals with mental illness, there may be anxiety about using transit. Need to be familiar with the vehicle and how the system works.

Location-Specific Needs:

- Regular transit service to/from Southington and Plymouth
- Town of Meriden identified no service to/from Southington in the South Central COG LOCHSTP process.
- Jobs Access forums identified no service from New Britain/Plainville to/from Route 10 in Southington where many job opportunities exist.
- Requests for transit service from Terryville to/from Bristol for employment, shopping, and medical appointments.
- Transit service to Bristol for low-income populations – job related needs.
- Transit service to Enfield for low-income populations – job related needs.
- ADA: Sunday service to shopping center on Townline Road in Rocky Hill
- Transit service to Russell Road in Newington – many medical and recovery facilities are located here.
- More transit service on the Berlin Turnpike. Town social service departments sometimes send homeless individuals here for low cost motel rooms. Also for job related transportation.
- CTTransit service beyond West Farms to Target (for employment and shopping – West Hartford Social services will give Target gift cards to help those in need in the community.)
- Service from Enfield to Rockville hospital (dial a ride)
- Service from the Shoreline to medical appointments in Middletown
- Service to the new Walgreen's distribution center in Windsor (a large percentage of the employees will be disabled).
- Transit service to the Department of Labor in Enfield.
- The Thompsonville area of Enfield is home to many individuals (low-income and or disabled) who need transit service, especially to reach jobs in nearby suburban locations.

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- Low-income individuals living in East Windsor have difficulty traveling to jobs, education opportunities.
- Retail establishments: Tri City Plaza (Vernon), Buckland, Kmart Plaza, and Manchester Parkade need regular service.

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CHAPTER 4

IDENTIFICATION OF STRATEGIES

Strategies to address the gaps were discussed at each stakeholder and outreach meeting and the Task Force took on the job of refining the suggested strategies. The following items were considered as possible ways to fill gaps:

- Enhanced transit service
- Use of rideshare vans
- Use of taxis
- Enhanced paratransit
 - More cooperative ventures
 - Between towns
 - Between agencies
 - Between ADA and paratransit
 - Possibilities for central brokerage?
 - Rural transit
- Communication/Education
 - Brochure of services
 - Ombudsman or mobility manager
 - Ongoing outreach sessions
 - To users
 - General awareness
 - Training on how to use services, plan a trip, etc.
 - To agencies
 - Educate drivers/staff

At each subsequent task force meeting, the group discussed the strategies and fleshed them out to try to match strategies with specific needs. Overall, the group emphasized the importance of education and information sharing with these specific suggestions:

- Insure that drivers are given sensitivity training so that they have a better understanding of the various rider groups.
- Create a database with information on all the services provided for the target groups. This will help distinguish between apparent service gaps and real service gaps.
- Create a brochure of services that can be used by caseworkers, family members and individuals. Or provide this information through the 211-info line or some other mechanism.
- Identify and nurture sub regional dynamics, seeking to foster voluntary relationships. This could be between agencies that serve similar client groups, or between towns. Regional provider networks might be workable.
- Have the RPO convene groups of towns to discuss cooperation.
- Investigate liability issues that might arise with cooperative ventures.

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- The Walgreen's distribution center being built in Windsor will employ about 600, 1/3 of who will have disabilities. Service is needed to this location by August 2008.
- For last minute urgent service requests which dial a ride operators are unable to meet, towns could contract with taxi and wheelchair livery services.

Request for Proposals

After the final task force meeting held on March 21, the group recommended that a solicitation for projects be sent out to develop specific programs to be funded. The project solicitation is included in Attachment 2.

Five agencies responded to the request for projects, and the projects are summarized below:

Applicant	Description	Cost (rounded)
ARC of Farmington Valley	Replace 3 vehicles, purchase 2 new	\$246,000
CMHA	Provide service to Walgreen's distribution center. Includes purchase of 1 vehicle	\$77,800
Enfield	Shift part-time driver to fulltime, expand definition of disabled to allow mentally disabled to use Dial a Ride	\$62,000
GHTD	Expand buffer area to 1.5 miles from ¾ mile	\$72,000 capital \$437,000 operating
Red Cross	Develop coordination plan for New Britain	\$47,000 (revised to \$91,481)

In addition, the currently operating Jobs Access services were considered fully developed strategies that already fill service gaps.

Prioritization of Strategies/Assessment of Proposals

The Connecticut Department of Transportation developed a set of statewide prioritization criteria, which were used to review the submitted projects and the already operating Jobs Access services. In addition, a regional assessment involved measuring the proposals against the locally identified needs and gaps. The evaluation was done by the regional planning agencies and the Connecticut DOT. In addition, we evaluated what strategies had not been proposed but should be included in a comprehensive package of recommended strategies.

A summary of the evaluation of each project follows:

ARC of Farmington Valley: Five vehicles were requested, three replacements and two to expand service. One of the vehicles requested will actually be funded through the 5310 program (which is separately administered by DOT, but which included criteria developed from the LOCHSTP process.) The new service will be available for individuals leaving high school who

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will be working in the community and need transportation to work. Also, individuals who are in Bureau of Rehabilitation Services programs designed to move them toward independence would be included. The vehicles will largely be available to the ARC of the Farmington Valley's client base. The vehicles will operate from 8 AM to 6 PM. The new vehicles will allow the ARC to provide midday service which is not strictly Day Center based. It is not clear exactly what the midday needs are and whether there are any possibilities to coordinate them with local Dial a Ride service. The replacement vehicles will replace vehicles leased through the Greater Hartford Transit District. The applicant appears capable of meeting federal requirements related to the grant money.

