

Appendix D

South Central Urbanized Area - Locally Coordinated Human Services Transportation Plan

Assessment of Available Services

The South Central Region's Locally Coordinated Human Services Transportation Plan (LOCHSTP) was developed based on guidance received from the Connecticut Department of Transportation (ConnDOT), which is responsible for allocating federal SAFETEA-LU transportation funds across Connecticut. Guidance from the U.S. Department of Transportation was not issued. The South Central Regional Council of Governments (SCRCOG) and the Connecticut River Estuary Regional Planning Agency (CRERPA) both participated in the region's LOCHSTP with SCRCOG taking the lead in identifying services and administering surveys.

The first regional coordination meeting was held in September and participants included representatives from ConnDOT, SCRCOG and CRERPA and transportation providers from the region including CTTRANSIT, Milford Transit District, Greater New Haven Transit District, Estuary Transit District, Meriden Transit District, and North East Transit. The group began to develop an inventory of transportation users and providers, and identify other large human service organizations to be included.

A survey was developed and distributed primarily by email. Using an existing SCRCOG distribution list combined with contacts from CRERPA and the committee one-hundred and sixty (160) surveys were sent out in September and by November's meeting twenty five (25) completed surveys were received. Outreach efforts continued and attendance at the Regional meeting grew to include representatives from the Kennedy Center, Gaylord Hospital, the Regional Growth Connection, Rideworks, the City of Wallingford and the City of Meriden. **See Appendix A for a complete list of the groups contacted.**

Throughout the planning process regular updates were repeatedly sent out via the email network. In November a webpage was developed and regularly updated with meeting announcements and agendas. Meeting minutes and electronic versions of handouts were also made available. In this manner organizations who could not attend all meetings were included in the process. These groups included Vista Vocational Services, Goodwill Industries, Kuhn employment, Gateway Community treatment, Orange Senior center, North Haven Senior center, Madison Senior Center and UCONN-UCEDD.

Service Summary

The South Central LOCHSTP Region encompasses the member towns of the South Central Regional Council of Governments (SCRCOG) and the Connecticut River Estuary Regional Planning Agency (CRERPA), combined, these two regions a total of twenty three (23) towns and cities. There exists throughout this region a fairly robust multimodal transportation network

however many of these towns are rural areas and the availability of public transportation can vary widely.

Shore Line East provides commuter rail services for municipalities from Milford to Old Saybrook between 5:30 AM and 9:30 PM and Metro North's New Haven line provides daily passenger rail service west of New Haven, weekday service hours are between 4AM and 1AM. Service frequency is more limited on weekends, with shorter hours of service, east of New Haven.

The bus service in the South Central LOCHSTP Region is provided through several different operators. The largest service provider is Connecticut Transit which provides fixed bus services throughout the region. Hours of service are between 5AM and 11PM on weekdays and weekends and vary depending on the route. Greater New Haven Transit operates an ADA/ Dial-A-Ride as a supplement to CTTRANSIT's service routes as well as a Regional Rides program, Senior Center Services and Electric Trolleys in the center of New Haven. North East Transit operates the Fixed Route services in Meriden, and Wallingford and ADA/ Dial-A-Ride services in Meriden for the Meriden Transit District. Milford Transit Districts operates both the Fixed Route services and ADA/ Dial-A-Ride services in Milford between the hours of 6:00 AM and 6:00 PM. The Estuary Transit District provides Deviated Fixed Route services and a Dial-A-Ride service in Madison, Chester, Clinton, Deep River, Essex, Killingworth, Lyme, Old Lyme Old Saybrook and Westbrook.

Several municipalities in the region provide their own bus services to seniors and persons with disabilities for medical transportation, or recreational activities in support of local senior centers. Towns with municipal bus service include Bethany, Branford, East Haven, Guilford, Hamden, Madison, Milford, North Branford, North Haven, Old Saybrook, Orange, Wallingford, West Haven, and Woodbridge. There are a variety of non-profit human service organizations that provide transportation to their clients, such as adult day care facilities and agencies serving persons with developmental disabilities for employment. These include Vista Vocational Services, Goodwill Industries, and Kuhn employment among others.

The 5316 Job Access Reverse Commute programs in the South Central Connecticut Region have been operated by The Regional Growth Connection (RGC) since 1998. The RGC receives funding from the Connecticut Department of Social Services and Connecticut Department of Transportation to operate its services and a steering committee made up of both Transit operators and stakeholders from the region meet on a monthly basis to evaluate programs. The following is a summary of existing programs that are included as part of LOCHSTP

The RGC Shuttle provides service between New Haven and Old Saybrook and points in between from 6 am until 11 pm 7 days a week. This service fills a gap between these 2 cities that is not served by fixed route transportation. This service is operated by the Greater New Haven Transit District.

