

Public Transportation & Human Services Coordinated Plan

UINTAH BASIN ASSOCIATION OF GOVERNMENTS



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INTRODUCTION

To serve the needs of seniors, people with disabilities, those with low incomes, and veterans within Utah's Uintah Basin, the Uintah Basin Association of Governments (UBAOG) 2023 Coordinated Public Transit-Human Services Transportation Plan sets regional priorities for transportation investments and initiatives for human services and public transit coordination. It also serves as a federally required update to the 2018 Coordinated Public Transit-Human Services Transportation Plan.

PLANNING REQUIREMENTS

The FAST Act retains the same planning requirements identified under MAP-21 for the Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310). Section 5310 remains the only funding program with coordinated planning requirements under the FAST Act. In relation to the locally developed Coordinated Public Transit-Human Services Transportation Plan, the FAST Act requires:

1. That projects selected are "included in a locally developed, coordinated public transit-human services transportation plan
2. That the coordinated plan "was developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human service providers, and other members of the public."
3. That "to the maximum extent feasible, the services funded will be coordinated with transportation services assisted by other Federal departments and agencies," including recipients of grants from the Department of Health and Human Services

Funds are apportioned based on each state's share of the population of seniors and individuals with disabilities. Funding decisions must be clearly noted in a program management plan. The selection process may be formula-based, competitive or discretionary, and sub-recipients can include states or local government authorities, private non-profit organizations, and/or operators of public transportation. The effort is not solely limited to the Section 5310, JARC and New Freedom Programs, but will include and engage the wide spectrum of human service and public transportation services offered by the Uintah Basin's local human service providers and the Basin Transit Administration (BTA). The Coordinated Transportation Plan:

- Assesses the transportation needs of older adults, people with disabilities and low income individuals
- Develops strategies for addressing identified gaps and improving efficiencies of services
- Prioritizes specific strategies for implementation

FEDERAL ROLE

Technical assistance related to the FAST Act built on earlier initiatives from the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and MAP-21. These earlier initiatives include:

- A Framework for Action: The Framework for Action is a self-assessment tool that states and communities could use to identify areas of success and highlight the actions still needed to improve the coordination of human service transportation.
- Medicaid Transportation Initiatives: Transit Passes – Federal regulations require that Medicaid eligible persons who need transportation for non-emergency medical care be provided transportation.
- Rides to Wellness: An initiative to increase partnerships between health and transportation providers and show the positive financial benefit to such partnerships. The initiative's goals are to increase access to care, improve health outcomes, and reduce healthcare costs. In March 2015, FTA hosted the Rides to Wellness summit, representatives from FTA, HHS, USDA and the Department of Veterans Affairs attended.
- Healthcare Access Mobility Design Challenge (and other National Center for Mobility Management projects): The Design Challenge was part of the Federal Transit Administration's Rides to Wellness initiative, a key component of the agency's Ladders of Opportunity program. Sixteen communities were awarded grants to design innovative transportation solutions related to healthcare access; their work was completed in March 2016.
- National Aging and Disability Transportation Center (NADTC): The National Aging and Disability Transportation Center is a national technical assistance center funded by FTA to promote the availability and accessibility of transportation options that serve the needs of people with disabilities, seniors and caregivers with a focus on the Section 5310 program and other transit investments. The NADTC provides technical assistance, information and referral; develops field training; implements interactive communication and outreach strategies; and supports communities in assessing their needs and developing innovative transportation solutions.
- National Center for Mobility Management (NCMM): The National Center for Mobility Management supports FTA's Rides to Wellness Initiative and is funded through a cooperative agreement with FTA. NCMM provides capacity building technical assistance and training; catalogs and disseminates best practice information on innovative mobility management programs around the country; and works to improve and enhance the coordination of federal resources for human service transportation, especially for people with disabilities, older adults and people with lower incomes
- National Rural Transportation Assistance Program (RTAP): The National Rural Transportation Assistance Program provides outreach and training to each state's RTAP and coordinates with other organizations involved in rural transit, operates a national toll-free telephone line, a webpage, a national peer-to-peer technical assistance network and various presentations and publications and fulfillment services for National RTAP products.
- Transportation Cooperative Research Program: The Transportation Cooperative Research Program (TCRP) is funded by DOT and FTA. TCRP offers practical research that yields near-term results and can help agencies solve operational problems, adopt useful technologies from related industries and, find ways for public transportation to be innovative.

