



Utah Department of Transportation

# PUBLIC TRANSIT TEAM

ANNUAL REPORT

2 0 1 0

**Public Transit Team**  
Systems Planning & Programming

**UPOT**  
Utah Public Transportation



Utah Department of Transportation

# PUBLIC TRANSIT TEAM

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ANNUAL REPORT

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## EXECUTIVE SUMMARY

The Utah Department of Transportation's (UDOT) Public Transit Team (PTT) has published the *Utah Department of Transportation Public Transit Team Annual Report for 2010*. The UDOT PTT supports the development of transit as a viable transportation choice for all Utahns and administers multiple Federal Transit Administration (FTA) grants that support general and specialized transportation programs around the state.

The UDOT PTT had a busy year in 2010, allocating more than \$4,733,886 in FTA grant funds to myriad public and private agencies and organizations across the state. These funds were used to subsidize a variety of capital and operating expenses, resulting in improved access and quality of service in urban and rural areas statewide. The UDOT PTT was also responsible for the dispersal and management of \$7,253,443 distributed to the State of Utah as a result of the American Recovery and Reinvestment Act (ARRA) of 2009. These funds were directed toward six different projects around the state. In addition to the administration of FTA and ARRA funds, 2010 calendar year highlights and UDOT PTT accomplishments include the following:

- Approved funds and provided technical assistance to the Basin Transit Association (grand opening in March 2011)
- PTT funded programs provided 185,662 one-way trips (Intercity Bus not included)
- Established a cooperative agreement with the Colorado Department of Transportation to fund a new intercity bus route from Salt Lake City to Denver, with 9,055 boardings in 2010 (see page 12)
- Published a procurement guide to assist subrecipients in the FTA procurement process and ensure compliance with FTA regulations
- Updated compliance manuals for the Section 5310 (including 5316 and 5317) and 5311 programs
- Completed 11 on-site compliance reviews
- Provided grant application trainings in all regions of the state
- Approval of a new FTA Title VI plan
- Provided funds to three new agencies
- Finalized seven mobility management plans, one for each Association of Government
- Implemented PTT online
- Completed two planning studies (see page 13)

It is the UDOT PTT's commitment in 2011 to build on these achievements while renewing our efforts to make transportation access a reality for all Utahns. To do so, the PTT will continue to work closely with regions around the state and with current and future subrecipients to identify and ensure successful projects. In addition, the PTT will continue to refine trainings, training resources and outreach, as well as further establish and cultivate coordination efforts around the state.



## INTRODUCTION

Public transportation plays a pivotal role in our nation's and, specifically, our state's prosperity, equity and mobility. Public transportation is integral to quality of life; enriching communities by facilitating the affordable and reliable movement of people to and from work, vital services, businesses and recreation; and providing economic, environmental and social benefits.

The mission of the Utah Department of Transportation's (UDOT) Public Transit Team (PTT) is in sync with UDOT's overall mission of "Quality Transportation Today, Better Transportation Tomorrow." As Utah's population grows and we continue to grapple with providing a safe and efficient transportation system, transit and specialized transit services undoubtedly remain an integral part of tomorrow's transportation system. By funding attractive, safe and affordable alternatives, the PTT is doing its part in meeting UDOT's overall agency goals, known as the "Final Four." The Final Four include:

### **Take Care of What We Have**

We inspect and manage the assets that have been purchased with FTA funds.

### **Make the System Work Better**

The PTT supports coordination efforts around the state to reduce trip redundancy—efficiently using cars, vans and buses to meet a variety of needs.

### **Improve Safety**

A number of PTT funded resources provide services, creating an option for many who would otherwise be forced to drive.

### **Increase Capacity**

FTA and PTT funding take single-occupancy vehicles off the road.

Many people utilize transit by choice. Although they may be able to operate and afford a private vehicle, they choose to use public transit to help conserve the environment, reduce personal stress, minimize their impact on air quality, reduce wear and tear on their vehicle and/or save money. However, many individuals are transit-dependent—they cannot operate a private vehicle because of their age, physical ability or mental ability, or they may not own a vehicle due to their financial status. These individuals depend on public transit to access all of their daily needs. For many, public transportation is the only option.

This publication describes the specialized public transit services managed by the UDOT PTT, the benefits of these resources, 2010 funding and the participating agencies.



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## The UDOT Public Transit Team

### UDOT PTT's Mission

The Utah Department of Transportation's (UDOT) Public Transit Team (PTT) promotes safe, sustainable and barrier-free public transit throughout Utah. As a means to achieve this mission, the PTT:

- Promotes and advocates public transit by raising awareness, building partnerships and improving customer service
- Supports and promotes new technologies and information to leverage the effectiveness of public transit resources
- Leverages transit resources by building relationships with stakeholder groups and by effectively sharing information
- Responds as a team to changing public transit and public demands by emphasizing planning efforts and increasing awareness of trends affecting public transit
- Implements policies and procedures

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## UDOT PTT's Responsibilities

The PTT, with funding from the Federal Transit Administration (FTA), administers federal transit programs that fund agencies providing transportation services to people living in Utah. These programs include transit programs for agencies serving small urban and rural communities, elderly persons, persons with disabilities and low-income populations. The PTT divides program management into two categories:

**Administration:** Covers administrative topics including financial management, project inclusion in the TIP/STIP, technical assistance, training and program compliance procedures.

**Procurement and Asset Management:** Addresses provisions related to state and non-state procured assets; asset management; reporting, monitoring and compliance; and audits and closeouts.

In addition to program management, the UDOT PTT:

- Conducts ongoing outreach regarding FTA programs
- Funds planning and mobility management activities and transit planning studies around the state
- Funds seven mobility managers in each Association of Government (AOG) region
- Participates as an active member of Utah's United We Ride program
- Provides funding for the Utah Urban Rural Specialized Transportation Association (URSTA)

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## **FTA Transit Programs Managed by UDOT PTT**

### **Section 5304 Planning Programs**

Section 5304 funds are used by UDOT staff to take care of the statewide transit planning needs for areas outside the urbanized metropolitan planning organization (MPO) boundaries; conduct transit feasibility studies; provide five-year transit development plans on a regional basis, as needed; and conduct special transit research studies. These funds are also used to identify transit program needs and to develop solutions for short- and long-range transportation plans.

### **Section 5310 Transportation for Elderly Persons and Persons with Disabilities**

The goal of the 5310 program is to improve mobility for elderly individuals and individuals with disabilities throughout the state of Utah.

### **Section 5311 Nonurbanized Area Formula Program**

- Enhance access for people in nonurbanized areas to services and locations such as health care, shopping, education, employment, public services and recreation.
- Assist in the maintenance, development, improvement and use of public transportation systems in nonurbanized areas.
- Encourage and facilitate the most efficient use of all transportation funds used to provide passenger transportation in nonurbanized areas through the coordination of programs and services.
- Assist in the development and support of intercity bus transportation.
- Provide for the participation of private transportation providers in nonurbanized transportation.

### **Section 5311(f) Intercity Bus**

- Support the connection between nonurbanized areas and the larger regional or national system of intercity bus service.
- Support services to meet the intercity travel needs of residents in nonurbanized areas.
- Support the infrastructure of the intercity bus network through planning and marketing assistance and capital investment in facilities.

### **Section 5311(b)(3) Rural Transit Assistance Program (RTAP)**

- Promote the safe and effective delivery of public transportation in nonurbanized areas and make more efficient use of public and private resources.
- Foster the development of state and local capacity for addressing the training and technical assistance needs of the rural transportation community.
- Improve the quality of information and technical assistance available through the development of training and technical assistance resource materials.
- Facilitate peer-to-peer self-help through the development of local networks of transit professionals.
- Support the coordination of public, private, specialized and human service transportation services.

**Section 5316 Job Access Reverse Commute (JARC)**

The goal of the 5316 program is to improve access to transportation services to employment and employment-related activities for eligible low-income individuals. The goal of the program is also to transport residents of urbanized areas and nonurbanized areas to suburban employment opportunities.

**Section 5317 New Freedom**

The goal of the 5317 program is to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the workforce and full participation in society.

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**UDOT Public Transit Team Staff**

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<p><b>Chris Meredith</b> 801-870-4046 cmeredith@utah.gov</p>	<p><b>FTA Section 5310:</b> Transportation for Elderly Persons and Persons with Disabilities</p>
<p><b>Tracy Young</b> 801-520-5492 tracyyoung@utah.gov</p>	<p><b>FTA Section 5311:</b> Nonurbanized Area Formula Program <b>5311(b)(3):</b> Rural Transit Assistance Program (RTAP)</p>
<p><b>Jason Green</b> 801-907-0340 jasongreen@utah.gov</p>	<p><b>FTA Section 5311(f):</b> Intercity Bus Program FTA Section 5316: Job Access Reverse Commute (JARC) Program FTA Section 5317: New Freedom Program</p>
<p><b>Mumtaz Mullahkhel</b> 801-870-1595 mmullahkhel@utah.gov</p>	<p>Public Transit Compliance Program</p>





## Compliance and Vehicle Inspections

FTA awards grants to the State of Utah to support public transit systems in nonurbanized areas and for the purchase of specially equipped vehicles to transport elderly persons and persons with disabilities. The PTT must ensure that the transit systems and agencies operating these vehicles comply with all federal requirements. PTT staff attend trainings on compliance in order to conduct compliance reviews and to provide technical assistance to grantees to correct deficiencies.

Compliance reviews cover the following topics:

- |                                   |                                       |
|-----------------------------------|---------------------------------------|
| Finance                           | Maintenance                           |
| Disadvantaged Business Enterprise | Title VI                              |
| Equal Opportunity Employment      | Americans with Disabilities Act (ADA) |
| National Transit Database         | Inventory and Vehicle Control         |
| Procurement                       | Buy America                           |
| Suspension and Debarment          | Drug Free Workplace                   |
| Drug and Alcohol Program          | Coordination of Vehicles              |
| Property Records                  | Insurance                             |
| Safety and Security               | Lobbying                              |

PTT staff are also responsible for conducting vehicle inspections prior to accepting and paying for vehicles. The purpose is to identify any non-compliance or certification issues and to resolve any vehicle or contract issues that may exist.



Disability.gov





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## URSTA

*Utah Urban Rural Specialized Transportation Association*

URSTA is a statewide organization formed to build a strong network for fixed-route and specialized transportation providers. URSTA provides training, education, advocacy and networking for transit providers and their employees in Utah. In addition to being an active member of URSTA, the PTT annually provides RTAP funds to URSTA to support two state conferences per year, agency scholarships to attend trainings, other conferences, etc., and to assist URSTA with operational costs of the organization.

### URSTA's purpose is to:

- Promote safe, efficient, effective and economical transportation for clients in human service agencies and organizations.
- Promote risk management programs including driver training, vehicle inspections and maintenance, and facility management training.
- Arrange state and regional training based on the needs of transportation agencies and their employees.
- Provide information and updates on the URSTA website and through the URSTA newsletter.
- Assist in the coordination of available transit services.
- Be an advocate for transit and URSTA members and increase public awareness of transportation issues.
- Increase public awareness of special transportation services and problems.
- Host regional and state ROADEOs to bring drivers together to test their skills on a challenging obstacle course and send the winner to the CTAA National ROADEO.