Community Mental Health Affiliates, Inc.: This proposal is for the purchase and operation of one vehicle which would provide transportation to job opportunities at the Walgreen's Distribution Center. The applicant suggested that the service would operate with requests for service made on a daily basis. The review committee felt that service to this employment location would need to operate on a subscription basis and that there would need to be cooperative efforts to insure that the vehicle is utilized throughout the day and not just briefly in the morning and afternoon.

Enfield Dial A Ride: This proposal covers the cost of changing a part-time driving position to full time in the town dial a ride operation. The proposal includes opening the dial a ride service to individuals with mental disabilities (currently the Town uses the strict definition of disability used to determine eligibility for ADA paratransit.) One of the needs identified in the gap analysis was the need for individuals with mental disabilities to be able to access jobs, social activities, and appointments. This proposal will address the latter two needs but will not enable individuals to get to jobs. The applicant appears capable of meeting federal requirements related to the grant money.

Greater Hartford Transit District: The GHTD proposed expanding the ADA service area from $\frac{3}{4}$ of a mile to 1.5 miles. This is a laudable goal, but it is not clear how many real gaps it will address. Nor is it clear that an expansion to 1.5 miles is the best way to meet the needs of the disabled population. This idea requires further planning to refine and focus the effort. The applicant appears capable of meeting federal requirements related to the grant money.

American Red Cross – Middlesex Central CT Chapter: This proposal is for a planning study that will focus upon the City of New Britain, examining specific gaps in the City and mapping out cooperative ways to meet these gaps. We requested the proposer to consider expanding their scope to look beyond the borders of New Britain to a broader region and examine opportunities for cooperation in that larger area. The revised application estimates a cost of \$91,481 for this expanded scope. The applicant appears capable of meeting federal requirements related to the grant money.

Recommendations

As the projects were reviewed, a large concern was that they were not getting at the heart of the issues identified in the data-gathering phase of this planning exercise. What was exposed, repeatedly, at task force meetings and stakeholder meetings was the fact that there is a lot of transportation operating within the region, but it is very poorly coordinated. Town social

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workers are frequently unaware of Jobs Access services. Town dial a ride operations deal with transportation issues of residents but not of the broader public. Non-profits run services that fill gaps for their own clientele, without consideration of the transportation needs of non-clients in the vicinity. Clearly, a broad planning study is needed that can build upon this first coordinated planning effort and can begin to examine these issues more closely.

Therefore we propose the following:

- Jobs Access Program. Continue to operate the Jobs Access services.
- Coordination Study. A broad regional coordination study will be initiated which will examine how the disparate services currently operating can be coordinated to provide a more efficient and effective service. In the first year, this study will begin with a series of coordination meetings to take place throughout the region. It is anticipated that in future years funding will be needed for a consulting study, but in year 1, no funds will be requested.
- Resource Development & Information Sharing. Development of resource materials and a clearinghouse for human services transportation resources. Production of printed materials is estimated at \$5000.
- Expand ADA Service: While the GHTD proposal to double the ADA buffer appears to be overly ambitious, it seems reasonable to consider making use of New Freedom Funding to provide some ADA service outside of the current ADA buffer. This will fill identified service gaps. In the Central Connecticut region, a slight expansion of the ADA buffer to include all of Bristol will cost only about \$6000 annually and is recommended. The GHTD will be invited to refine its proposal (see below discussion.)
- Response to Specific Service Proposals
 - Two vehicles be awarded to the ARC of the Farmington Valley to enable them to meet transportation needs of additional disabled individuals. They will be directed to track the usage of these vehicles, to seek to maximize use throughout the day, and to keep a record of how many non-clients are served.
 - The CMHA will be invited to serve on a task force that will develop a program for serving the transportation needs of the Walgreen's Distribution Center. Their proposal will not be funded.
 - The Enfield proposal will be funded, but certain of the costs included in the proposal (administration and occupancy fees) will not be allowed. The allowable project cost will be \$48,500.
 - The GHTD proposal will not be funded but the agency will be invited to refine its proposal by examining the areas of greatest need for service outside of the ADA buffer and providing an estimate of the cost to serve this area. This service proposal would then be reconsidered.
 - The Middlesex Red Cross project will be funded with the proviso that it must examine coordination outside the boundaries of New Britain to include the entire CCRPA region. It will be funded at \$80,000. This study will serve as a pilot,

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demonstrating what might be accomplished with coordination in other parts of the region.

List of Selected Projects

The selected projects are listed in the Attachment.