PLANNING PROCESS

This section describes UBAOGs process to develop the elements of the 2023 Coordinated Plan. The four required elements of a coordinated plan are:

1. An assessment of current transportation services
2. An assessment of transportation needs
3. Stakeholder and public outreach – including Title VI Populations
4. Strategies, activities and/or projects to address the identified transportation needs (as well as ways to improved efficiencies)
5. Implementation priorities based on funding, feasibility, and time, among other criteria.

UINTAH BASIN DEMOGRAPHIC TRENDS

An updated demographic profile of the Uintah Basin region was prepared using data from the Census Bureau's American Community Survey (ACS) and other relevant planning documents, to determine the local characteristics of the study area as they relate to the four population groups the Coordinated Plan focuses on: persons with low incomes, persons with disabilities, veterans, and older adults.

REGIONAL TRANSPORTATION RESOURCE INVENTORY

To assist county and local-level organizations in improving local mobility, the Coordinated Plan provides an updated summary of JARC, New Freedom, and Section 5310 projects funded since the last Coordinated Plan, defines mobility management, and describes the range of transportation services that exist in the region. These services include public fixed-route and paratransit services and transportation services provided or sponsored by social service agencies.

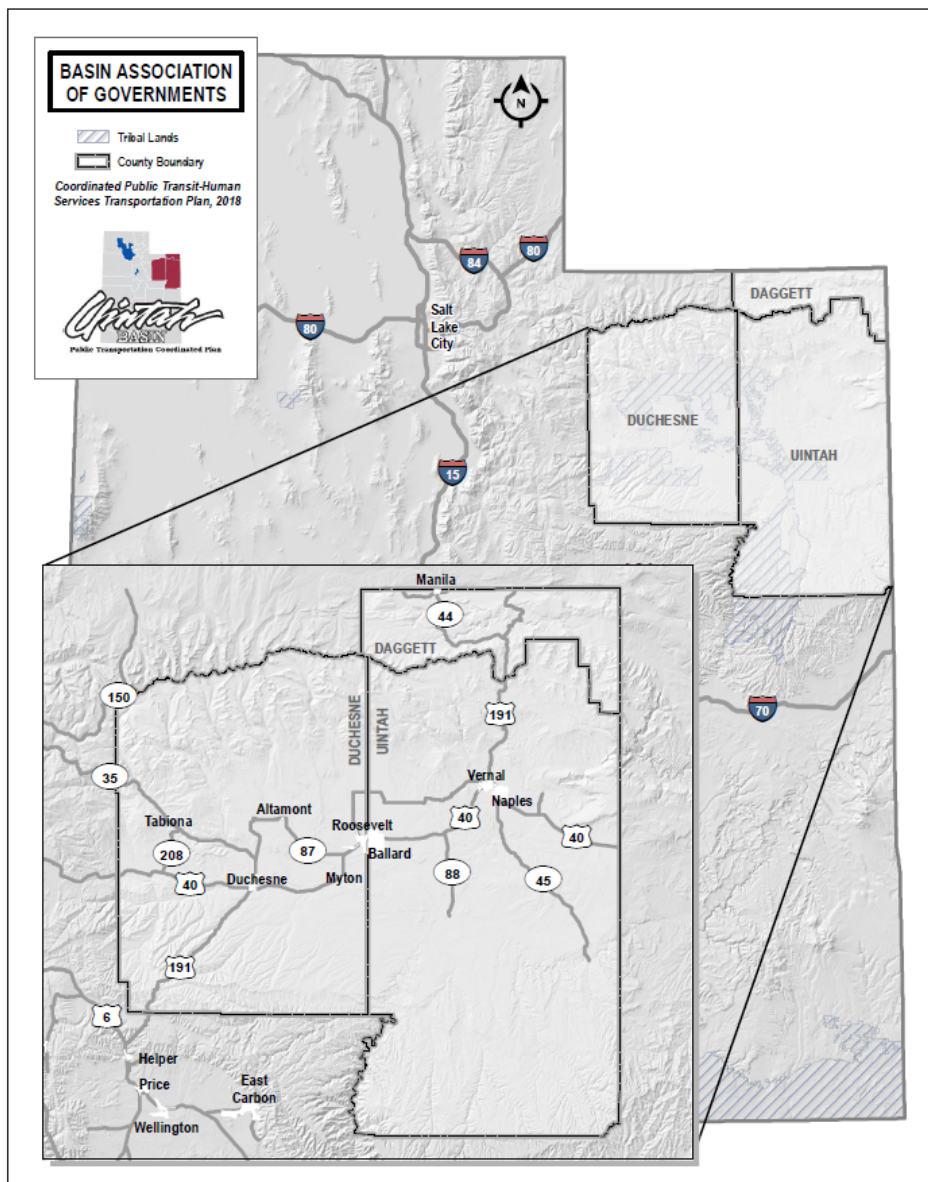
OUTREACH TO STAKEHOLDERS - TRANSPORTATION GAPS AND SOLUTIONS