Quick Response Service provides the RGC with the ability to send workers, on very short notice, to interviews, job fairs and on a very short term basis, to work until permanent transportation is arranged. This service is operated by the Greater New Haven Transit District.

My Ride Service provides transportation to work for individuals with disabilities. This service is operated by the Greater New Haven Transit District.

Shoreline Shuttle Service operated by the Estuary Transit District provides service between Old Saybrook and Madison. The service meets the DATTCO Bus that runs from New Haven and takes workers and others to the shopping malls in Clinton and Westbrook. This service operates on weekdays only.

Route Expansions The Middletown Transit District provides “Night Owl” service that operates into the evening. It also provides M-Link service that operates on weekdays between Middletown and Meriden.

Route Expansions -CT Transit provides expanded weekend service on the B and D Route, expanded Saturday service on Saturday evenings on the B and D Route and expanded Sunday early morning and later evening service on the B and D route. Also there is an extension of existing service provided on the ”O” Post Mall Route to Milford and to the Schick Corporation that covers all work shifts.

The Coastal Link Service the Milford portion of this route is operated by the Milford Transit District. This service runs daily between Milford and Norwalk.

The Auto Emergency Fund provides eligible individuals with a grant of up to \$600 for the following purposes: vehicle repair, insurance fees, registration fees, license fees. This program is administered through the RGC offices on Ella Grasso Blvd in New Haven and is available throughout the South Central DSS Region.

The Job Starter Program also administered through RGC is a program that gives a new worker the opportunity to receive a 31-Day bus pass to take public transportation for the first month of their employment. This permits the new worker to get to their job, earn their first paycheck and learn to budget the \$45.00 a month for subsequent bus pass purchases.

Identification of Gaps

The identification of service gaps began with the responses of the LOCHSTP survey, and discussions with the committee. LOCHSTP working group meetings were held which identified needs that went beyond the borders of the South Central LOCHSTP region. These included meetings in Meriden where representatives from the Waterbury LOCHSTP region took part and a meeting in the Estuary Region where representatives from both MidState and South Eastern Connecticut LOCHSTP regions participated took part.

Through this process of open discussion of service needs, and input from ConnDOT, a list of clearly defined service gaps was developed. These gaps identified areas in our region where expanded transportation is needed, including additional service hours, greater geographical coverage. The following is presented in no particular order.

Mobility Management; Survey respondents in the South Central Region identified better service coordination as a concern. This echoed similar findings in other LOCHSTP regions in the state. Simply stated, there is no comprehensive source of transportation service information. Organizations wishing to coordinate their services may be unaware of the resources around them. Without an accessible and easy to use one-stop resource for human services and public transportation information, real service coordination is difficult if not impossible.

Gaylord Hospital Connection; ADA eligible residents in Meriden cannot get needed transportation to Gaylord Hospital in Wallingford. A transit service connection from is needed where currently no service is provided. Following the Regional Rides model the service is needed between the hours of 8:00 AM and 6:00 PM Monday through Friday. Targeted groups are the elderly and persons with disabilities. Based on GNHTD numbers ridership is estimated at 50 trips a month to start.

Service between Meriden and Cheshire; There is currently no public transit service connection between Meriden and Cheshire. Service is needed to allow residents in these municipalities access to the Meriden Train Station, the Westfield Shopping Mall and MidState Medical Center. Service connections are needed between Bus routes operated by CTTRANSIT and North East Transit providing connections to Waterbury and New Britain. The targeted group is the transit dependent populations which includes both the elderly and persons with disabilities.

Weekend service expansion in the Meriden/Wallingford area; There is currently no public transit service connection between Wallingford and Meriden on Saturdays. For the elderly and persons with disabilities living in these communities have no access to transportation on the weekends for transportation to jobs and connections to MidState Hospital for Medical appointments.

Flex route service in North Branford- Residents in much of North Branford have no access to Public transportation services, either Fixed Route or ADA. For the elderly and persons with disabilities there is a Demand Responsive service operated by GNHTD called Regional Rides. This service is limited and increased ridership indicates that there is a much greater need for public transportation in the area. For the transit dependent population living in North Branford the lack of access to public transit limits their ability to work and live in their communities. Service is needed to connect North Branford with CTTRANSIT routes in North Haven and Branford Monday through Friday.