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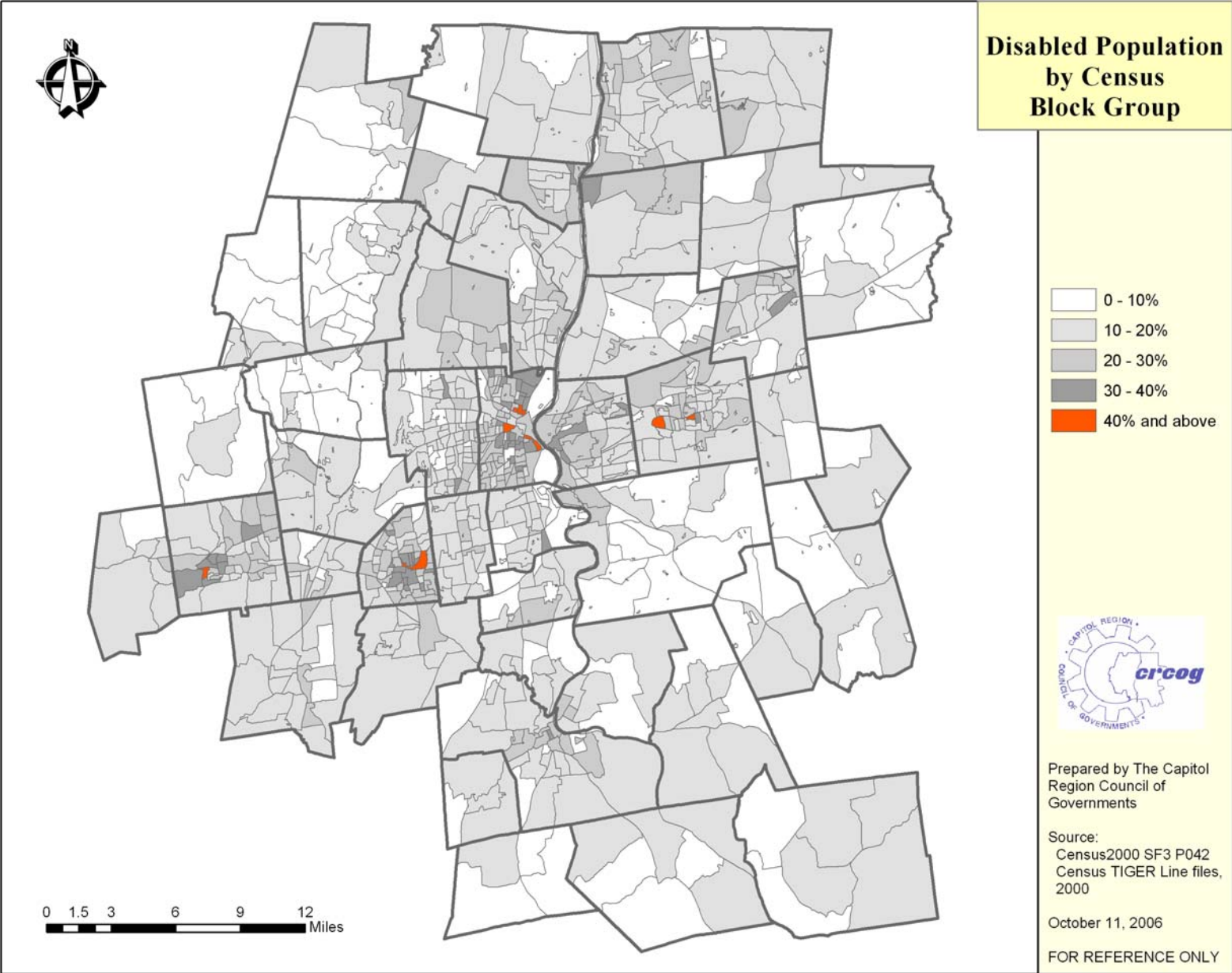
CHAPTER 5