Input was sought from the region's seniors, persons with disabilities, and people with low incomes through various forms of outreach. Together with findings from the demographic analysis, stakeholder input informed the development of a comprehensive list of transportation gaps and a summary of possible solutions.

THE UINTAH BASIN

The Uintah Basin is a vast rural region. Transportation services are sparse but do exist. Highways that provide access to the area are U.S. Highways 40 and 191. U.S. 40 Westbound connects Vernal to the towns of Ballard, Roosevelt, Myton, Duchesne, and Salt Lake City. Highway 40 continues east of Vernal toward Naples, Jensen, and Colorado. U.S. 191 runs north and south through eastern Utah, providing access between Price, which is south, and Manila and Rock Springs, Wyoming which are in the north. In addition, there are several state highways and local roads within the Uintah Basin that traverse the study area and provide east/west and north/south access. See the Uintah Basin boundaries in Figure 1 below.

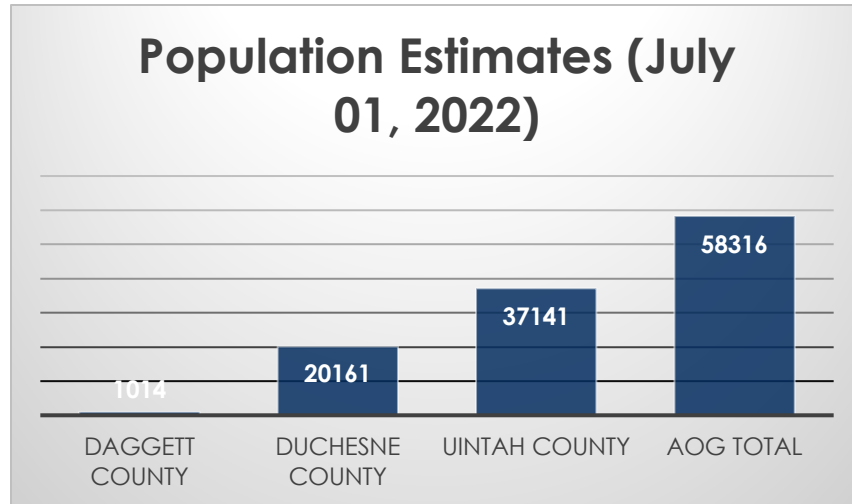
Figure 1. The Uintah Basin



REGIONAL POPULATION AND PROJECTIONS

Population estimates indicate that the three county region has total population of 56,382 in 2018. Approximately 62.8% (35,438) reside in Uintah County, followed by Duchesne County with 35.5% (19,964) and Daggett County with approximately 1.7% (908). See Figure 1 below.

Figure 1. 2022 County Population Estimates

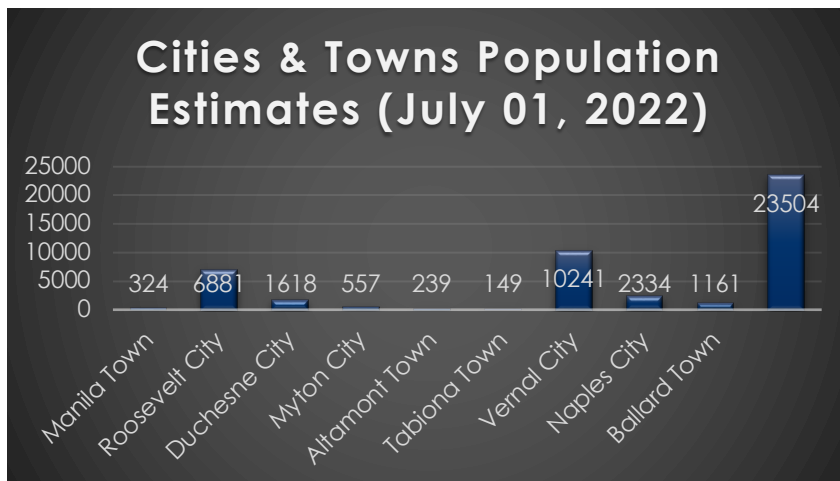


Source: United States Census Bureau. Date accessed 07/17/2023.