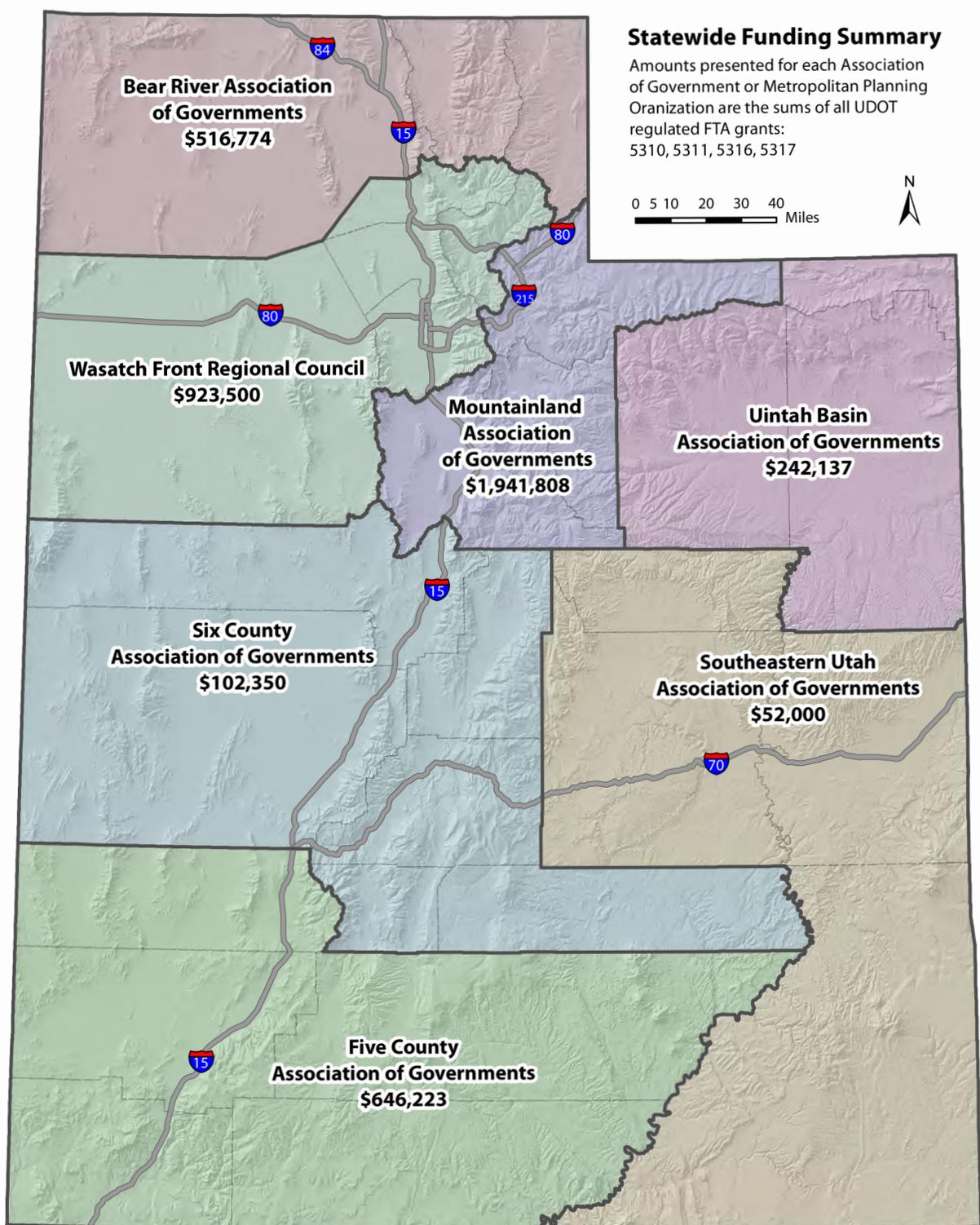
## FISCAL YEAR (FY) 2010 STATEWIDE FUNDING SUMMARY

<i>2010 Statewide Funding Summary</i>	<i>Awarded</i>
<b>5310 Funds Per Planning Area</b>	
Five County Association of Governments	\$56,470
Bear River Association of Governments	\$53,307
Mountainland Association of Governments	\$53,307
Wasatch Front Regional Council	\$169,410
<b>5311 Funds Per Planning Area</b>	
Navajo Nation	\$337,968
Five County Association of Governments	\$646,223
Bear River Association of Governments	\$337,500
Mountainland Association of Governments	\$1,823,680
Uintah Basin Association of Governments	\$242,137
<b>5316 Funds Per Planning Area</b>	
Southeastern Utah Association of Governments	\$26,000
Six County Association of Governments	\$75,350
Bear River Association of Governments	\$162,448
Mountainland Association of Governments	\$60,000
Wasatch Front Regional Council	\$623,100
<b>5317 Funds Per Planning Area</b>	
Southeastern Utah Association of Governments	\$26,000
Six County Association of Governments	\$27,000
Bear River Association of Governments	\$16,826
Mountainland Association of Governments	\$58,128
Wasatch Front Regional Council	\$300,400
<b>JARC Apportionment</b>	
Ogden/Layton	\$180,257
Provo/Orem	\$212,324
Salt Lake City	\$414,684
Small Urbanized Areas	\$161,664
Nonurbanized Areas	\$172,085

*Approximate amounts*



## Statewide Appropriations





## INTERCITY BUS

### Intercity Bus

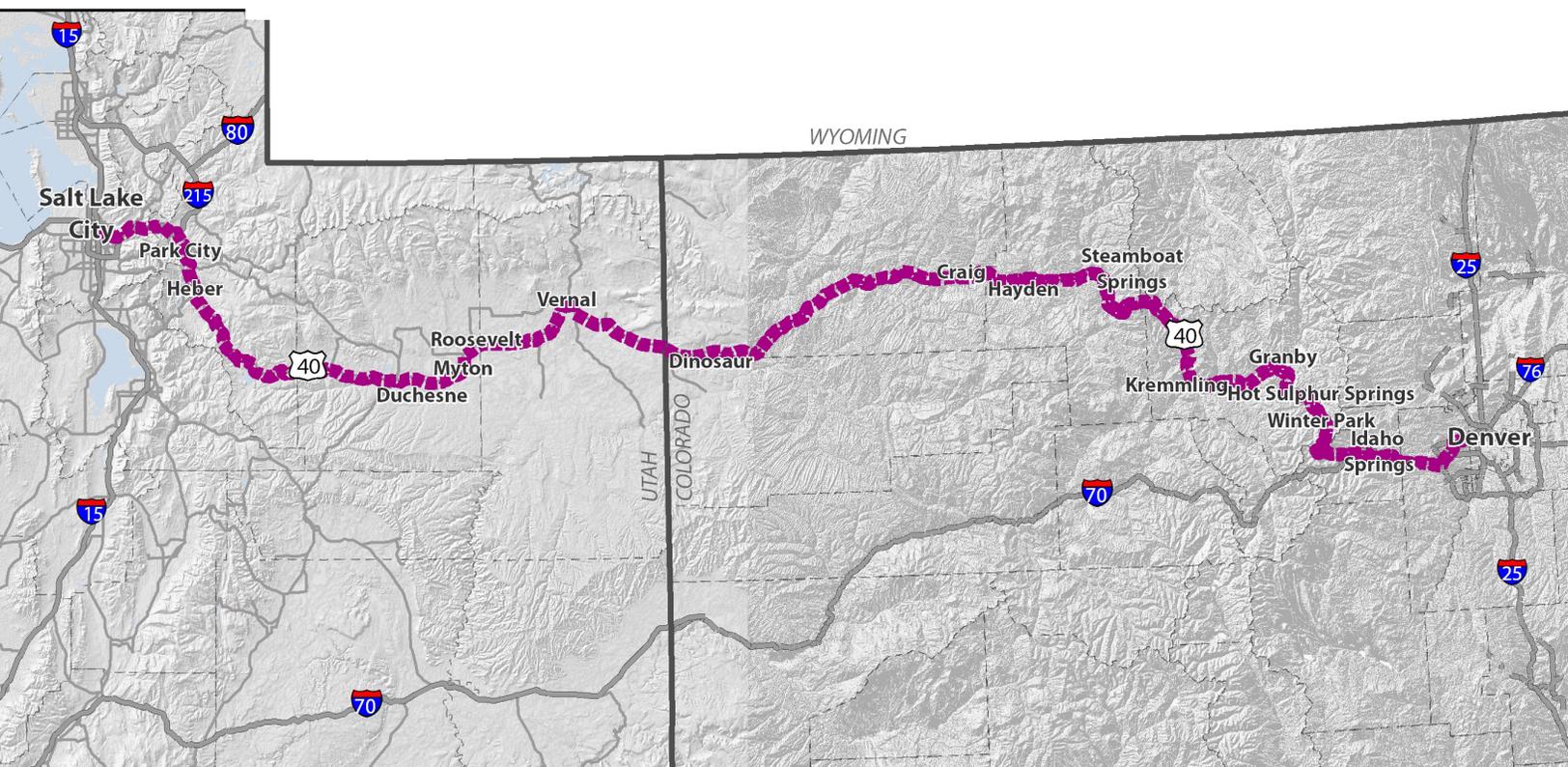
The State of Utah currently has one intercity route to date, but is responding to needs met in the 2010 Statewide Intercity Bus Study. Salt Lake City to Denver via U.S. 40

This program is jointly funded and managed by UDOT and the Colorado Department of Transportation.

In 2010, there were 9,055 boardings on this route. Ridership has steadily increased since the program began. The route departs from Denver at 9:35 a.m., arriving in Salt Lake City at 9:50 p.m. The reverse route, from Salt Lake City to Denver, departs at 7:20 a.m. and arrives at 7:55 p.m.

There are 21 stops along the route, which can be seen on the map below. Specific parameters included:

- Funds mileage in respective states
- Joint review – competitive application process
- Route – 535 one-way miles (390,550 annual miles)
- Required to interline with the national intercity bus network
- Contractor to provide necessary vehicles
- 365-day operation
- Station locations on map below





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## Completed Studies

### *Hurricane to Zion Canyon Transit Study*

This study evaluated the feasibility of providing transit service between Hurricane and Springdale, which would serve Zion National Park and communities along the corridor.

The study showed that although ridership would significantly increase during the peak visitor season for Zion National Park (April to October), the local communities would provide a solid ridership base for the remainder of the year. Fixed-route service was determined to be the best solution for the needs of the study corridor.

Results from the public involvement efforts for the study showed significant local support for a transit route between Hurricane and Springdale.

### *Cedar Area Transportation Services Expansion to Brian Head Feasibility Study*

This study evaluated the feasibility of transit service from Cedar City to Brian Head Town including Parowan. UDOT worked with the three cities to support long-range planning for implementing transit initiatives in the project area.