Weekend Service expansion between Guilford and Madison to Old Saybrook Currently there is no public bus service available on weekends or holidays in Guilford or Madison. During the week the DATTCO 'S' route operates along route 1 and makes connections with the Shoreline Shuttle in Madison. A number of residents rely on this connection to access employment opportunities along the Rte 1 corridor from Madison to Old Saybrook. The lack of service on the weekends limits their ability to work and live in their communities. Service is needed in Guilford and Madison on Saturdays to connect with existing services and on Sundays as well. The targeted groups are the transit dependent populations including those living at or below the poverty line, the elderly and persons with disabilities

Public Transit Connections between Old Saybrook and Middletown; there is no mid-day public transportation service to connect the Estuary region towns and Haddam residents with Middletown. For the elderly and persons with disabilities living in these communities the lack of service prevents their access to employment; hospital, mental health, and rehab facilities; district court; and further connections to Hartford services and government services.

Public Transit Connections between the Old Saybrook train station and the Southeast area transit buses in East Lyme.

There is no public bus connection and only limited train service between Old Saybrook and New London. For many living and working in the Old Saybrook area New London is much closer than New Haven and offers greater opportunity. For the elderly and persons with disabilities who live in these communities and rely on the public bus services the lack of a service connection to New London creates a hardship.

Identification of Strategies

Once the gaps had been clearly defined the next step was the development of service strategies to address these needs. This process began at the regional meetings and with the LOCHSTP working groups. The committee relied heavily on the transportation providers and key stakeholders that have experience working with the region's transportation network.

Mobility Management; Human Services Transportation and Public Transportation information should be made available through one source and include not only regional data but information on a statewide basis. The Section 5317 New Freedoms Initiative funds should be used to develop a resource of information to include service information, vehicle inventory, handle inquiries and facilitate coordination between providers.

Gaylord Hospital Connection; The service gap could best be served with a demand response service. North East Transit currently provides ADA service from Meriden into Wallingford and their ADA coverage area should be expanded to allow service to the hospital.

Service between Meriden and Cheshire; This gap in service could best be addressed with a regularly scheduled fix route service. A route with 1 hour headways has been developed and should be operated by North East Transit. Service hours should be coordinated with the 'J' route schedule to facilitate easy transfers. With services available Monday through Friday.

Weekend service expansion in the Meriden Wallingford area; This gap in service could best be addressed with expansion of existing programs to include Saturday service. CTTRANSIT could expand the 'C' route to include a stop at Kohl's in Meriden and North East Transit would add a Saturday route to connect downtown Meriden, the Train Station MidState Medical with CTTRANSIT

Flex route service in North Branford- This gap in service could best be addressed with a flex route service operated by GNHTD. Bus routes based on the existing ridership data should be developed in the town to connect North Branford with CTTRANSIT routes in North Haven and Branford Monday through Friday.

Weekend Service expansion between Guilford and Madison to Old Saybrook; This gap in service could best be addressed through an expansion of Estuary Transit District’s Shoreline Shuttle Service on Saturday to include connection through Madison to Guilford and the addition of Shoreline Shuttle Service on Sunday.

Public Transit Connections between Old Saybrook and Middletown- This gap in service could best be addressed with an expansion of Estuary Transit District’s Riverside Shuttle route to provide Flex Route service along the Rte 154 corridor from Chester to Middletown. Stops would connect the train stations in Old Saybrook and Middletown and include the Middletown Hospital and the MTD transit hub.

Public Transit Connections between the Old Saybrook Train station and the South East Area Transit District bus route in East Lyme. This gap in service could best be addressed with Flex Route service operated by the Estuary Transit District to connect the ETD transit hub at the Old Saybrook train station with the SEAT Bus routes in East Lyme.

Prioritization of Strategies

The list of identified gaps and strategies was finalized in March and the South Central LOCHSTP committee set about prioritizing the strategies and assessing proposed projects. Projects were first judged, based on input from ConnDOT, on their ability to serve the targeted populations and then grouped according appropriate sources of funding. These were the 5316 Job Access funded programs, 5317 New Freedom Initiative funded programs. Projects that did not meet this threshold yet did address a recognized service gap were included in a separate list of projects to be included in the Governor’s Initiative. The LOCHSTP committee utilized prioritization criteria provided by ConnDOT to rank the projects.

See Appendix B for a detailed project list based on funding source and in order of priority.