<https://www.census.gov/quickfacts/fact/table/uintahcountyutah,daggettcountyutah,duchesnecountyutah,US/PST045218>

The largest community in the region is Vernal, with an estimated population of 10,241. Other communities within the UBAOG region include Duchesne and Roosevelt as well as a several smaller communities, including: Altamont, Tabiona, Naples, Myton Ballard, Whiterocks and Manila. The majority of the population (38,000) lives in unincorporated areas throughout the region. See Figure 2. Regional Community Populations.

Figure 2. Regional Community Populations

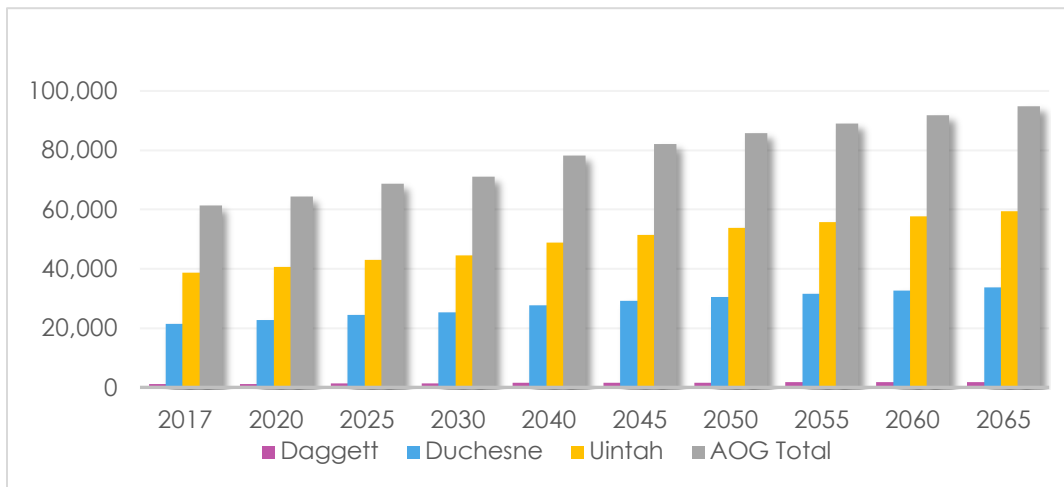


2021 Population Estimates – <https://www.census.gov/>

POPULATION PROJECTIONS

Growth in the region will largely depend on the energy industry, which is unpredictable and goes through periods of boom and bust during high and low oil and natural gas prices. With that said, the regional population is projected to increase from approximately 61,260 in 2017 to approximately 95,000 by 2065, assuming a 1% regional increase per year. See Figure 3 below.

Figure 3. Regional Population Projections (2017-2065)



Kem C. Gardner Policy Institute. 2017. 2017-2065 State and County Projections. Release date: July 2017.

SENIORS, PERSONS WITH DISABILITIES AND LOW-INCOME

Low-income, seniors and persons with disabilities are categories of individuals that have a higher dependence on public transportation. For these individuals access to job related activities, medical and educational facilities, recreational opportunities and daily needs can often times be a struggle, impacting the quality of life for the individuals. Compared to statewide averages, the region is higher in both senior's populations (13.4%) and the percentage of individuals with a disability (11%). Table 1

Table 1. Targeted Populations

Targeted Populations	Below Poverty	65+ years	Disabled
<i>State of Utah</i>	8.6%	12.0%	7.1%
Daggett County	7.2%	26.5%	5.7%
Duchesne County	13.1%	13.2%	9.6%
Uintah County	11.9%	12.4%	10.0%
AOG Total*	4.08%	4.31%	3.26%

* Total percentage calculated against the three county population (58316)

Source: United States Census Bureau. Date accessed 07/17/2023.

<https://www.census.gov/quickfacts/fact/table/uintahcountyutah,daggettcountryutah,duchesnecountyutah,US/PST0452>

SENIORS

Mobility will continue to be a challenge for seniors as a larger proportion of the population loses their ability to drive. Today, approximately 13 percent of the 3-county region is 65 year older. The percent of population over 65 per county is found in Table 1 above.