The study assessed the demand for transit, reviewed existing transit, evaluated a preferred route, presented the route to the public, and examined funding and costs. The study showed that there would be sufficient ridership to support a transit route between Cedar City and Brian Head Town, and indicated there would be environmental and community benefits.

Further recommendations from the study include developing an implementation plan that addresses the specifics of the operations and funding of the system and includes public involvement. In addition, the study suggested working with Cedar Breaks National Monument, Enoch and Summit to look into future expansions of the transit service.

## Mobility Management

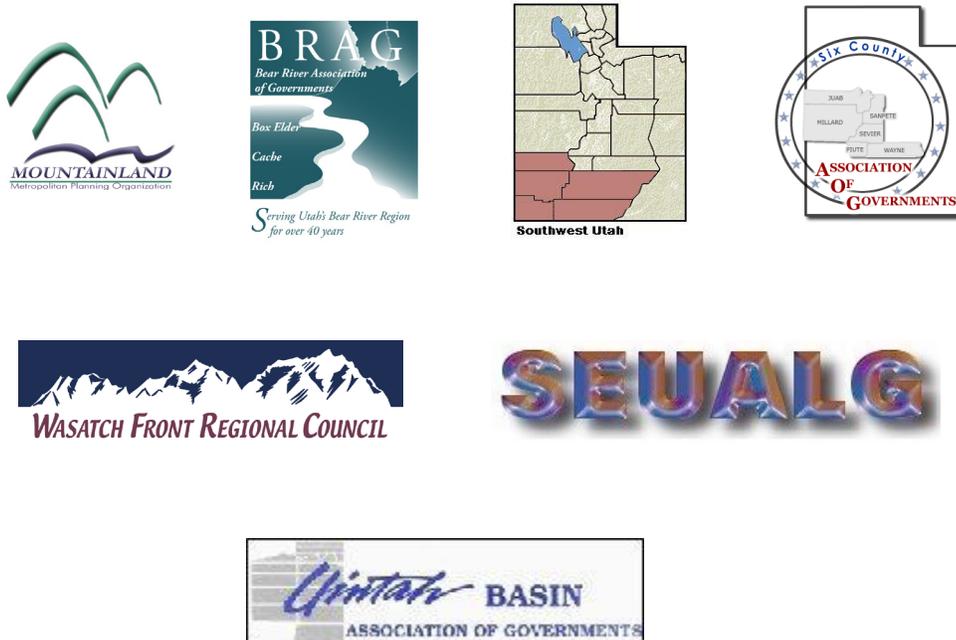
Mobility management is an approach for managing and delivering coordinated transportation for older adults, people with disabilities, and individuals with lower incomes. Changes in demographics, shifts in land use patterns, and the creation of new and different job markets require new approaches for providing transportation services, particularly for customers with special needs.

Mobility management focuses on meeting individual customer needs through a wide range of transportation options and service providers. It also focuses on coordinating these services and providers in order to achieve a more efficient transportation service delivery system.

Mobility managers serve as policy coordinators, operations service brokers, and customer travel navigators. As policy coordinators, mobility managers help communities develop coordination plans, programs, and policies, and build local partnerships.

In 2009 and 2010, the UDOT PTT funded Mobility Management Plans in each AOG/MPO in the State (See Statewide Appropriations Map on pg. 11). The intent was to identify the transportation needs and region specific strategies to effectively coordinate human services transportation in Utah's urban and rural areas.

To implement the strategies identified in the Mobility Management Plans, the UDOT PTT is currently funding mobility around the state. These individuals are coordinating with the myriad of transportation providers that exist in each region to better serve those individuals that are in need of transportation services.



## THE FACTS

Transportation is a major element in maintaining personal independence and a high quality of life. Flexible transportation options are essential for accessing health care services, establishing and maintaining social contacts, and preserving independence and general well-being. The PTT provides specialized transit services that strive to promote accessibility for those population sectors needing a higher rate of transportation assistance (elderly persons, persons with disabilities and low-income individuals). In addition, the PTT is focused on improving mobility for all residents in rural regions of the state. This section presents local and national facts that highlight the need for these services, as well as the environmental, economic and social benefits that highlight the benefits of these programs.

Sources cited in this section can be found in the References section at the end of this document.

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### Aging

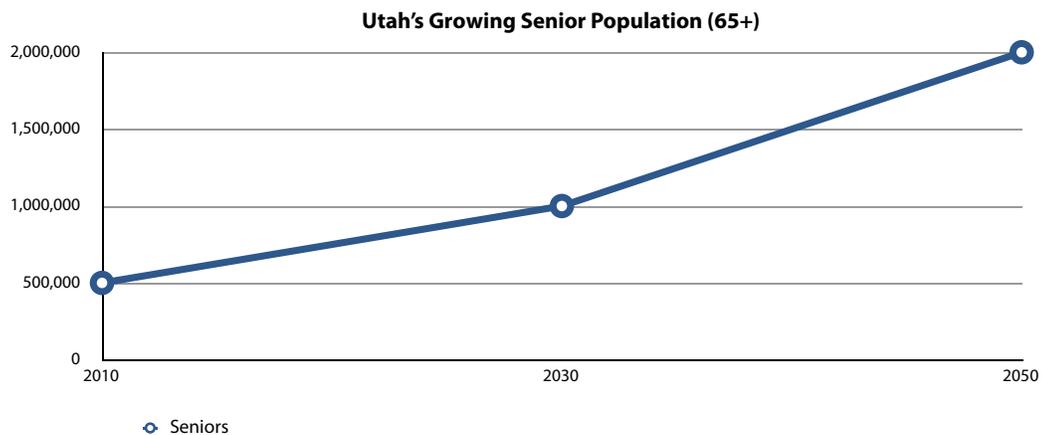
PTT funded vehicles provided 114,207 one-way trips for seniors in 2010.

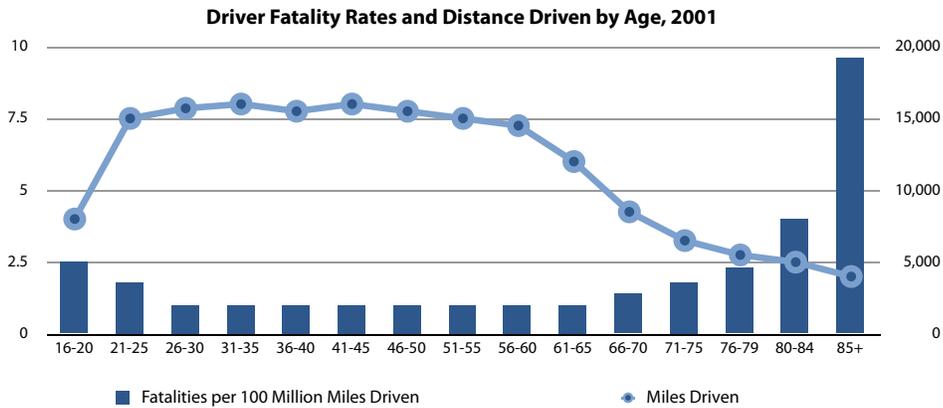
According to the 2006 Utah AARP Transportation Survey on Aging and Mobility<sup>2</sup>:

- Nearly nine in 10 (85%) Utah residents age 85 and older report they have driven in the past month.<sup>2</sup>
- About 40% or more residents rate their communities as at least “good” in terms of providing a variety of services to help people maintain their independence as they grow older (42%) offering convenient transportation for people with disabilities (38%).

A national AARP poll conducted in August of 2008 reported that while alternative means of transportation exist, they may be inaccessible or dangerous<sup>3</sup>:

- 44% of poll respondents said they didn’t have nearby, accessible public transportation.
- Almost half (47%) of poll respondents said they cannot walk across the main roads safely.
- Four in 10 pedestrian fatalities are over the age of 50.





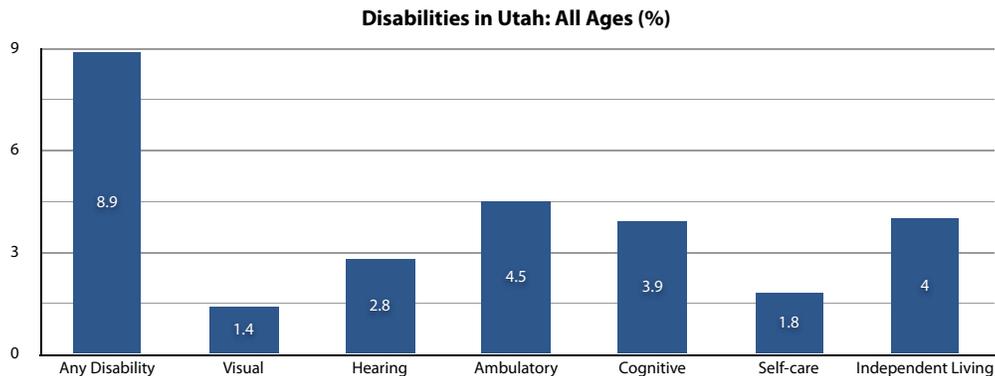
Fatality rates per mile driven increase drastically as people age, primarily because of increased fragility (a crash is more likely to be fatal). Meanwhile, miles driven decreases—people restrict their own driving.

Continued mobility may prolong independence and save seniors and family members large sums of money<sup>10</sup>:

- The national average for the cost of assisted living is \$38,220 per year.
- The national average for the cost of a nursing home is \$67,525 per year.