The following table provides a brief list of projects based on funding and in the order they were ranked

5316 Job Access Funded	Amount
CT Transit O Post Mall*	\$34,120
CT Transit B/D Route*	\$138,790
CT Transit O Schick*	\$12,800
CT Transit Route 80 Ext*	\$27,638
CT Transit Q Ext*	\$134,851
Estuary Transit District*	\$80,000
Middletown Night Owl*	\$142,000
Middletown M-Link*	\$109,600
Milford Coastal Link*	\$230,654
GNHTD RGC Shuttle*	\$234,750
GNHTD My Ride/Jobs Access*	\$52,008
GNHTD Quick Response*	\$7,640
<i>Wkd Service expansion between Guilford and Madison to Old Saybrook</i>	<i>\$62,000</i>

* Existing JARC programs

5317 New Freedom Initiative	NFI	Match	Amount
Gaylord Hospital Connection			\$ 0000
Old Saybrook and Middletown-Operating	\$31,000	\$31,000	\$62,000
Old Saybrook and Middletown-Capital	\$42,400	\$10,600	\$53,000
North Branford Flex Route	\$18,750	\$56,250	\$75,000
Mobility Manager	ranked last to be funded as is available		

Regional Service Needs	Amount
Old Saybrook to East Lyme Connection- Operating	\$74,000
Old Saybrook to East Lyme Connection- Capital	\$53,000
Meriden Cheshire Connection	\$171,360
Meriden Wallingford Weekend Expansion	\$41,296

Relationship to Other Transportation Planning Processes

Both SCRCOG and CRERPA will follow their respective operating procedures to include the LOCHSTP components into their transportation process. This plan attempted to incorporate the goals and strategies described in the Connecticut Long Range Transportation Plan, along with the regional transportation plans adopted by both SCRCOG and CRERPA.

The role of The South Central Regional Council of Governments (SCRCOG) and the local LOCHSTP process is documented in the SCRCOG Unified Planning Work Program (UPWP) as described below:

Locally Coordinated Public Transit Human Services Transportation Plan (LOCHSTP) - This requirement of SAFETEA-LU is the planning element under which SCRCOG will coordinate transit services to provide for the basic mobility needs of the Region's elderly and disabled (Section 5310); access to jobs and reverse commute programs (Section 5316); and the New Freedom program (Section 5317). During FY2007, the Region has undertaken a LOCHSTP review process, with outreach to service providers and municipalities to identify service gaps and needs. During FY2008, staff will work with service providers and CDOT to implement service priorities.

The Connecticut River Estuary Regional Planning Agency adopted the region's Long Range Plan on May 9, 2007 which incorporates the region's long range accessibility goals, objectives, and strategies within the region which includes LOCHSTP planning and implementation initiatives.

Appendix A

Organization	City
1 Town of Bethany	Bethany
2 Town of Branford	Branford
3 Branford Medical Transportation/ Canoe Brook Center	Branford
4 East Shore Adult Day Care	Branford
5 Aaron Manor	Chester
6 Brian House Group Home	Chester
7 Chester Gateway Counseling Services	Chester
8 Chester Village West	Chester
9 Chesterfields Health Care Center	Chester
10 Chester City Hall	Chester
11 Clarke House Group Home	Chester
12 Clinton City Hall	Clinton
13 Family Lodge of Clinton	Clinton
14 Sarah Tuxis Residential	Clinton
15 St Francis Care Behavioral Health Shoreline Programs	Clinton
16 Deep River City Hall	Deep River
17 Winthrop Rd Group Home	Deep River
18 Town of East Haven	East Haven
19 Child and Family Agency	Essex
20 Essex City Hall	Essex
21 Essex Meadows Lifecare	Essex
22 The Shoreline Soup Kitchens	Essex
23 Guilford Town Hall South	Guilford
24 Guilford Parks and Recreation	Guilford
25 Kuhn Employment	Guilford
26 Shoreline Association for Retarded Citizens	Guilford
27 VNA Community Healthcare	Guilford
28 Haddam Manor	Haddam
29 Greater New Haven Transit District	Hamden
30 Town of Hamden	Hamden
31 Housing Alternatives for the Retarded Today	Hamden
32 League of Women Voters	Hamden
33 Association for Retarded Citizens	Hamden
34 VNA Services	Hamden
35 CTTRANSIT	Hartford
36 Helping Hands Caring Hands	Killingworth
37 Killingworth City Hall	Killingworth
38 Madison Town Hall	Madison
39 Strong House Adult Daycare	Madison
40 VNA Community Care Inc	Madison
41 Madison Grove School	Madison
42 Meriden Senior Citizen's Center	Meriden
43 Arc of Meriden and Wallingford	Meriden
44 Bradley Home	Meriden
45 Ernest B Kuhn Training Center	Meriden
46 Meriden City Hall	Meriden
47 Meriden Transit District	Meriden
48 Rushford Center Inc	Meriden
49 Miller Memorial	Meriden
50 American Red Cross	Milford
51 Beth-El Center	Milford