PERSONS WITH DISABILITIES

While a number of disabilities may not require mobility assistance, many face physical, cognitive and mental challenges that impair their ability to travel independently. Providing transportation services allow individuals with disabilities to enjoy a high quality of life while maintaining their independence. In addition, these services also provide caregivers with a transportation alternative. The Basin Transit Administration (BTA) provides complementary paratransit services within their service area; however, these services are only located within a $\frac{3}{4}$ of BTA's fixed routes and does not include Daggett County. Today, approximately 20% of the UBAOG region has a disability, impacting individuals of all ages. The percent of persons with disabilities per county and age group is found in Table 1 above.

LOW-INCOME

Low-income individuals struggle to access jobs and services that often require transportation at times outside of normal hours or to locations outside of normal service areas. See Table 1 above for reference.

REGIONAL TRANSPORTATION RESOURCE INVENTORY

Public involvement is a critical component to any planning process and throughout BTA planning process, input from stakeholder and the public were solicited in a variety of ways to ensure meaningful input. On-board and community surveys, along with public and stakeholder meetings, resulted in the information that provides the backbone of this plan. In addition, the BTA actively reached out to minority populations and persons of other national origins to ensure they were provided opportunity to participate in the process.

STAKEHOLDER ENGAGEMENT

Staff members from the Uintah Basin Association of Governments have held stakeholder meetings with key planning staff from the counties and cities in the region including but not limited to the Ute Tribe; the Aging centers for Duchesne, Uintah, and Daggett counties; Northeast Counseling; and Tri County Health. Invitations have been extended to additional entities to participate. The purpose of the Coordinated Plan was discussed along with the scope of work for the project. In addition, any future capital funding requests were also discussed.

PUBLIC FORUMS

The Uintah Basin Association of Governments facilitates meetings with the UBAOG Board of Directors comprised of all the regions county commissioners as well as the cities mayors. There are five meetings per year, held in each county and made available to the public.

SURVEY'S

Surveys were dispersed in the Fall of 2022 for Title VI outreach, and in the Spring of 2023 for review of Route Expansion. BTA staff distributed surveys throughout the Uintah Basin from stores, churches, parks, and community events. In addition, on-board surveys were handed out to willing passengers. Outreach included senior bus drivers in outlying areas across all three counties, to the fixed route drivers during their routes, to the personal outreach at a variety of locales. See Appendix A for survey and results.

TITLE VI OUTREACH

Due to the federal requirements associated with Title VI of the Civil Rights Act of 1964, the Uintah Basin Association of Governments reached out for public input during the Fall of 2022 to look at areas that met the "targeted populated" locations. According to population estimates for future growth, areas listed are possible locations for expansion of fixed route service.

REGIONAL TRANSPORTATION PROVIDERS

UINTAH BASIN ASSOCIATION OF GOVERNMENTS

The Uintah Basin Association of Governments (UBAOG) was established in 1973 to provide services to the citizens of Daggett County, Duchesne County, and Uintah County. Their goal is to serve as a multi-purpose organization utilizing combined resources to provide a more effective means for planning and development of the physical, economic, and human resources of the region.

UBAOG provides services to all demographic segments of the region through the Basin Transit Association and the Aging Department from Duchesne and Daggett Counties. The Basin Transit Association is a public transportation system, serving the Uintah Basin since 2011. During this time period, over 250,000 riders have used the system. The ridership during the first two years has increased by over 2,000 riders, often reaching capacity on bus routes. The BTA employs eighteen people with eight full time drivers, six part time drivers, and four full time administrative staff. The primary purposes of ridership include, commuting to work, school, and reaching shopping centers. Routes include the opportunity to travel from Duchesne to Roosevelt, Roosevelt to Vernal, and around the city of Vernal. The BTA has plans for the future to expand routes and services to all citizens of the Uintah Basin. See BTA's service area in Figure 1 below and the Passenger Counts from 2011 to current in Figure 2.