## Persons with Disabilities

- PTT funded agencies provided 71,455 one-way ADA trips in 2010.<sup>5</sup>
- The Cache Employment & Training Center (CETC) transported an average of 125 participants per day from April 2010 to March 2011. Most participated in multiple trips each day. CETC logged 37,938 one-way trips and covered 108,375 miles in UDOT sponsored vehicles.<sup>5</sup>
- CETC uses 10 paratransit vans in its transportation program. Each van seats between 10 and 14 passengers. If the vans were unavailable, there would be 125 family/caregiver cars on the road



Source: (6)

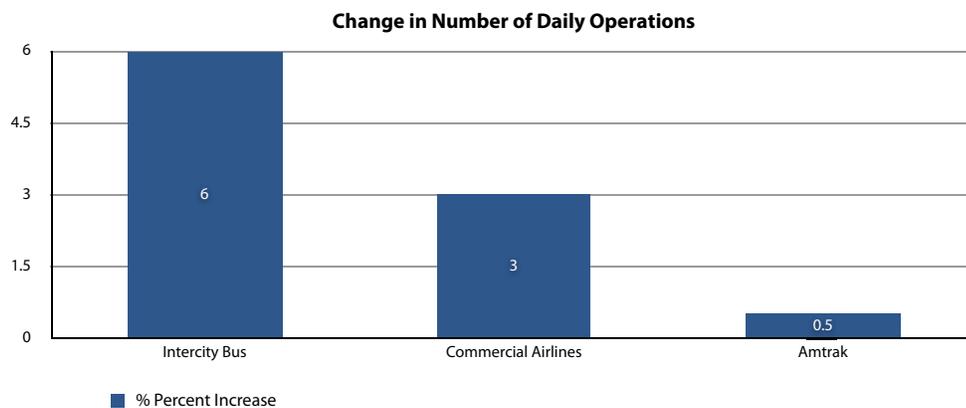
instead of 10 vans for multiple trips per day. Over the past year it would have taken 37,938 personal vehicle trips to replace the vans.<sup>5</sup>

- Utah has a lower percentage (9%) than the nation as a whole (12%) of people who state they have a disability, according to the 2008 American Community Survey.<sup>6</sup>
- The cost of institutionalizing a person with a disability at the Utah State Developmental Center is approximately \$169,000 per year. By providing community support (including transportation) to the person and their family, the State realizes a substantial savings.
- People with disabilities are twice as likely as those without disabilities to consider inadequate transportation a problem.<sup>7</sup>
- People with disabilities are three times more likely to live in poverty and have an annual household income below \$15,000 (26% versus 9%).<sup>7</sup>

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## Rural Transportation & Low Income

- Only 32% of all rural counties have full access to public transportation services. If the 28% of communities that have limited access are counted, that leaves 40% of rural residents with no public transit options. Dennis M. Brown, rural development economist for the U.S. Department of Agriculture's (USDA) Economic Research Service, and USDA sociologist Eileen S. Stommes say that "for low-income rural residents, long commutes and lack of transportation are barriers to working."<sup>4</sup>
- Limited transportation options also isolate the rural poor from government services and programs designed to lift them out of poverty.<sup>4</sup>
- In 2000, transportation costs accounted for 36 cents out of every dollar spent in the poorest fifth of American households, 98% of which was spent on purchasing, operating and maintaining their cars.<sup>8</sup>



Source: (9)

- A growing burden on the poor is cost of travel due to the mismatch between employment and housing locations. Affordable housing tends to be located in inner city areas and in far-flung suburbs while jobs are increasingly located in more affluent suburbs.<sup>8</sup>

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## Intercity Bus

For the third year in a row, intercity bus service was the fastest growing mode of intercity transportation, outpacing rail and air travel.<sup>9</sup>

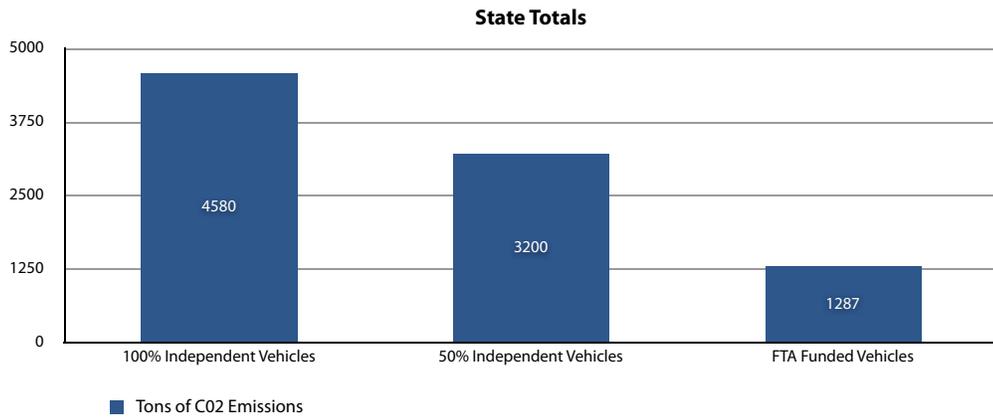
- Intercity bus operations expanded by 6% in 2010.
- Intercity bus service is reducing fuel consumption by about 11 million gallons annually, the equivalent benefit of removing 23,818 vehicles from the road.<sup>9</sup>
- Motorcoaches, when filled with 56 passengers, are on average seven times more energy and fuel-efficient than single-occupancy automobiles.<sup>9</sup>
- Motorcoaches provide 206.6 passenger miles per gallon of fuel; a car with a single occupant achieves an average of 27.2 passenger miles per gallon.<sup>9</sup>

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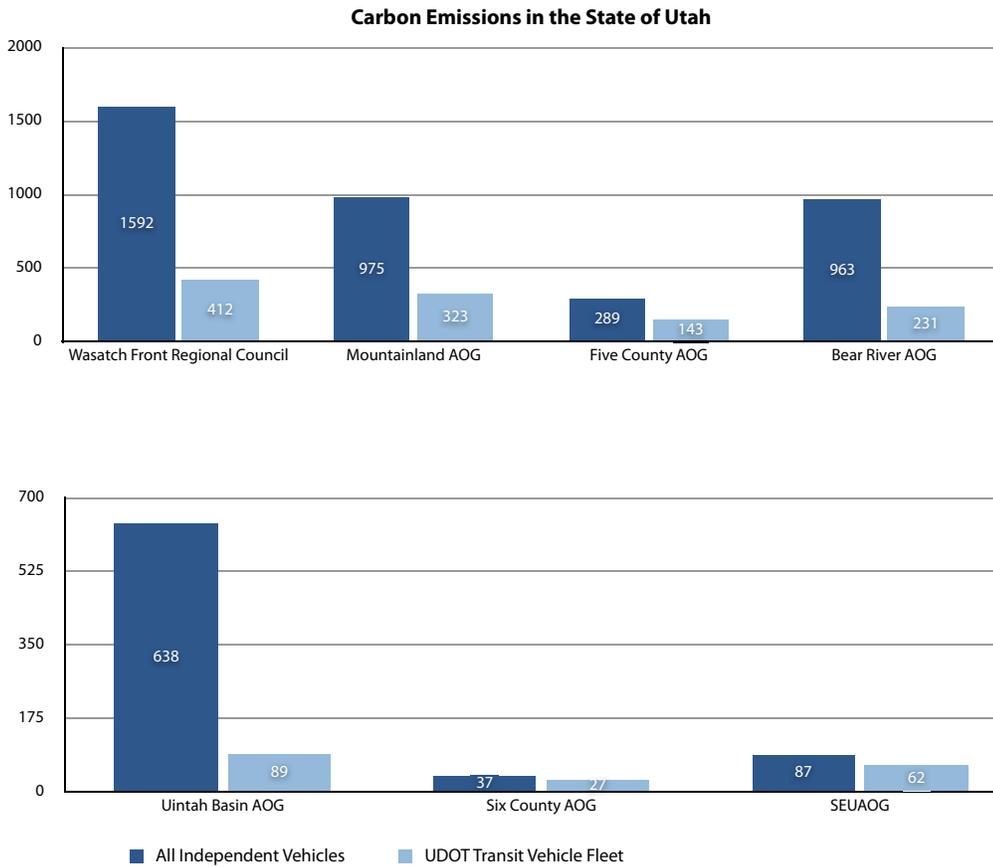
## Emissions

The following graphs show the difference between total fleet emissions for each AOG and the hypothetical emissions created if every passenger or half of all passengers used a private vehicle instead. Differences in potential emissions from the PTT fleet varied from 20 tons to 1,180 tons. As a reference, the average annual CO<sub>2</sub> emissions from the energy use from a single home is about 13 tons.<sup>1</sup>

- Emissions were calculated using the GREET model, which was created by Argonne National Laboratory and the U.S. Department of Energy (<http://greet.es.anl.gov/>).
- Emissions were calculated for each AOG based on total number of vehicles and annual miles traveled.
- Hypothetical emissions were calculated for ADA and elderly passengers based on the following assumptions:
  1. All passengers could utilize a private vehicle for the trips provided by transit service.
  2. All passengers were taking two trips a week via transit service.
  3. All passengers would be traveling the same annual miles as the average transit vehicle in their AOG.
  4. National averages for fuel economy and type of passenger vehicle were applicable to both groups.



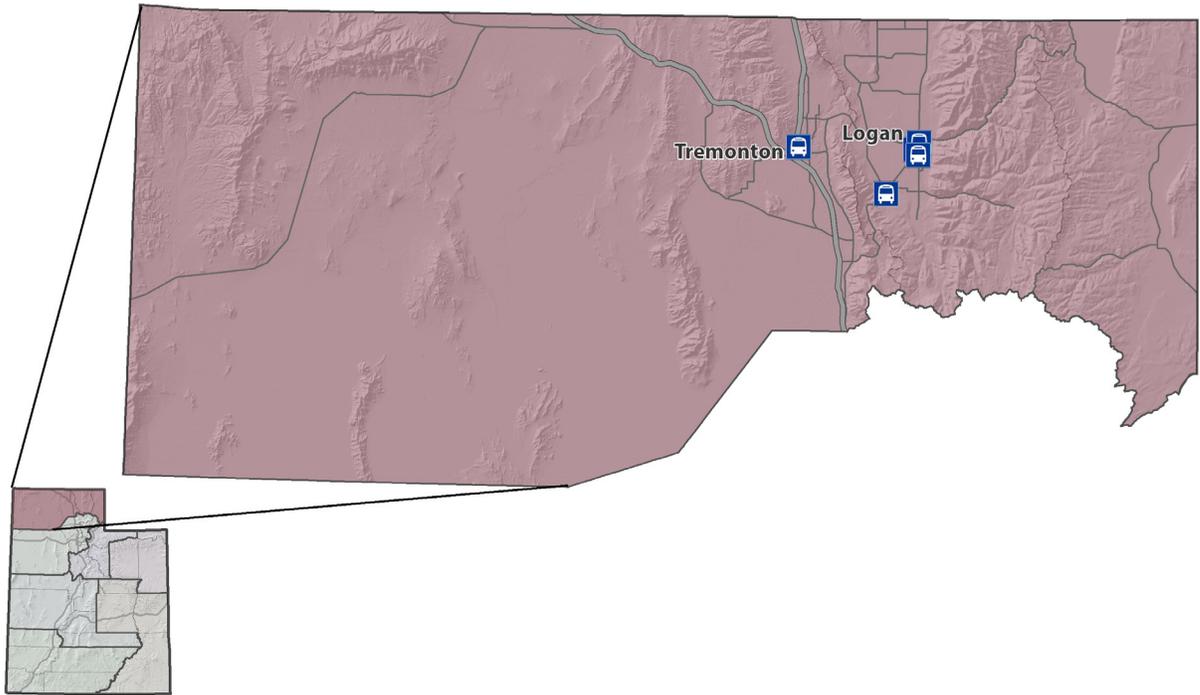
Source: (11, 12)



Source: (11, 12)



# BEAR RIVER ASSOCIATION OF GOVERNMENTS



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## **Bear River Valley Senior Center/Tremonton City**

435-257-9455 • 510 W. 1000 N., Tremonton, UT 84337  
[www.tremontonciv.com/senior-center.htm](http://www.tremontonciv.com/senior-center.htm)

The Bear River Valley Senior Center provides transportation for curb-to-curb service for persons who have no transportation to daily congregate meals, programs and activities.

The Senior Center also provides curb service for personal shopping, banking and other personal needs on Tuesdays and Thursdays. Transportation for medical reasons is available for Tremonton.