NEXT STEPS AND RELATIONSHIP TO OTHER PLANNING PROCESSES

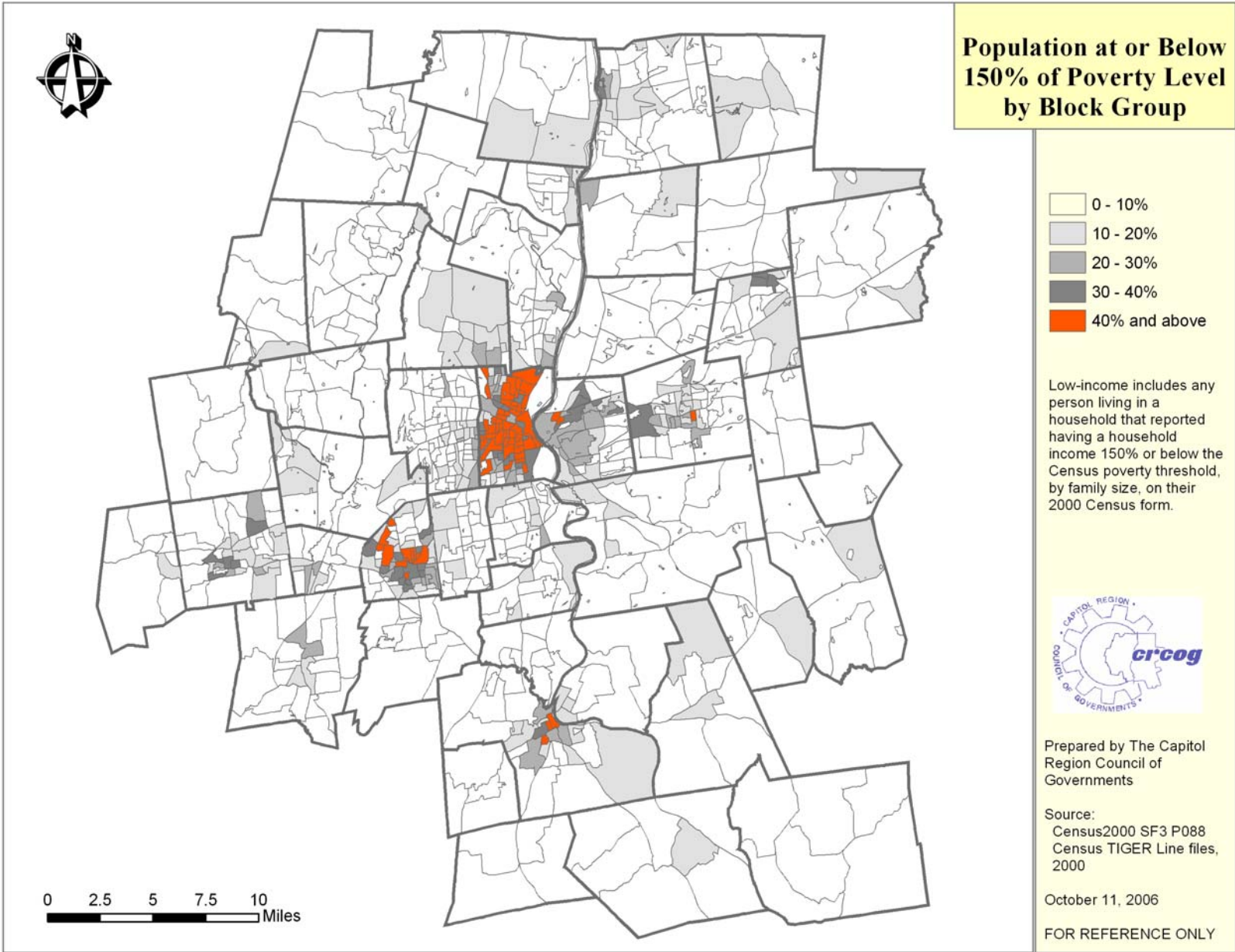
Going forward the region will build upon the base established in this planning process. We will utilize the network of social service agencies and transportation providers developed for this effort to continue to refine our understanding of the needs for transportation for the target population. We will also use these relationships to explore opportunities for greater cooperation. We will develop a formal update to the plan in 2008 and then update every 5 years thereafter. However, we expect to examine the gaps identified and make recommendations for improved service and service delivery on a continual basis. We would like to develop an active planning committee that meets regularly as we use in the Jobs Access program.