Figure 1. BTA Service Area

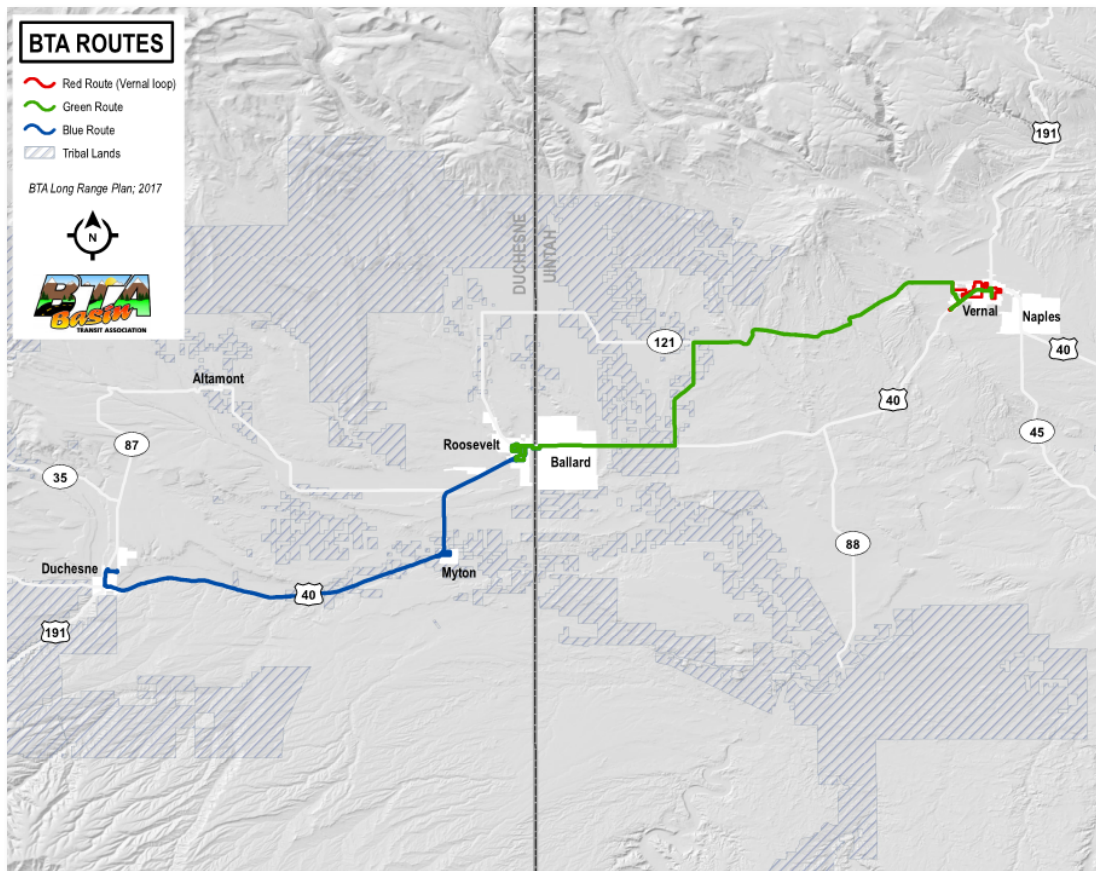


Figure 2. BTA Passenger Counts

BTA Passenger Count (2011 - Current)													
Passenger Count July 2011-June 2012													
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	TOTAL
Blue Route	235	421	388	404	285	282	379	368	457	431	670	455	4775
Green Route	512	853	660	682	546	911	1159	827	811	883	1006	677	9527
Red Route	490	715	631	484	793	977	836	683	615	699	1058	1000	8981
Totals	1237	1989	1679	1570	1624	2170	2374	1878	1883	2013	2734	2132	23,283
Passenger Count July 2012-June 2013													
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	TOTAL
Blue Route	467	543	393	608	420	323	447	369	403	440	485	408	5,306
Green Route	583	759	657	799	647	628	779	645	760	713	721	524	8,215
Red Route	786	1274	828	1036	587	691	1070	1067	941	969	1133	1123	11,505
Totals	1836	2576	1878	2443	1654	1642	2296	2081	2104	2122	2339	2055	25,026
Passenger Count July 2013-June 2014													
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	TOTAL
Blue Route	456	481	470	547	487	467	580	593	548	635	566	608	6,438
Green Route	572	799	755	768	590	472	614	654	652	688	737	755	8,056
Red Route	1063	1231	1251	1451	1164	1021	1131	1220	1354	1353	1084	1013	14,336
Totals	2091	2511	2476	2766	2241	1960	2325	2467	2554	2676	2387	2376	28,830
Passenger Count July 2014-June 2015													
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	TOTAL
Blue Route	550	525	602	644	436	512	503	412	514	642	651	651	6,642
Green Route	680	731	773	777	656	682	699	682	784	739	630	706	8,539
Red Route	1031	1342	1286	1170	918	971	1109	1036	1288	1086	1064	1225	13,526
Totals	2261	2598	2661	2591	2010	2165	2311	2130	2586	2467	2345	2582	28,707
Passenger Count July 2015-June 2016													
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	TOTAL
Blue Route	627	690	638	593	580	695	770	777	774	676	679	600	8,099
Green Route	510	637	856	700	675	616	719	811	973	831	897	811	9,036
Red Route	1103	1265	1452	1279	1038	1075	1431	1279	1517	1647	1581	1485	16,152
Totals	2240	2592	2946	2572	2293	2386	2920	2867	3264	3154	3157	2896	33,287
Passenger Count July 2016-June 2017													
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	TOTAL
Blue Route	430	627	596	494	427	405	357	371	558	484	513	355	5,617
Green Route	672	920	644	755	1016	887	907	795	926	729	837	590	9,678
Red Route	1368	1636	1263	1512	1618	1639	2012	1501	2336	1723	2159	2229	20,996
Totals	2470	3183	2503	2761	3061	2931	3276	2667	3820	2936	3509	3174	36,291
Passenger Count July 2017-June 2018													
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	TOTAL
Blue Route	323	454	442	520	509	445	566	539	654	586	575	474	6,087
Green Route	578	864	941	971	891	823	876	737	852	805	851	766	9,955
Red Route	1847	2461	2223	2417	1975	1839	2478	1884	2139	2400	1677	1662	25,002
Totals	2748	3779	3606	3908	3375	3107	3920	3160	3645	3791	3103	2902	41,044
Passenger Count July 2018-June 2019													
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	TOTAL