## **Cache County Senior Citizen Center**

435-755-1720 • 240 N. 100 E., Logan, UT 84321  
[www.cachecounty.org/seniors](http://www.cachecounty.org/seniors)

The Cache County Senior Citizen Center provides door-to-door dial-a-ride service. Services are provided weekdays from 8:00 a.m. to 4:30 p.m. to any senior 60 years of age or older.

While residents of the Logan metropolitan area can call for a ride each weekday, residents in the outlying county area need to plan on Monday, Wednesday and Friday trips.





## Cache Employment & Training Center

435-752-7952 • 275 W. 400 S., Logan, UT 84321  
[www.cetcsupports.org](http://www.cetcsupports.org)

The Cache Employment & Training Center (CETC) has been in business since 1961. Their mission is “to provide services for people with disabilities in order to maximize their vocational and/or independent living skills.”

Transportation plays an important role as the CETC provides door-to-door service that brings consumers to the CETC for training, to their places of employment and to participate in their community. Having transportation available opens up a whole new world of possibilities for people with disabilities.

The CETC partners with UDOT, DSPD and the United Way to make this service possible.



## Common Ground Outdoor Adventures

435-713-0288 • 335 N. 100 E., Logan, UT 84321  
[www.cgadventures.org](http://www.cgadventures.org)

Common Ground Outdoor Adventures was founded in 1993 as an AmeriCorps project.

Common Ground provides adaptive equipment and support that enables people with disabilities to participate in recreation and outdoor adventure.



Transportation is provided for persons with disabilities to attend recreational activities organized and provided by the agency.



## Options for Independence

435-753-5353 • 1095 N. Main Street, Logan, UT 84321  
[www.optionsind.org](http://www.optionsind.org)

The mission of Options for Independence is to provide services to individuals with disabilities to facilitate their full participation in the community and raise the understanding of disability issues and access to the community.



Options for Independence is a non-residential, consumer-controlled, cross-disability, community-based, private, nonprofit corporation. It is governed by a board consisting primarily of people with disabilities and has a majority of staff members at all levels with disabilities. The corporation obtains funding to carry out its purpose through contracts with federal and state government and other entities and through fundraising.



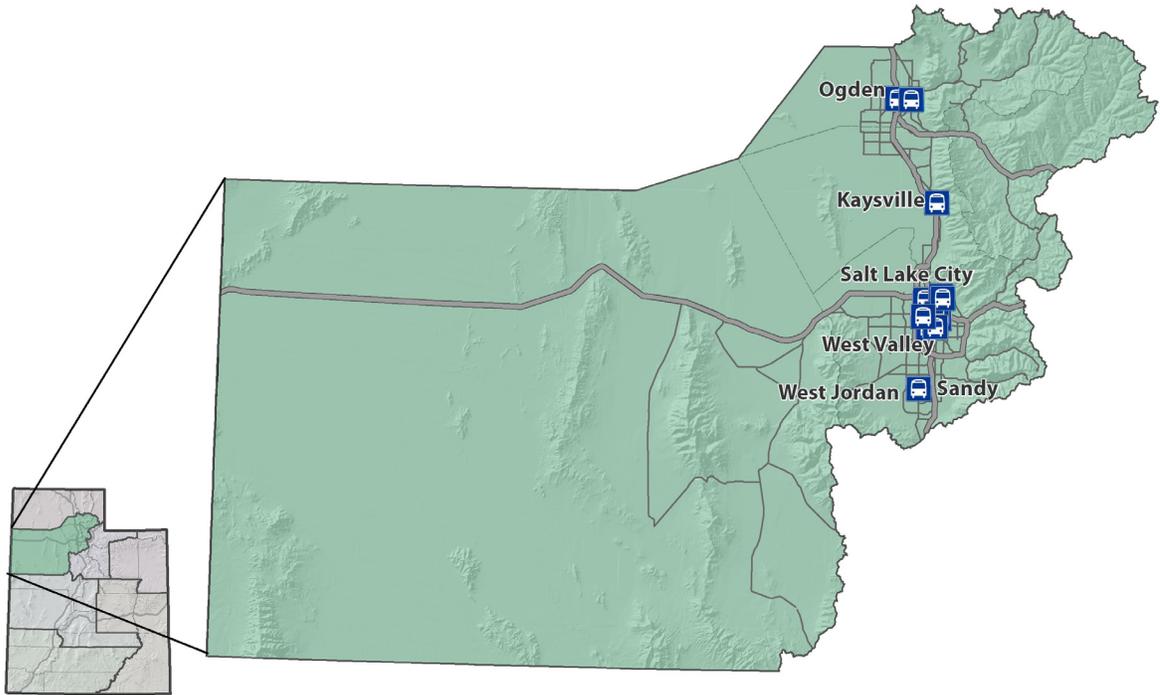
## Cache Valley Transit District

435-752-2877 • 754 W. 600 N., Logan, UT 84321  
[www.cvtdbus.org](http://www.cvtdbus.org)

The mission of the Cache Valley Transit District is to become the premier public transportation agency serving the Cache Valley Region, with excellence and the highest quality of service.

On November 7, 2000 Cache Valley voters elected to establish the Cache Valley Transit District (CVTD). As part of this public referendum, voters ratified a special services district that includes the cities of Richmond, Smithfield, Hyde Park, North Logan, River Heights, Providence, Millville, Nibley, and Hyrum. In addition, sales tax was established to fund the CVTD. This district provides transportation to the citizens of Cache Valley.

# WASATCH FRONT REGIONAL COUNCIL



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## City of South Salt Lake

801-412-3217 • 220 E. Morris Avenue, 2nd Floor, South Salt Lake, UT 84115  
[www.southsaltlakecity.com](http://www.southsaltlakecity.com)

The City of South Salt Lake utilizes a bus for transportation for senior citizens of South Salt Lake and surrounding areas to and from the Columbus Senior Center. Columbus Senior Center operates Monday to Friday.



Many patrons are wheelchair bound, and the transportation provided is an invaluable resource. Trips to the senior center help to connect these residents to the rest of the community.



## Davis County Senior Services

801-544-1235 • PO Box 618 Farmington UT 84025  
[www.daviscountyutah.gov](http://www.daviscountyutah.gov)

Davis County Senior Services is a local area agency on aging providing services to low-income, frail, and home-bound senior citizens in Davis County.

Senior Services offers nutrition services, case management, Medicare counseling, transportation and socialization.



Transportation is limited to those 60 years and older, and is utilized to access Senior Citizen Center activities, shopping and medical appointments. Clients who need assistance with transfers or mobility may bring a caregiver or aide along with them.



## Enable Utah

801-621-6595 • 2640 Industrial Drive, Ogden, UT 84401  
[www.enableindustries.com](http://www.enableindustries.com)

Enable Utah was organized as a not-for-profit organization 501(c) (3) in February 1968 by parents of adult children with disabilities. At that time there was no early intervention or training programs available, no public schooling, no jobs and extremely limited social acceptance for people born with, or who had acquired, a disability.

Today, there are approximately 40 full-time staff members, three locations and annually more than 400 clients/trainees with disabilities who receive vocational/activity rehabilitation services and are paid while in training. On a daily basis, more than 250 people receive services.



## Foundations for Independence

801-266-1805 • 3550 S. 700 W., Salt Lake City, UT 84119  
[www.ffiutah.org](http://www.ffiutah.org)

Foundations for Independence (FFI) provides services to children and adults. It is the belief of the board of directors and staff at FFI that individuals have the right to develop emotionally, intellectually, physically, recreationally, socially and vocationally to their fullest potential. FFI serves individuals of any age, race, color, national or ethnic origin, or developmental disability. FFI has several programs in place to support these beliefs.





## Neighborhood House Association

[www.nhutah.org](http://www.nhutah.org)

### Riverside Adult Day Center

801-363-4593 • 423 South 1100 West, Salt Lake City, UT 84104

### Cottonwood Adult Day Center

801-277-3264 • 1580 East Vine Street, Salt Lake City, UT 84121

Neighborhood House has been providing service since 1984 to the Salt Lake County area. They serve people 18 years of age and older. The transportation system is essential in providing families the opportunity to get their parents to and from one of their Adult Centers, while they receive the respite they need to continue to care for their loved ones in a home environment.

Neighborhood House works closely with UTA and Flex Trans as well as Salt Lake County Aging Services in coordinating rides for adults with disabilities who no longer are able to ride on the regular bus system.



## Odyssey House, Inc.

801-428-3464 • 344 E. 100 S., Ste 301, Salt Lake City, UT 84102

[www.odysseyhouse.org](http://www.odysseyhouse.org)

Odyssey House of Utah was established in 1971. It is a private, nonprofit program for the treatment of substance abuse, emotional problems and social rehabilitation.

The Odyssey House Mission Statement is:

At Odyssey House, it's our belief that every person can learn to live free of self-destructive patterns and be responsible; can feel loved, healthy and whole; and can be part of a community that cares.

Transportation is provided for recreation, sporting events, vocational training, service to job sites and community service events.



## Salt Lake County Aging Services

801-468-2497 • 2001 S. State Street, S-1500, Salt Lake City, UT 84190  
[www.aging.slco.org](http://www.aging.slco.org)

Salt Lake County Aging Services Transportation Program provides rides to county residents age 60 and older who have no other available means of transportation. Rides are provided for medical appointments (including chemotherapy and dialysis), obtaining prescriptions, grocery shopping, visiting immediate family in a hospital or nursing home, and for essential business needs such as Social Security or legal services.

In addition, the Centers Program provides rides to persons age 60 and older without other means of transportation to enable them to get to and from senior centers.



## South County Community Council

801-572-6270 • 10778 S. Redwood Rd., South Jordan, UT 84095

South County Community Council, a nonprofit corporation, began on April 27, 1970. Their mission is to operate and coordinate community service programs to prevent poverty and other community problems and their causes. The council, whose members are all volunteers, represent Midvale City, Sandy City, South Jordan, West Jordan and Draper. South County Community Council has a relationship with Community Action Program (CAP), who works directly with the low-income sector of the Salt Lake Valley.

The FTA Section 5310 vehicles obtained for the cities are to provide free transportation for the senior population and persons with disabilities. These vehicles provide transportation to senior centers for meals and activities, shopping opportunities and special trips.



## **SPLORE**

801-484-4128 • 774 E. 3300 S., Ste. 105, Salt Lake City, UT 84106  
[www.splore.org](http://www.splore.org)

Splore, a nonprofit 501(c)3 organization, promotes empowering experiences in an active, friendly world through affordable, customized and inclusive recreation and education programs for people of all abilities.

Splore works with individuals as well as public institutions, private organizations, government agencies and healthcare professionals serving children and adults through various recreation and education programs. These activities build social relationships, enhance self-confidence and strengthen physical and mental well-being. Family members, friends and caregivers are encouraged to participate in Splore activities. Transportation is provided to individuals for program needs and activities.