Appendix A

Organization	City
52 Milford Senior Center	Milford
53 Milford Transit District	Milford
54 City of Milford	Milford
55 Bridges	Milford
56 Cas Otonal	New Haven
57 Chapel Haven	New Haven
58 Community Action Agency	New Haven
59 Easter Seal-Goodwill Rehab	New haven
60 Goodwin Levin ADHC/ Jewish Home for The Aged	New Haven
61 Liberty Community Services	New Haven
62 Mary b Ashford Adult Services Center	New Haven
63 Mary Wade Home	New Haven
64 New Haven City Hall	New Haven
65 Regional Workforce Development	New Haven
66 Rideworks of Greater New Haven	New Haven
67 Senior Life Center	New Haven
68 North Branford Town Hall	North Branford
69 North Branford Senior Center	North Branford
70 North Haven Senior Center	North Haven
71 North Haven Town Hall	North Haven
72 ACES	North Haven
73 Old Lyme City Hall	Old Lyme
74 Lymes' Senior Center	Old Lyme
75 Sunrise Northeast Group Home	Old Lyme
76 Old Saybrook City Hall	Old Saybrook
77 Caring Ways	Old Saybrook
78 Estuary Council of Seniors	Old Saybrook
79 Sarah Tuxis Group Home	Old Saybrook
80 Saybrook Convalescent Hospital	Old Saybrook
81 Saybrook Village	Old Saybrook
82 Orange Town Hall	Orange
83 Orange Community Services	Orange
84 CORD Inc.	Wallingford
85 Wallingford Senior Center	Wallingford
86 Gaylord Hospital	Wallingford
87 Wallingford Municipal Bldng	Wallingford
88 United Cerebral Palsey Association	Wallingford
89 North East Transit Co.	Waterbury
90 Center for Disability Rights	West Haven
91 West Haven City Hall	West Haven
92 West Haven Elderly Services	West Haven
93 West Haven Community House	West Haven
94 Westbrook City Hall	Westbrook
95 Vista Vocational	Westbrook
96 Jewish Community Center of GNH	Woodbridge
97 Woodbridge Human Services/ Senior Center	Woodbridge
98 Woodbridge Town Hall	Woodbridge

Appendix B

5316 Job Access Reverse Commute

Gap	Targeted Population	Strategy	Name of Project	Total Funds	Proposed Funding Source(s)	Proposed Start Date	Ranking
	TANF/Low income	Fixed Route Service Enhancements	CT Transit O Post Mall	\$34,120	DSS	Existing Service	1
	TANF/Low income	Fixed Route Service Enhancements	CT Transit B/D Route	\$138,790	DSS/CT DOT	Existing Service	1
	TANF/Low income	Fixed Route Service Enhancements	CT Transit O Schick	\$12,800	DSS	Existing Service	1
	TANF/Low income	Fixed Route Service Enhancements	CT Transit Route 80 Ext.	\$27,638	DSS	Existing Service	1
	TANF/Low income	Fixed Route Service Enhancements	CT Transit Q Ext	\$134,851	DSS	Existing Service	1
	TANF/Low income	Meeting all Dattco service in Madison	Estuary Transit District	\$80,000	DSS	Existing Service	1
	TANF/Low income	Eve. fixed route service Middletown	Middletown Night Owl	\$142,000	DSS	Existing Service	1
	TANF/Low income	Fixed route Middletown-Meriden	Middletown M-Link	\$109,600	CT DOT	Existing Service	1
	TANF/Low income	Milford portion fixed route to Norwalk	Milford Coastal Link	\$230,654	CT DOT	Existing Service	1
	TANF/Low income	Shuttle service NH-Ols Saybrook	GNHTD RGC Shuttle	\$234,750	DSS	Existing Service	1
	TANF/Low income	TTW for disabled individuals	GNHTD My Ride/Job Access	\$52,008	DSS	Existing Service	1
	TANF/Low income	On call trans for interviews/job fairs	GNHTD Quick Response	\$7,640	DSS	Existing Service	1
Estuary residents unable to access employment on weekends between Guilford and Madison to Old Saybrook along the Route 1 corridor.	Transit dependent population primarily disabled on the Route 1 & Environmental Justice Target in Westbrook and Clinton and New Haven region	Provide an extension of existing ETD weekend service on Saturday and Sundays into Madison/ Guilford	Shoreline Shuttle Weekend Service Extension	\$47 per hour \$62,000 (Annual Cost)	Referred to RGC for possible funding	When Funded	2