Blue Route	446	521	345	408	337	368	442	386	361	455	482	406	4,957
Green Route	590	767	731	884	780	653	712	682	727	749	740	591	8,606
Red Route	1658	2335	2346	2450	1946	1634	1914	1909	2121	1940	1859	1360	23,472
Totals	2694	3623	3422	3742	3063	2655	3068	2977	3209	3144	3081	2357	37,035
												253,503	

Figure 2b. BTA Passenger Counts (continued from 2019 update)

BTA Passenger Count (2011 - Current)													Month Average	Week Average	Day Average	Trip Average		
													12.00	52.00	248.00	6B- 6G- 12R		
Passenger Count July 2018-June 2019																		
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	TOTAL					
Red Route	1658	2335	2346	2450	1946	1634	1914	1909	2121	1940	1859	1360	23472	1956.00	451.38	94.65	7.89	
Green Route	590	767	731	884	780	653	712	682	727	749	740	591	8606	717.17	165.50	34.70	5.78	
Blue Route	446	521	345	408	337	368	442	386	361	455	482	406	4957	413.08	95.33	19.99	3.33	
Totals	2694	3623	3422	3742	3063	2655	3068	2977	3209	3144	3081	2357	37,035	3086.25	712.21	149.33		
Passenger Count July 2019-June 2020																		
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	TOTAL					
Red Route	1391	1797	1844	1680	1455	1463	1465	1388	1354	720	734	1083	16374	1364.50	314.88	66.02	5.50	
Green Route	559	641	795	921	851	813	821	687	621	303	422	634	8068	672.33	155.15	32.53	5.42	
Blue Route	327	497	462	372	418	399	446	468	380	224	310	364	4667	388.92	89.75	18.82	3.14	
Totals	2277	2935	3101	2973	2724	2675	2732	2543	2355	1247	1466	2081	29,109	2425.75	559.79	117.38		
Passenger Count July 2020-June 2021																		
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	TOTAL					
Red Route	840	684	1037	1070	798	756	659	686	1036	874	514	685	9639	803.25	185.37	38.87	3.24	
Green Route	615	587	710	605	579	584	565	573	744	607	426	640	7235	602.92	139.13	29.17	4.86	
Blue Route	296	381	309	374	321	293	256	284	354	338	309	518	4033	336.08	77.56	16.26	2.71	
Totals	1751	1652	2056	2049	1698	1633	1480	1543	2134	1819	1249	1843	20,907	1742.25	402.06	84.30		
Passenger Count July 2021-June 2022																		
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	TOTAL					
Red Route	597	863	884	865	826	698	640	651	756	709	823	734	9046	753.83	173.96	36.48	3.04	
Green Route	593	614	641	637	658	566	517	497	625	594	673	819	7434	619.50	142.96	29.98	5.00	
Blue Route	413	432	377	314	454	398	340	355	535	481	527	519	5145	428.75	98.94	20.75	3.46	
Totals	1603	1909	1902	1816	1938	1662	1497	1503	1916	1784	2023	2072	21,625	1802.08	415.87	87.20		
Passenger Count July 2022-June 2023																		
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	TOTAL					
Red Route	736	1105	1107	915	723	581	879	649	1056	1104	1114		9969					
Green Route	665	784	697	835	802	579	696	636	716	702	956		8068					
Blue Route	491	518	349	428	403	355	396	367	507	358	446		4618					
Totals	1892	2407	2153	2178	1928	1515	1971	1652	2279	2164	2516	0	22,655					
															347799		<i>Year to date</i>	