## **Tri-County Independent Living Center of Utah**

801-612-3215 • 2726 Washington Blvd., Ogden, UT 84401  
[www.tri-county-ilc.com](http://www.tri-county-ilc.com)

Tri-County ILC is a nonprofit community-based organization providing services and advocacy by and for all persons with disabilities. The agency is not a residential facility.

Tri-County ILC serves as a strong advocacy voice on a wide range of national, state and local issues. They work to assure physical and programmatic access to housing, employment, transportation, recreation, health and social services. Their four core services include information and referral, independent living skills training, peer mentoring, and advocacy. Other services include nursing home transition, assistive technology and home modification services, recreation, ADA outreach, and loan bank program.



## Utah Independent Living Center

801-466-5565 • 3445 S. Main Street, Salt Lake City, UT 84115  
[www.uilc.org](http://www.uilc.org)

The Utah Independent Living Center (UILC) provides life-skill services that people with disabilities need to improve their independence. Services include information and referral, independent living skills development, peer support and advocacy.

The UILC office hours are from 8:00 a.m. to 5:00 p.m., Monday through Friday. The service area covered is Salt Lake, Tooele and Summit counties, with the main office in Salt Lake City and a branch office in Tooele.

Transportation is provided to UILC clients/consumers in Salt Lake County for UILC sponsored classes and activities.



## Utah Transit Authority

Salt Lake and Davis Counties: 801-287-7433  
All Other Counties: 1-877-882-7272  
3600 S. 700 W., Salt Lake City, UT 84130  
[www.rideuta.com](http://www.rideuta.com)

The Utah Transit Authority (UTA) strengthens and connects communities, enabling individuals to pursue a fuller life with greater ease and convenience by leading through partnering, planning, and wise investment of physical, economic, and human resources.

UTA's Paratransit Service ADA program is a service of UTA, for people with physical, cognitive or visual disabilities who are functionally unable to independently use the UTA fixed-route bus service either all of the time, temporarily or only under certain circumstances. UDOT PTT subsidizes multiple routes using Job Access Reverse Commute (JARC) funds in all regions of the service district.





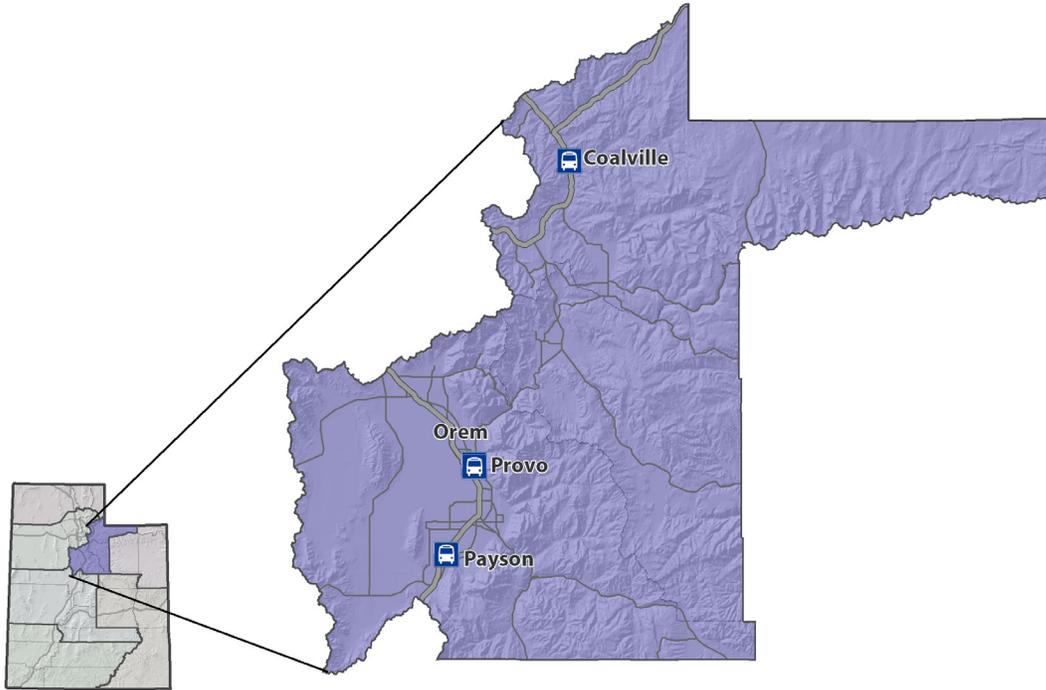
## Work Activity Center

801-977-9779 • 1275 W. 2320 S., West Valley City, UT 84119  
[www.workactivitycenter.org](http://www.workactivitycenter.org)

With over 50 years of service, the Work Activity Center delivers day, residential, employment and health services to enrich the lives of people with disabilities by actively providing opportunities for independence and individual growth.



# MOUNTAINLAND ASSOCIATION OF GOVERNMENTS



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## Ability First Central Utah Center for Independent Living

801-373-5044 • 491 N. Freedom Blvd., Provo, UT 84601  
[www.abilityfirstutah.org](http://www.abilityfirstutah.org)

Ability First empowers people with disabilities to reach their full potential in community settings through peer support, advocacy and education.

Services are provided to any person who experiences a physical, sensory, cognitive or mental disability. Classes focusing on various aspects of independent living are provided to participants. Transportation is provided to and from classes, in addition to trips related to class topics.



## Park City Transit

435-615-5354 • 1053 Iron Horse Drive (PO Box 1480), Park City, UT 84060  
[www.parkcity.org/index.aspx?page=422](http://www.parkcity.org/index.aspx?page=422)

Park City provides fee-free transit within city limits. In addition to fixed transit service, Park City Transit also provides dial-a-ride service. This is a convenient way to get from Park City to the Quinn's Junction Recreation Complex, including the National Ability Center, the Park City Medical Center and People's Health Clinic.





## Payson Senior Citizens Development

801-465-5276 • 439 W. Utah Avenue, Payson, UT 84651

Vehicles are used Monday to Friday to pick up seniors to take them to the Payson Senior Center for lunch. The Senior Center also provides transportation for various social and recreational outings, including monthly dinners and field trips.



## Summit County

435-336-3042 • 60 N. Main, Coalville, UT 84017  
[www.summitcounty.org](http://www.summitcounty.org)

The South Summit Seniors have been utilizing the ADA bus since 2003. The South Summit Seniors were organized in 1972. The use of transportation has helped the continuation of this important program. Without the use of the bus, seniors who are otherwise home-bound would not have an opportunity to participate in the weekly program.



The seniors utilize the bus once a month to participate in recreational activities. Upon request, the bus is used for the seniors for shopping and other personal transit-related transportation. The bus is stationed in the Kamas area. Coordination is conducted with other senior centers within the county so the bus can be utilized to attend social functions.



## United Way Community Services

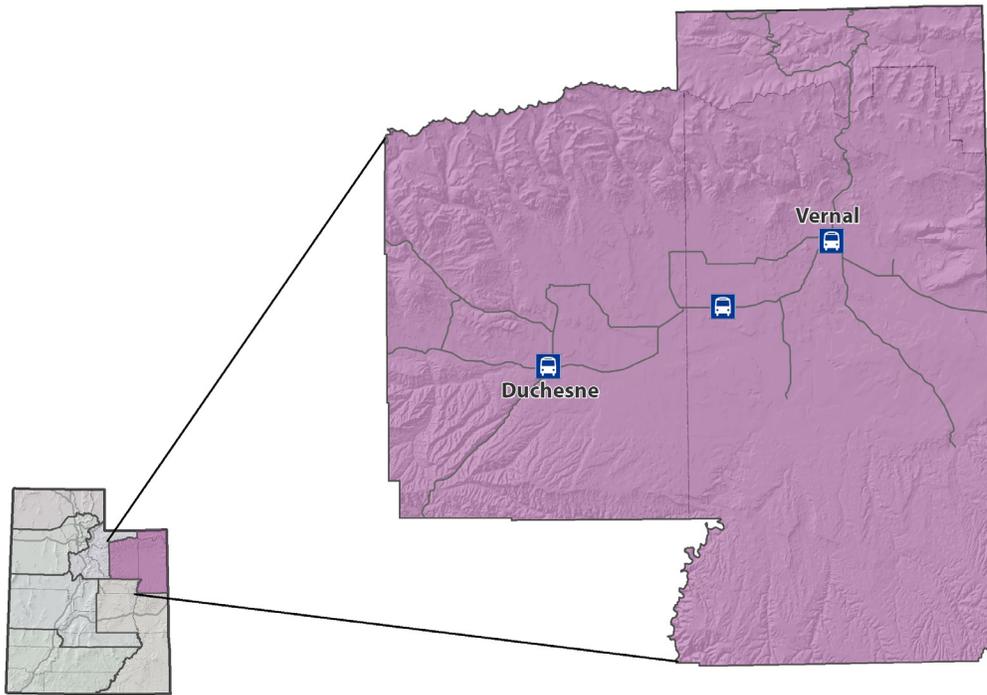
801-374-2588 • 148 N. 100 W., Provo, UT 84603  
[www.unitedwayuc.org](http://www.unitedwayuc.org)

United Way Community Services is a nonprofit corporation based in Utah County. Transportation services are provided through Utah Valley Paratransit. United Way has been in the paratransit business for more than 30 years. United Way Community Services' experience, combined with competent management, strong safety programs, efficiency and flexibility, have allowed United Way to create a strong partnership with the community.

Services include transportation to and from lunch at senior centers, recreation and rehabilitation services, and sheltered workshops for persons with disabilities.



# UINTAH BASIN ASSOCIATION OF GOVERNMENTS



## Agency

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## Duchesne County Senior Citizens

435-722-4518 • 734 N. Center St., Duchesne, UT 84021  
[www.ubaog.org](http://www.ubaog.org)

The Duchesne County Senior transportation program has been functioning under the Uintah Basin Association of Governments (UBAOG) agency under the direction of Duchesne County for four years.

They provide services to the elderly and persons with disabilities, including medical, nutritional, social/recreational, educational and shopping/personal service trips. Transportation to the annual health fair and other special activities are also available.



## Uintah County Council on Aging

435-789-2169 • 155 S. 100 W., Vernal, UT 84078  
[www.co.uintah.ut.us/goldenage/gac.php](http://www.co.uintah.ut.us/goldenage/gac.php)

Uintah County Golden Age Center has been in operation since 1973.

The Council on Aging Golden Age Transportation program provides services for individuals over the age of 60 or for individuals with disabilities. The service includes shopping assistance, medical appointments, banking, social activities and entertainment. Transportation is available on demand for elderly or persons with disabilities.