Appendix B

5317 NEW FREEDOM INITIATIVE

Gap	Targeted Population	Strategy	Name of Project	Total Funds	Proposed Funding Source(s)	Proposed Start Date	Ranking
Meriden Residents are unable to access Gaylord hospital in Wallingford via bus or ADA services	both the ADA eligible elderly and persons with disabilities	North East Transit includes Gaylord Hospital in Wallingford into the service area	Meriden- Service to Gaylord Hospital	No change	N/A	N/A	1
Estuary /Haddam residents do not have mid day daily access to Middletown employment;hospital,mental health, and rehab facilities; district court ; and further connection to Hartford services and government services.	Transit dependent population primarily the elderly and persons with disabilities and envirnmental justice target areas in Deep River, Chester, Haddam, and Middletown.	Between Old Saybrook and Middletown Train Station (Extension of Riverside Shuttle through Haddam via Rte 154 to Bartholomew St) Midday Flex Route Service	Old Saybrook to Middletown Weekday -Midday Flex Route Service	\$47 per hour \$62,000 (Annual Costs) \$53,000 (Capitol Cost)	\$31,000 NFI Operating, \$42,400 NFI Capital, \$41,600 Match funding from Gov's Initiative	TBD	2
Residents in much of North Branford have no access to public transportation either fixed route or ADA.	Transit dependent population primarily persons with disabilities and the elderly	Greater New Haven Transit operates a new flex route service in North Branford to connect with the CTTRANSIT bus at a collection point yet to be determined.	North Branford Flex Route	\$75,000	50% Gov's Initiative 25% NFI, 25% match DOT Bus operations Budget	When Funded	3
Organizations in the region serving the needs of targeted population or transportation providers need access to one comprehensive source of information to facilitate coordination. Area residents in need of services need a one stop resource of human services transportation options	targeted populations of the elderly , persons with disabilities and the TANF eligible and unemployed seeking services. Also the organizations serving these populations	Expand and maintain DOT's own ctridges website to include human services transportation resources. Provide funding to RIDEWORKS to maintain a resource database, handle service inquiries from individuals and organization, and facilitate efforts of greater coordination between providers of transportation.	Mobility Management	TBD	NFI Funded as available	TBD	4
Identified Regional Service needs							
New Haven TMA and estuary residents unable to access employment/medical and rehab facilities/ correction facility, state parks in New London County	Transit dependent population, primarily the elderly and persons with disabilities and Environmental Justice Target in the New Haven and Estuary Region.	Between East Lyme and the Old Saybrook Train Station. Rte 1 through Old Lyme to Four Mile River Road to Rte 156 (East Lyme) to Inte or Rte 156 from Old Lyme to Niantic Hope Street Connection with SEAT	Old Saybrook to East Lyme Flex-Route Weekday Service	\$47per hour \$74,000 (Annual Cost) \$53,000 (Capitol Cost)	Gov's Initiative	TBD	1
Meriden Residents are unable to access employment opportunities in Cheshire or Waterbury. Cheshire residents are unable to access Meriden Train Station, District Courts, MidState Medical and employment opprortunities in Meriden	Transit dependent population primarily the elderly and persons with disabilities	North East Transit operates one 20 passenger bus as a fixed route service Monday through Friday from 6AM-6PM description of route to be added	Meriden- Cheshire Connector	\$65 per hour \$190,000 Annual Cost	Gov's Initiative	TBD	2
Meriden residents are unable to access CTTRANSIT "C" route connections for employment opportunities on Saturday or access MidState medical, Meriden Train Station or employment opportunities in Middletown via Mlink services.	Transit dependent population primarily the elderly and persons with disabilities and Environmental Justice Target areas of downtown Meriden	CTTRANSIT (New Haven) Extends the 'C' Route to the Kohl's in Meriden/ North East connects at Kohl's and provides Saturday Service	Meriden Wallingford Saturday Service	CTTRANSIT \$18,000 NET \$34,000 Total Cost \$52,000	Gov's Initiative	When Funded	3