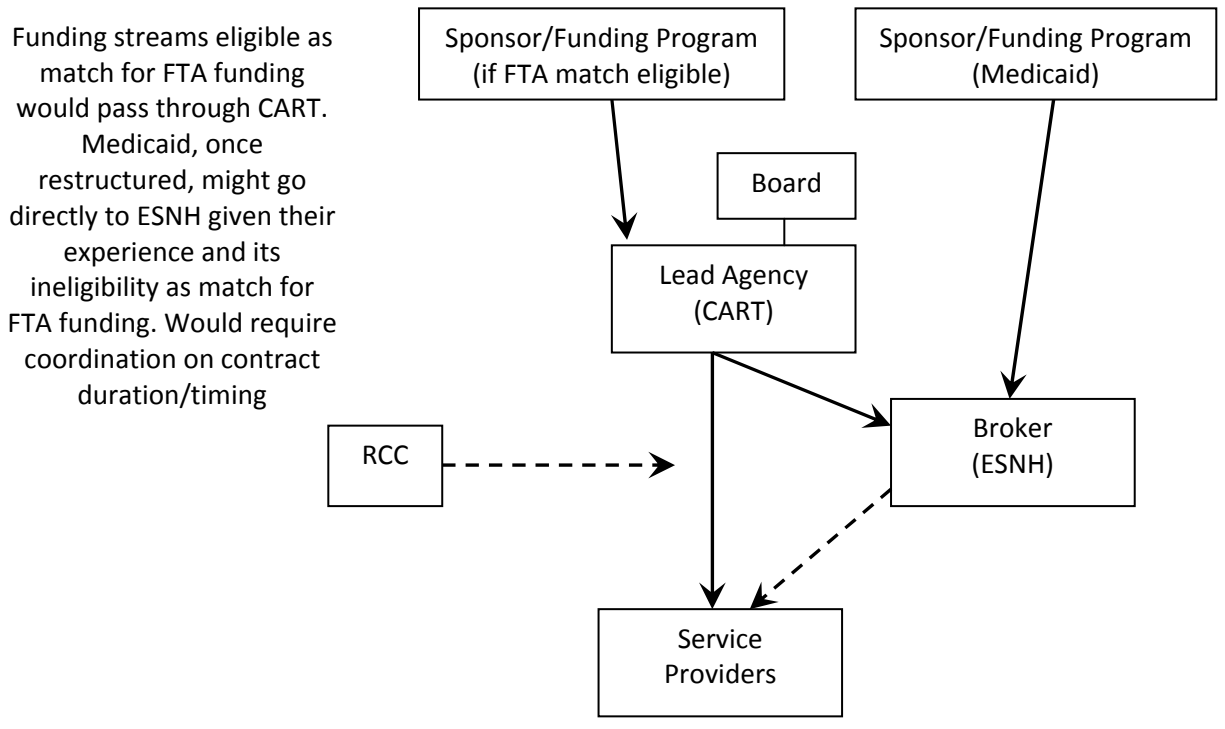


**Proposed Amendments to the
Locally Coordinated Public Transit/Human Service Transportation Plan
for the Greater Derry-Salem Region**

The following pages summarize priorities for a regional transit coordination model; a Lead Agency to implement coordination in the Greater Derry-Salem region; and prioritized trip types and strategies for service expansion and coordination identified by the Greater Derry-Salem Regional Coordinating Council for Community Transportation (RCC) through its Strategic Planning Workshop held on September 23, 2010. This information is proposed as an amendment to the *Locally Coordinated Public Transit/Human Services Transportation Plan* for Greater Derry-Salem RCC region, in anticipation of adoption of the full update to that plan which is anticipated for February/March of 2011.

1. Proposed Coordination Model

The following is the preferred coordination model for the region identified at the 9/23/2010 RCC Strategic Planning session, and consistent with the original 2003 Greater Derry-Salem Transit Study, which was subsequently readopted in 2007 as the Locally Coordinated Public Transit/Human Service Transportation Plan for the Greater Derry-Salem Region. The Greater Derry-Salem CART transit system was originally designed to coordinate human service transportation as well as provide general public transit service. CART service as the Lead Agency also creates the potential to leverage certain DHHS funding streams as match for FTA funding. In light of this, the RCC identified CART as the appropriate lead agency, with Easter Seals filling the Broker/Call Center role under contract, similar to CART’s existing service agreement with Easter Seals. There was one exception identified to this structure, regarding Medicaid Non-Emergency Medical Transportation (NEMT) funding. NEMT funding is explicitly not eligible as match for FTA funding. In addition, ESNH has been identified as the Lead Agency for the Region 8 RCC/Greater Manchester area, and so will be developing procedures to manage Medicaid transportation. The RCC currently anticipates that contracts for Medicaid NEMT funding be developed directly between NHDHHS and ESNH.



2. Strategies to Meet Top Priority Trip Needs

The following are prioritized strategies to expand and/or restructure current transportation services to improve access for the top priority trip types, including Job Access, Medical, Groceries/Shopping, and Social/Recreational transportation needs:

- Continue development of the proposed CART Derry-Salem Fixed Route service, and seek to expand service hours to meet shift start/finish times for manufacturing, retail, and office workers. (Preferred mode for Job Access, Shopping and Social/Recreational trips, but can also address some Medical needs)
- Identify Flex Routes or Demand Responsive Routes which can combine demand-response route deviations with certain high volume scheduled stops. These may include shopping destinations; civic destinations; hospitals, dialysis centers, and other medical facilities (Preferred mode for Shopping and Social/Recreational trips, but can also address some Medical and Job Access needs)
- Develop a region-wide volunteer driver program to provide transportation to medical appointments and other appropriate trip types. (Target for Medical transportation)
- Explore development of a Taxi Voucher program to support travel needs such as return trips from medical appointments ending after normal service hours. Research procuring an accessible taxicab such as a low-floor minivan w/wheelchair spaces. (Target for medical transportation)
- Develop a ridematching/vanpool program building on resources available through the NH Rideshare Program. This could include a shared TMA/TDM position, potentially with the Manchester/Region 8 RCC. Should also include a Guaranteed Ride Home program. (Target for Job Access transportation)