APPENDIX B, ATTACHMENT 1: MAPS

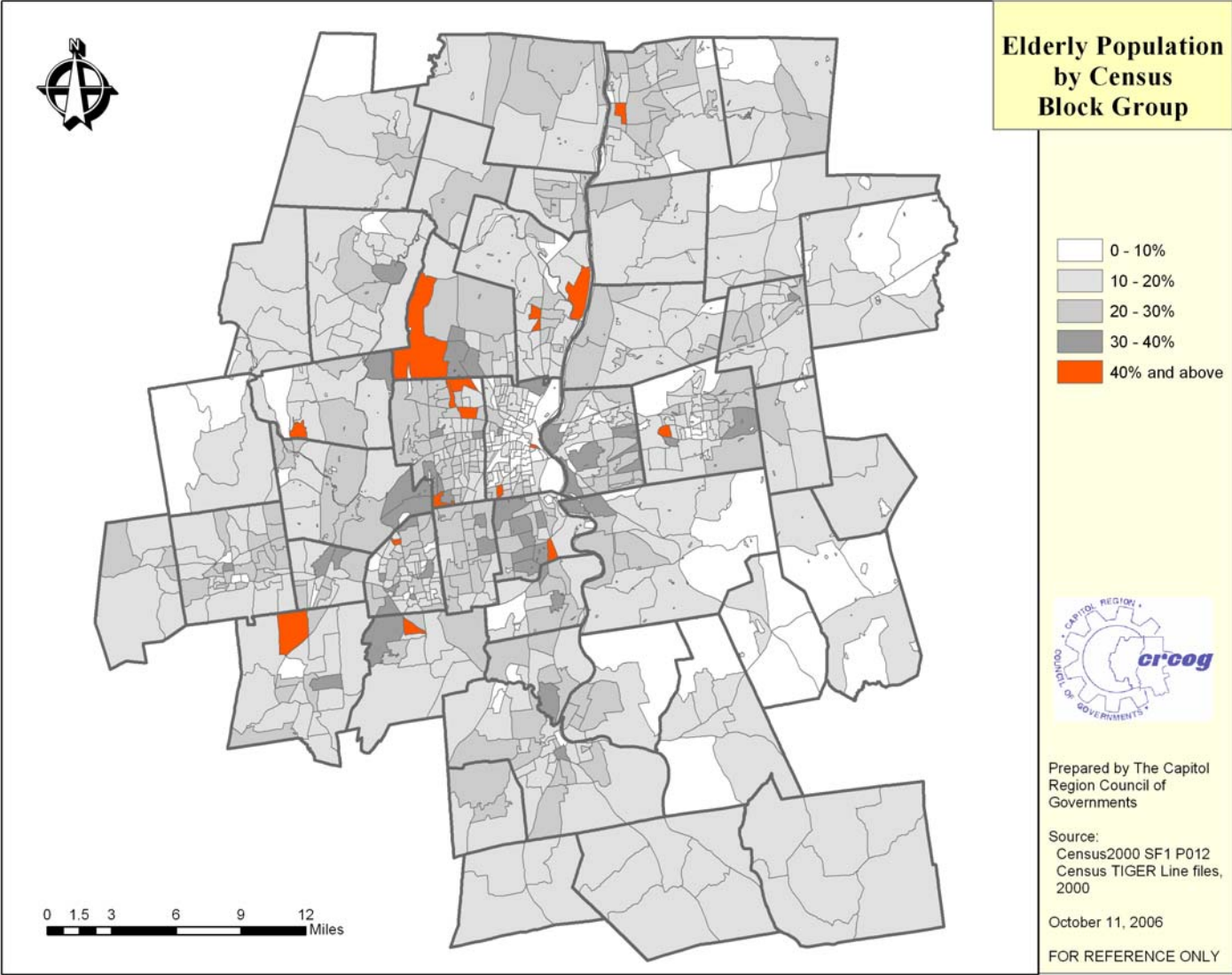
Map 1



Map 2

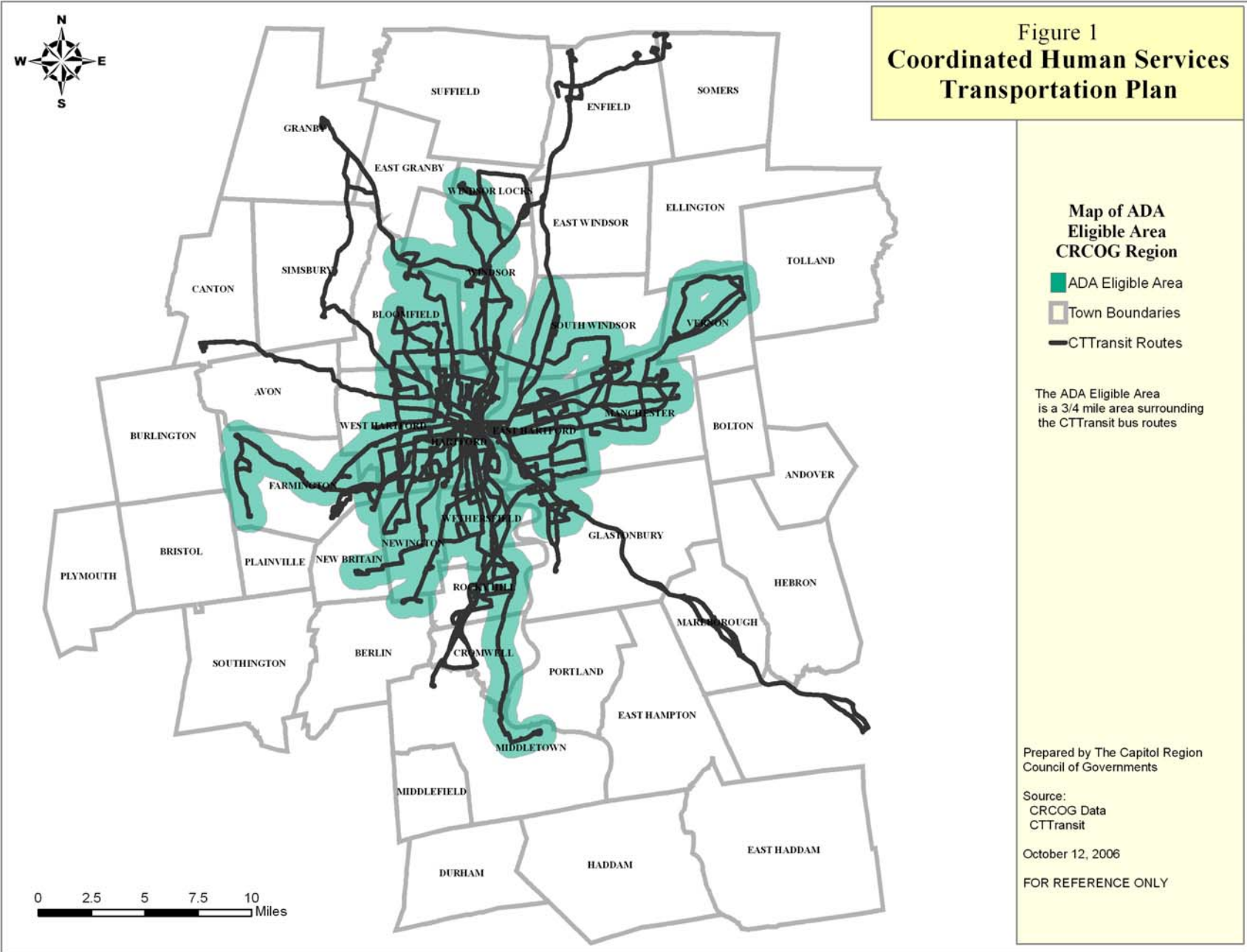