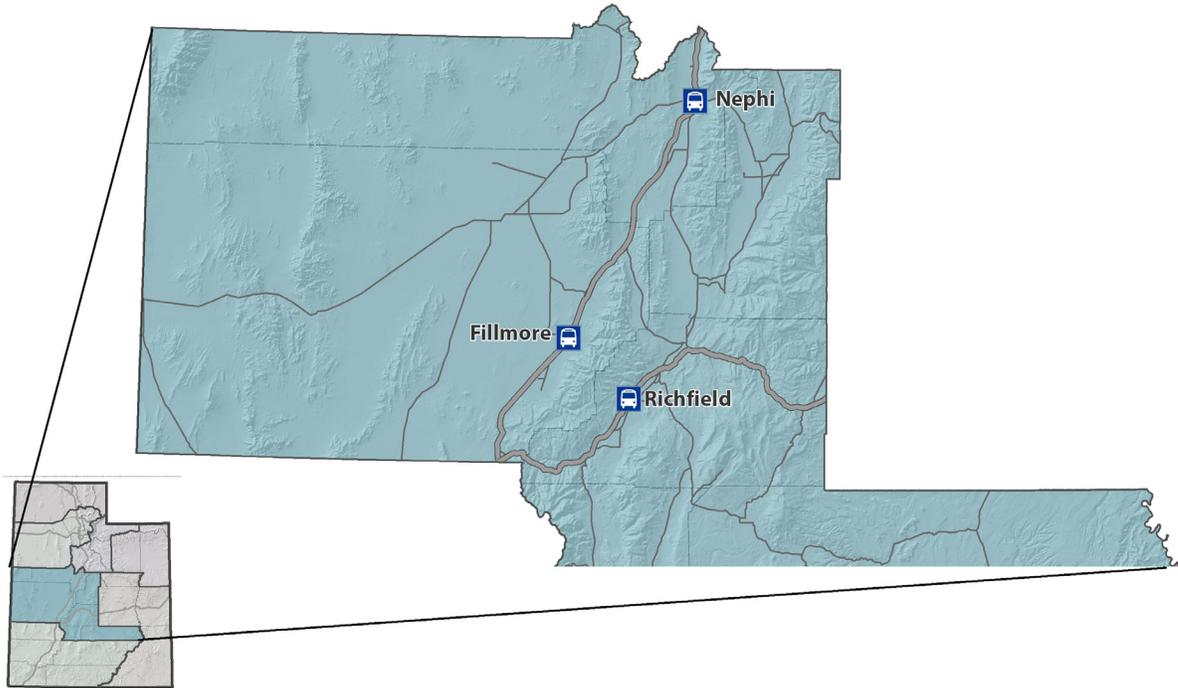


## UTE Indian Tribe Transit System

435-722-5141 • 910 South 7500 East., Fort Duchesne, UT 84026  
<http://www.utetribe.com>

The Uintah and Ouray reservation is located in Northeastern Utah (Fort Duchesne) approximately 150 miles east of Salt Lake City on US Highway 40. The reservation is located within a three-county area known as the "Uintah Basin". The Utes have a tribal membership of 3,157 and over half of its membership lives on the Reservation. The Ute Indian Tribe Transit System has 4 buses and provided over 4,400 trips in 2010.

# SIX COUNTY ASSOCIATION OF GOVERNMENTS



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## East Juab Senior Citizens Organization

435-623-7306 • 146 N. Main Street, Nephi, UT 84648

Juab County Senior Citizens have four buses to serve the needs of elderly persons and persons with disabilities. East Juab Senior Citizens Organization provides weekly transportation for medical appointments, shopping, banking and other personal business.

Senior citizens also use the transportation to attend senior centers for nutritious meals, health checks and informative programs. Recreational trips are provided whenever possible.

East Juab Senior Citizens Organization has been providing transportation service since 1982. The buses are operated by volunteer drivers.



## Pahvant Valley Senior Citizens

435-743-5428 • 55 S. 400 W., Fillmore, UT 84631

Millard County does not have fixed-route public transportation, so demand-response vehicles are invaluable to the seniors on the east side of the county. Pahvant Valley Senior Citizens provides occasional group recreational trips. Shopping trips are also provided to Provo and Richfield. Once or twice a month they provide "outings" for the seniors at the hospital extended care facility.

The bus is also available for the Scipio Senior Center use, as well as use by the area hospital for patients twice a month.





## Sevier County

435-896-6807 • 840 N. 300 W., Richfield, UT 84701

Sevier County Senior Corporation was first organized in 1984. The corporation is made up of the three senior centers (Richfield, North Sevier and South Sevier) and the Richfield Rehabilitation and Care Centers.



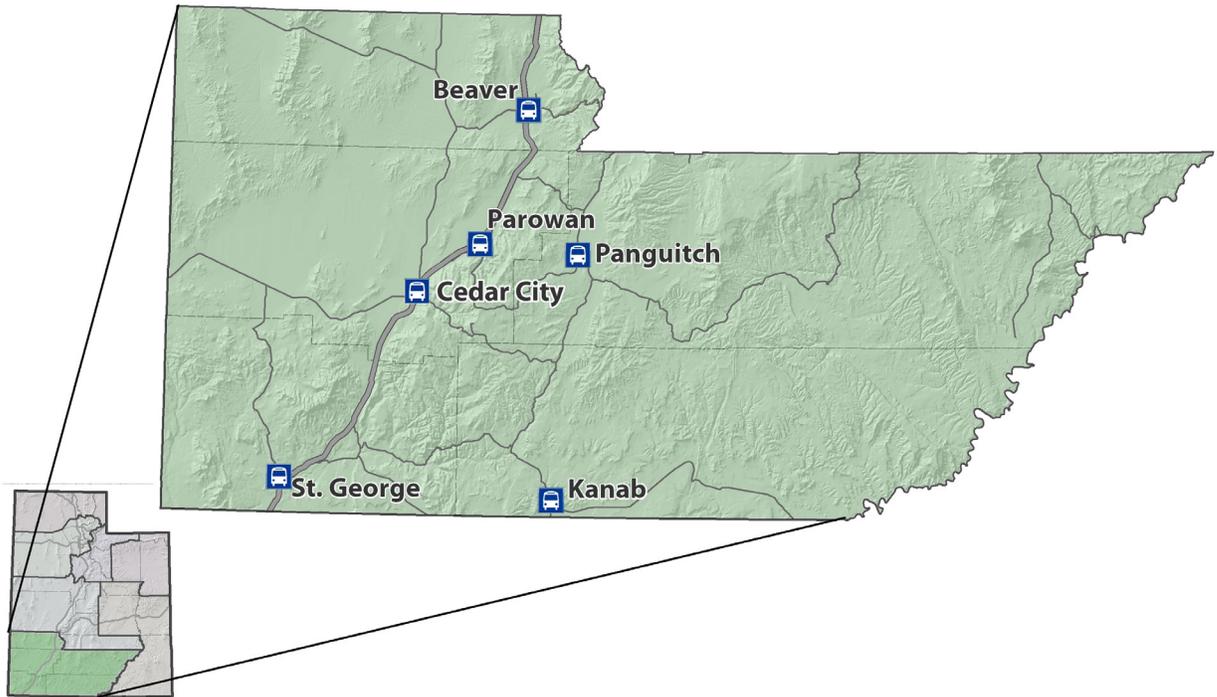
Sevier County Senior Corporation provides transportation to seniors age 60 and older to and from doctor appointments, shopping, senior nutrition lunches and special activities at the senior center and in the community.

They provide transportation to seniors age 60 and older and to persons with disabilities. The service utilizes one part-time paid driver and 27 volunteer drivers that provide service four days a week.

The Sevier County Corporation has held bus “Roadeos” for the past five years to test the skills of their drivers. The corporation also provides at least one other training each year for their drivers.



## FIVE COUNTY ASSOCIATION OF GOVERNMENTS



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## Beaver County Senior Citizens Organization, Inc.

435-438-5313 • 81 E. Center, Beaver, UT 84713  
[www.beaver.utah.gov/council\\_on\\_aging.htm](http://www.beaver.utah.gov/council_on_aging.htm)

The Beaver County Council on Aging oversees the operation of three senior centers in Beaver County: Beaver, Minersville and Milford. Besides providing meals every week, the council and senior center directors provide for the well-being of the aging population by providing programs and activities.



These vehicles are used for shopping trips to St. George, trips between senior centers, occasional medical trips and special events, such as plays in Cedar City, picnics, sightseeing tours, etc.



## Garfield County

435-826-4317 • 55 S. Main, Panguitch, UT 84759

Transportation for the elderly in Garfield County area has been identified as a priority service. Garfield County has a high number of seniors in advanced age who don't own cars, cannot drive or have many health problems.



The transportation vehicles provide medical service trips. Medical visits to the nearest hospital for seniors in Escalante is 140 miles round-trip and 268 and 370 miles to the nearest specialists.

In addition, Garfield County provides transportation to and from three area senior centers with meals and activities. Out-of-town shopping trips are also part of Garfield County's service.



## **Iron County Council on Aging, Inc.**

435-477-8010 • 685 N. 300 E., Parowan, UT 84761

The Iron County Council on Aging provides services to those 60 years old and greater. The council provides transportation to area senior centers, shopping, doctor appointments and recreation. Patrons of each center need to call ahead to make arrangements to go shopping or visit the senior centers.



In the good weather months, trips are planned for recreation such as St. George, Duck Creek and local communities.



## **Kane County Senior Citizens Improvement Group**

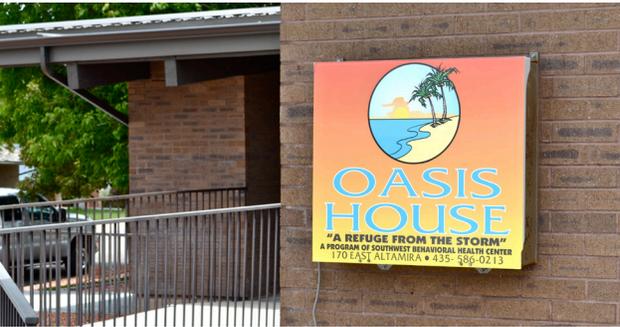
435-644-4965 • 56 W. 450 N., Kanab, UT 84741

Kane County has two senior centers, one in Orderville and one in Kanab. Both are open three days a week for seven hours each day. The senior center provides shopping trips, medical visits, sightseeing trips and transportation to the senior center for lunch.



Drivers and senior center staff have attended drivers trainings and CPR training.

Both the Orderville and Kanab senior centers have three vehicles. Both senior centers have one ADA accessible bus at each site.



## Southwest Behavioral Health Center

435-586-0213 • 474 W. 200 N. #300, St. George, UT 84770

The southwestern region of Utah has experienced enormous growth over the past several decades. Many of the social support systems, long a part of Utah tradition, have been stressed by growing issues of mental illness, substance abuse, child abuse, youth crime and lack of housing. The collective impact has left families and communities struggling to find answers with limited fiscal and professional capacity.

The county commissions of Washington, Kane, Garfield, Beaver and Iron counties have joined with the State of Utah to create Southwest Behavioral Health Center for the provision of comprehensive mental health and substance abuse services. The center is committed to continuing the partnership with our communities to ensure a healthy and drug-free future for Southern Utah's residents.



## Washington County Council on Aging

435-634-5743 • 245 N. 200 W., St. George, UT 84770  
[www.stg.coa.washco.utah.gov](http://www.stg.coa.washco.utah.gov)

The Washington County Council on Aging has been servicing the seniors of the county for 30 years.