Map 3



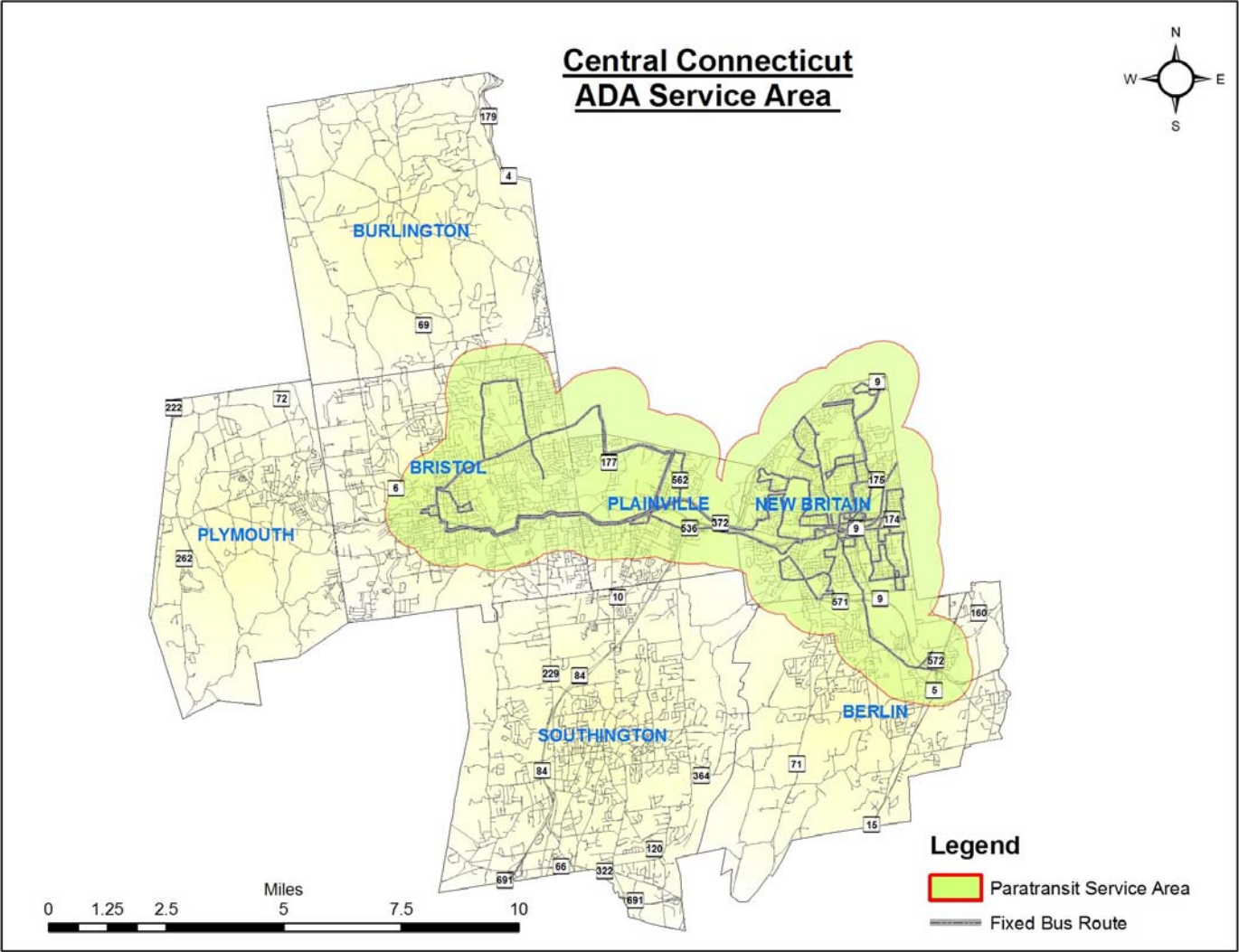
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MAP 4



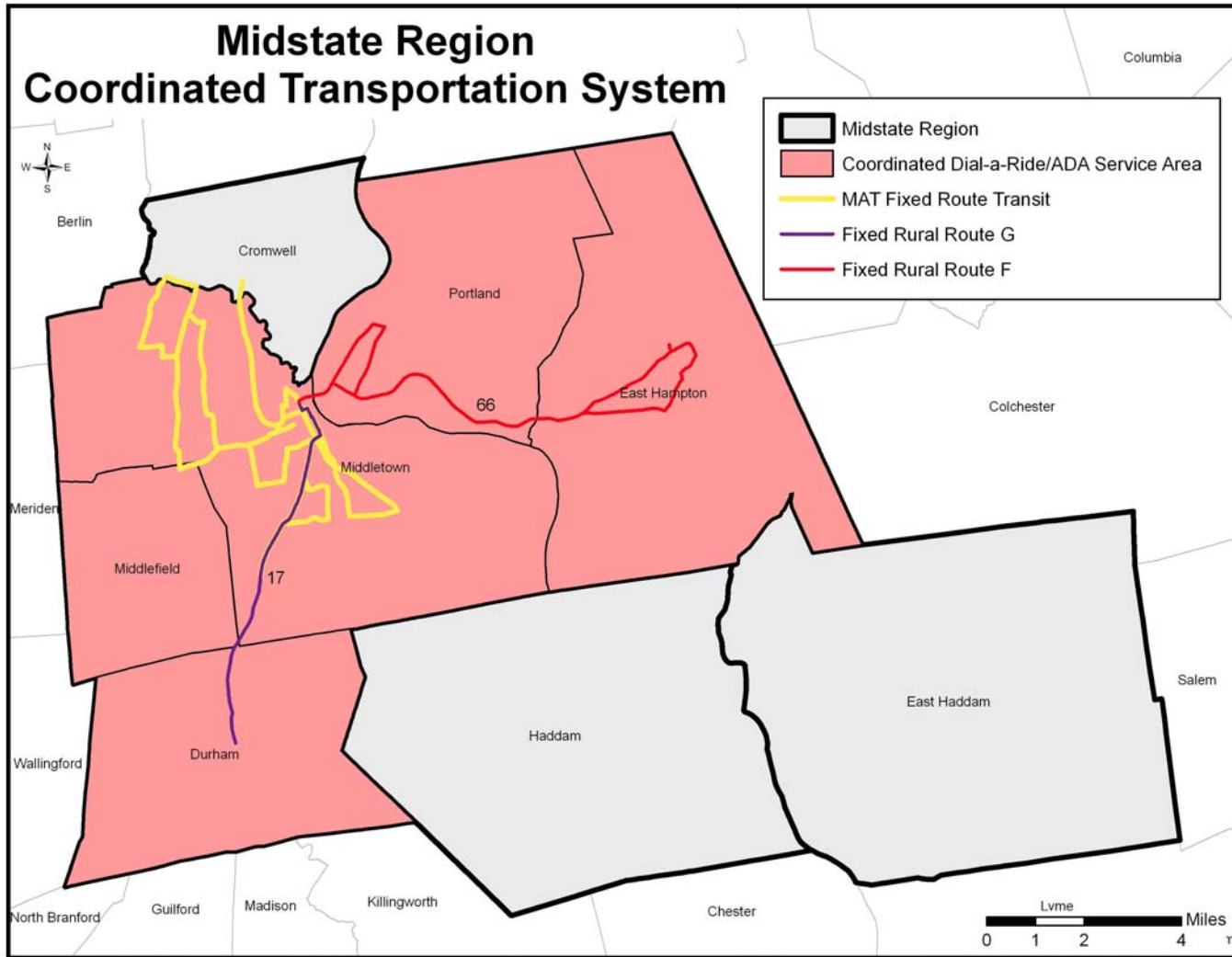
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MAP 5



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MAP 6



PROPOSED PROJECTS: 6/2007 FINAL

Priority	Gap	Targeted Population	Strategy	Name of Project	Total Funds	Proposed Funding Source(s)	Proposed Start Date
New Freedom Projects							
1	inefficiencies between groups of services/providers	elderly, disabled and low income	The Capitol Region Council of Governments will convene groups of providers to explore possibilities for coordination	Regional coordination Study	No cost at this time		summer 2007
1	inefficiencies between groups of services/providers	elderly, disabled and low income	The American Red Cross, Middlesex Chapter, will run a coordination study to develop an approach for coordinating all the dial a ride services for the elderly and disabled in the Central CT RPA region. This project will build upon the strengths of the various providers.	New Britain Coordination Study	\$80,000	New Freedom Initiative: \$40,000 DSS grant \$40,000	When grant is in place
1	multiple trips, with ongoing need, where transit service is not available	This project will target clients of the ARC and the general disabled population	Provide demand responsive service to individuals with disabilities in the Farmington Valley. This will allow for recurrent trips.	ARC of the Farmington Valley: Transportation for Disabled	\$98,330	New Freedom Initiative: 80% Local ARC: 20%	When vehicles are in place
1	The Thompsonville area of Enfield is home to many individuals who need transportation	disabled, particularly those with mental disabilities	Expansion of dial a ride definition of disabled to include those with mental disabilities.	Enfield Dial a ride expansion	\$48,500 annual cost	New Freedom Initiative: 50% Town match: 50%	within 30 days of grant award
1	transportation gaps in Bristol	disabled	Expand ADA eligible area to cover the entire town of Bristol	ADA service expansion in Bristol	\$6,000 annual cost	50% New Freedom 50% CTDOT	When grant is in place
2	gaps in dial a ride service	disabled	Expand ADA eligible area to serve additional disabled individuals in the Greater Hartford area	ADA service expansion in greater Hartford	Currently the agency is assessing the most critical needs and developing a cost estimate	50% New Freedom 50% CTDOT	When grant is in place
2	lack of knowledge of services available	elderly, disabled and low income	Development of resource materials and a clearinghouse for human services transportation resources.	Resource materials	\$5,000 for printed materials	50% New Freedom 50% CTDOT	When grant is in place
JOBS ACCESS SERVICES							
Arrow							
1	Access - To jobs (odd shifts by time of day and day of week, esp. weekends	TANF & Low-income		ECTAP Employment Run - Hartford	\$350,000.00	CT DSS	In Service
CT Transit							
1	Access - To jobs (odd shifts by time of day and day of week, esp. weekends	TANF & Low-income		Berlin Turnpike Flyer	\$217,436.00	CT DSS	In Service
1	Access - To jobs (odd shifts by time of day and day of week, esp. weekends	TANF & Low-income		Bloomfield Service	\$71,000.00	CDOT	In Service