Three senior centers are located in St. George, Hurricane and Enterprise. All three centers have buses that provide door-to-door service for lunch at the centers. They also provide dial-a-ride for doctors, shopping trips or events held by the centers.

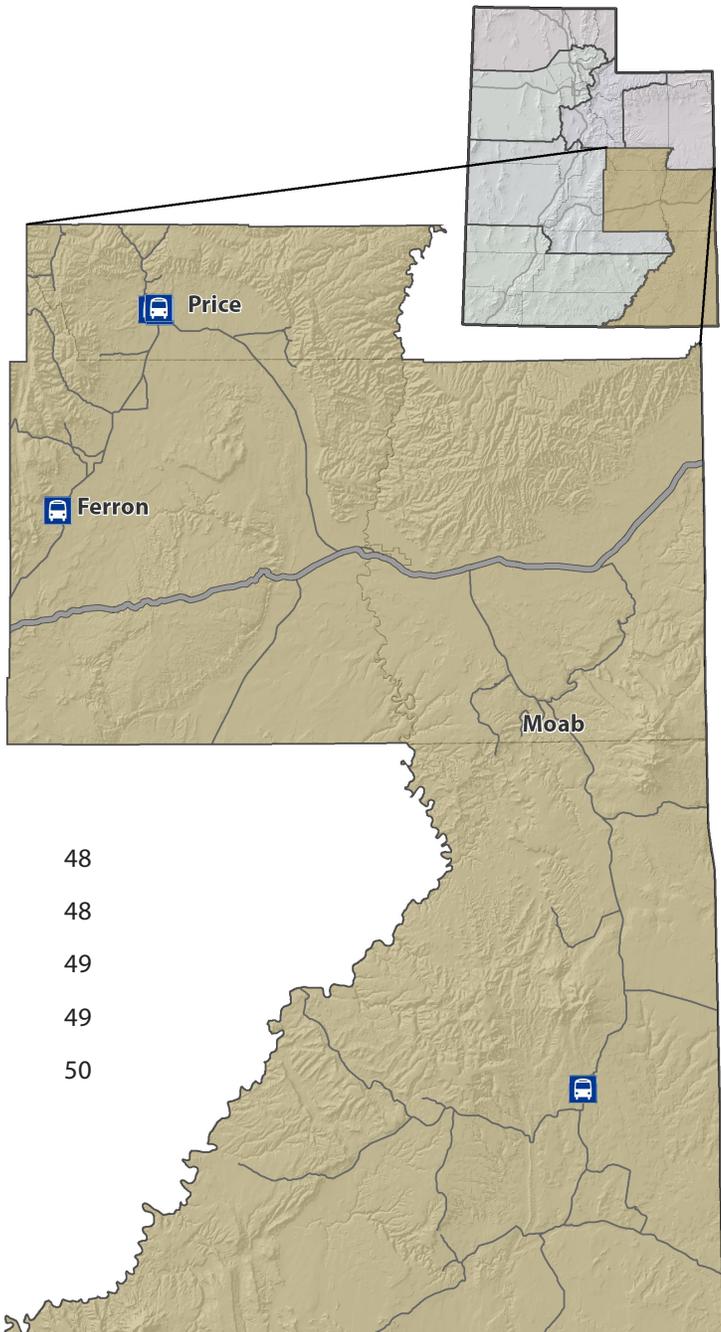


## Cedar Area Transportation

435-865-4510 • 10 N. Main St, Cedar City, UT 84720  
[www.cedarcity.org](http://www.cedarcity.org)

Cedar Area Transportation (CATS) Department has offered public transportation since March 2003. The service includes fixed route buses for all of Cedar City and Dial-A-Ride paratransit vans for the elderly (65 and over) and the disabled. The service is partially funded through the Federal Transit Administration and Cedar City. CATS is a member of the Utah Urban and Rural Specialized Transportation Association (URSTA).

# SOUTHEASTERN UTAH ASSOCIATION OF GOVERNMENTS



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## Active Re-Entry

435-637-4950 • 10 S. Fairgrounds Road, Price, UT 84501  
[www.arecil.org](http://www.arecil.org)

Active Re-Entry is a community-based program that assists individuals with disabilities to achieve or maintain self-sufficient and productive lives in their own communities. The agency is committed to promoting the rights, dignity and quality of life for all persons with disabilities. Because there is no radiation therapy in the area, one transportation program coordinated by ARECIL is PERKIE Travels. This program is funded by the SLC Affiliate of the Susan G. Komen Foundation, and supported with vehicles from Carbon and Emery counties and provides daily transportation from Carbon and Emery counties to Utah Valley for cancer patients to receive radiation treatments. Transportation is also provided for our numerous support groups, including the Older Blind and Visually Impaired program, as well as other community integration activities offered by ARECIL.



## Emery County Nursing Home, Inc. • *Emery County Care Rehab*

435-384-2301 • 455 W. Mill Road, Ferron, UT 84523  
<http://www.emerycounty.com/care&rehab/index.htm>

Emery County Nursing has been in operation since 1968.

Transportation is provided for trips to the hospital, the medical clinic and various forms of entertainment found in Salt Lake, Emery and Carbon counties.

The vehicles also take nursing home residents to socialize at the local senior centers in the area.





## Emery County Senior Citizens, Inc.

435-637-4268 • 375 S. Carbon Ave., Price, UT 84501

Emery County Senior Citizens bus service provides transportation for the seniors of Emery County. Some of the services included are transportation to and from congregate meals at the centers, shopping, doctor appointments and various socialization activities.

The seniors have enjoyed sight-seeing trips to Mt. Nebo, Burr Trail, the desert, plays, musicals and other cultural activities.



## Four Corners Community Behavioral Health

435-637-7200 • 105 W. 100 N., Price, UT 84501

Four Corners Community Behavioral Health provides services for the substance abuse and mental health needs of the residents of Carbon, Emery, and Grand counties. Four Corners has been in operation since 1972 and received its first UDOT van under FTA Section 16 in 1994 and has received several more vans over the years. These vans are very much appreciated and well used to provide transportation service for the Club House Clients. The transportation brings them to the Club House, and takes them home, to various jobs, and to activities, etc.

The Club House program is a day treatment program for severely mentally ill clients. The Club House program assigns responsibilities to each of its clients, encourages and helps the clients to obtain some kind of work, and teaches various skills.





## **Transitions, Inc.**

435-678-3741 • 29 E. Center, Blanding, UT 84511

Transitions, Inc., has more than 30 years of experience working with agencies in the region, including the Navajo and Ute tribes, Vocational Rehab, and the San Juan School District.

Staff members have extensive training in transition, behavioral issues and traumatic brain injury issues.



## GLOSSARY

**Accessible Transportation:** Facilities and/or vehicles that are barrier-free for all individuals, e.g., can be used by persons in wheelchairs.

**ADA (Americans with Disabilities Act):** Passed by Congress in 1990, this civil law mandates equal opportunities for persons with disabilities in the areas of employment, transportation, communications, and public accommodations. Providers are required to purchase lift-equipped vehicles and must assure system-wide accessibility for their demand-response services to persons with disabilities. They also must supplement their fixed-route services with complementary paratransit services for those persons unable to use fixed-route service because of their disability. Demand-response providers must offer equivalent service to all passengers, including ADA eligible passengers.

**Capital Cost:** The cost of equipment and facilities required to support transportation systems, including vehicles, radios, shelters, etc.

**Commuter:** Any person who travels regularly from one place to another, especially between home and work.

**Commuter Bus:** Buses that operate during weekdays only, making few stops until reaching their destination and, therefore, having faster trip times than a local bus.

**Coordination:** A cooperative arrangement among transportation providers and/or purchasers, which is aimed at realizing increased benefits and cost-effective services through the shared management and/or operation of one or more trans-

portation related functions; for example, shared dispatching, cooperative purchases, or joint training.

**Demand-Response Service:** Transportation service that provides door-to-door or curb-to-curb transportation, rather than on fixed routes or schedules. Users of this service are required to call in advance to reserve a ride.

**Disabled/Disabilities (ADA definition):** Any person who by reason of illness, injury, age, congenital malfunction, or other permanent or temporary incapacity or disability is unable, without special facilities, to use the local transit facilities and services as effectively as persons who are not so affected.

**DOL:** Department of Labor

**Fixed Route:** Transportation service that operates along scheduled, regular routes.

**Fixed-Route Bus/Van Service:** Utah's four largest cities and several smaller towns offer fixed-route bus service. On a fixed route, buses/vans travel on a set route and at scheduled times throughout the day. Most fixed-route bus/van stops are marked with "Bus Stop" signs that indicate the route name and number. Passengers can call the bus service to request a map and schedule of all routes and individual fare and monthly pass information.

**FTA (Federal Transit Administration):** A part of the U.S. Department of Transportation that administers the federal program of financial assistance to public transit.

**Local Assistance:** Non-federal sources of eligible match may include local or state apportionments, donation, or dedicated tax revenue. Revenue received from service agreements with either local or state human service agencies can be considered as eligible local match even if the original source of this revenue may be from another federal program. Certain restrictions apply. In addition, there are several categories of federally apportioned funds that may be used as eligible local match for the program.

**Operating Cost:** The recurring costs of providing transit service; i.e., wages, salaries, fuel, oil, taxes, maintenance, insurance, marketing, etc.

**Operating Revenue:** Total revenue earned by a transit system through its transit operations, including passenger fares, contract revenue, advertising, investment income, and other revenue.

**Paratransit:** Flexible forms of public transportation services that are demand responsive rather than on a fixed route; most often refers to wheelchair-accessible service.

**Passenger Miles:** The total number of passengers carried by a transit system multiplied by the number of miles traveled.

**Passenger Trip:** One person making a one-way trip from origin to destination. One round trip equals two passenger trips.

**PTT:** Public Transit Team

**Public Transportation:** Open-door transportation available to any person, which cannot be reserved for the private or exclusive use of one individual or group. "Public" in this sense refers to the access to the service, not the ownership of the system providing the service.

**Reverse Commuting:** Movement in a direction opposite the main flow of traffic, such as from the central city to a suburb during the morning peak period.

**RTAP (Rural Transit Assistance Program):** A Federal Transit Administration program that offers training materials, technical assistance and other support services for rural transit systems across the country.

**Rural Area:** A geographic area with a population of less than 2,500 (5311).

**Small Urban:** A geographic area with a central city that has a population of between 2,500 and 50,000 (5311).

**Total Passengers:** The total of all revenue passengers plus transfer passengers on second and successive rides and free ride passengers.

**UDOT:** Utah Department of Transportation

**Urbanized Area:** A geographic area with a central city that has a population of over 50,000.

**URSTA:** Utah's Urban, Rural, Specialized Transportation Association.

**Urbanized area funding program:** 49 USC Section 5707 (formerly Section 9) that authorizes capital, operating, and planning assistance to public transportation systems in urban area.

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