PROPOSED PROJECTS: 6/2007 FINAL

Priority	Gap	Targeted Population	Strategy	Name of Project	Total Funds	Proposed Funding Source(s)	Proposed Start Date
1	Access - To jobs (odd shifts by time of day and day of week, esp. weekends)	TANF & Low-income		Bradley Flyer Weekday Service	\$356,200.00	CDOT / CT DSS	In Service
1	Access - To jobs (odd shifts by time of day and day of week, esp. weekends)	TANF & Low-income		Bradley Flyer Weekend Service	\$32,990.00	CDOT / CT DSS	In Service
1	Access - To jobs (odd shifts by time of day and day of week, esp. weekends)	TANF & Low-income		Home Goods	\$11,420.00	CT DSS	In Service
1	Access - To jobs (odd shifts by time of day and day of week, esp. weekends)	TANF & Low-income		Home Goods (2nd Shift)	\$29,340.00	CT DSS	In Service
1	Access - To jobs (odd shifts by time of day and day of week, esp. weekends)	TANF & Low-income		Imperial Nurseries	\$272.00	CT DSS	In Service
1	Combination of the gaps listed below	TANF & Low-income		L-Tower Avenue Crosstown	\$577,475.00	CDOT / CT DSS	In Service
1	Combination of the gaps listed below	TANF & Low-income		Saturday Night Service	\$60,825.00	CT DSS	In Service
1	Combination of the gaps listed below	TANF & Low-income		Sunday & Holiday Evening Service	\$43,100.00	CT DSS	In Service
1	Combination of the gaps listed below	TANF & Low-income		Sunday & Holiday Morning Service	\$24,470.00	CT DSS	In Service
1	Combination of the gaps listed below	TANF & Low-income		ZZ Shuttle	\$61,995.00	CT DSS	In Service
	GHTD						
1	Access - To training and interviews	TANF & Low-income		Subscription Services	\$12,000.00	CT DSS	In Service
	NBT						
1	Combination of the gaps listed below	TANF & Low-income		Arch St./Meriden Square (M-F Evenings)	\$49,050.00	CDOT / CT DSS	In Service
1	Combination of the gaps listed below	TANF & Low-income		Arch St./Meriden Square (Sat. Evenings)	\$9,800.00	CDOT / CT DSS	In Service
1	Combination of the gaps listed below	TANF & Low-income		Berlin Turnpike Extension (M-F)	\$111,560.00	CDOT	In Service
1	Combination of the gaps listed below	TANF & Low-income		Berlin Turnpike Extension (Sat.)	\$36,016.00	CDOT	In Service
1	Combination of the gaps listed below	TANF & Low-income		Burritt Street (M-F Evenings)	\$23,676.00	CDOT / CT DSS	In Service
1	Combination of the gaps listed below	TANF & Low-income		Burritt Street (Sat. Evenings)	\$5,388.00	CDOT / CT DSS	In Service
1	Combination of the gaps listed below	TANF & Low-income		Corbin Ave./Plainville (M-F Evenings)	\$54,575.00	CDOT / CT DSS	In Service
1	Combination of the gaps listed below	TANF & Low-income		Corbin Ave./Plainville (Sat. Evenings)	\$11,928.00	CDOT / CT DSS	In Service
1	Access - To training and interviews	TANF & Low-income		Extended Tunxis Service	\$34,398.00	CDOT	In Service

PROPOSED PROJECTS: 6/2007 FINAL

Priority	Gap	Targeted Population	Strategy	Name of Project	Total Funds	Proposed Funding Source(s)	Proposed Start Date
1	Access - To jobs (odd shifts by time of day and day of	TANF & Low-income		Extended UCONN Medical Ctr Service	\$28,132.00	CDOT	In Service
1	Combination of the gaps listed below	TANF & Low-income		Farmington Ave. (M-F Evenings)	\$30,108.00	CDOT / CT DSS	In Service
1	Combination of the gaps listed below	TANF & Low-income		Farmington Ave. (Sat. Evenings)	\$6,744.00	CDOT / CT DSS	In Service
1	Access - To jobs (odd shifts by time of day and day of	TANF & Low-income		Meriden Square Extension (M-F)	\$39,012.00	CDOT	In Service
1	Access - To jobs (odd shifts by time of day and day of	TANF & Low-income		Meriden Square Extension (Sat.)	\$8,520.00	CDOT	In Service
1	Combination of the gaps listed below	TANF & Low-income		Stanley St. (M-F Evenings)	\$36,216.00	CDOT / CT DSS	In Service
1	Combination of the gaps listed below	TANF & Low-income		Stanley St. (Sat Evenings)	\$9,192.00	CDOT / CT DSS	In Service
1	Access - To jobs (odd shifts by time of day and day of	TANF & Low-income		Stew Leonard's Sunday Service	\$21,000.00	CT DSS	In Service
	Rideshare						
1	Access - To jobs (odd shifts by time of day and day of week, esp. weekends	TANF & Low-income		Advo, Inc.	\$7,000.00	CT DSS	In Service
1	Access - To jobs (odd shifts by time of day and day of week, esp. weekends	TANF & Low-income		McDonalds	\$27,550.00	CT DSS	In Service
1	Access - To jobs (odd shifts by time of day and day of week, esp. weekends	TANF & Low-income		Tempo Staffing	\$66,400.00	CT DSS	In Service

Gaps

- Access:
 - o To jobs (odd shifts by time of day and day of week, esp. weekends)
 - o To training and interviews
 - o To appointments (medical, treatment, state agencies)
 - o To shopping centers and grocery stores
 - o From homeless shelters
- Traveling with children, access to daycare
- Difficulty in paying fares
- Problems especially acute for those in neighborhoods with infrequent or no bus service