In addition, UBAOG provides services to senior citizens of Duchesne County in Roosevelt. Further, the Aging department of UBAOG provides opportunities to seniors in Roosevelt, Duchesne, and Manila, to help reach destinations desired if they are unable to drive themselves. For example, busses and vans transport seniors to activities, shopping, and other activities.

UTE TRIBE

The Ute Tribe is located in northeastern Utah and is centered at Fort Duchesne. The Ute Tribe provides many services to tribal and non-tribal members of the community. The Ute Tribe operates public transportation that travels through the Ute reservation and the major population centers, connecting tribal members to different areas of the Uintah Basin. Many of these routes travel from the north to the south ends of the region. In addition, the tribe also offers transportation services to seniors in the area, giving them the opportunity to receive transportation to destinations desired if the individual is unable to arrive on their own.

UINTAH COUNTY GOLDEN AGE CENTER

The Uintah County Golden Age Center is a public organization that serves the senior citizens of Uintah County. Many of these services include congregate meals, home delivered meals, case management, recreation, and transportation services. Transportation services are available to adults 60 years and older. Services include, passengers receiving rides to doctor appointments, shopping, and activities at the Senior Center. Transportation is available five days a week.

VERNAL CITY CAB

Vernal City Cab is a private for-profit, taxi service. Transportation is provided within a 100-mile radius from the city of Vernal. Approximately, 30 percent of Vernal City Cab's clients have some transportation limitations. Days of operation are Monday through Sunday, 6:00 a.m. to 2:00 a.m. Service is available to the general public.

C&B TAXI

C&B Taxi is a private for-profit taxi service. Transportation is provided to all location within the Uintah Basin and also provides services to areas outside of the Basin. Days of operation are Sunday through Saturday 24 hours a day.

SUPPORT SERVICES RELIANT ON TRANSPORTATION

RISE INC.

Rise Inc. was founded in 1971 as a registered 501(c)(3) nonprofit organization. Rise provides support to individuals with disabilities. Moreover, Rise seeks to provide assistance to individuals with mental disabilities, deaf and hard of hearing imparities, and students in transition programs. Transportation to support these individuals is given and is part of the mission statement of the organization.

ACTIVE RE-ENTRY INDEPENDENT LIVING PROGRAMS

Active Re-Entry is a private non-profit agency, which assists persons with disabilities to lead a self-sufficient and productive lives in their own communities. Services are provided throughout eastern Utah, encompassing all of the Uintah Basin. Transportation services within the Uintah Basin serve the Older Blind Support Group and the Active Re-Entry Independent Living Center. To be eligible for this service, clients must be disabled.

TRI COUNTY HEALTH DEPARTMENT

Tri County Health department has been in operation since 1978. Since its inception, it has served Duchesne, Daggett, and Uintah counties. The department has a mission of improving the quality of life by "health promotion techniques". One such program that provided transportation to individuals is the Radiation Vacation Van Also Known as the Wellness Wagon. This program has since been discontinued as of 2015.

DIALYSIS CENTERS (UINTAH BASIN MEDICAL CENTER)

Dialysis is a lifesaving treatment for individuals in different states of kidney failure. Two primary locations are located within the Uintah Basin in Roosevelt and Vernal cities. Individuals are transported to treatments multiple times a week. Treatments are paid for through different government programs which helps alleviate the cost to families as the treatments are very expensive.

NORTHEASTERN COUNSELING CENTER

Northeastern Counseling Center was established in July 1997 through an Interlocal agreement among the Daggett, Duchesne, and Uintah County. The agency was formerly known as Uintah Basin Counseling and has been providing mental health and substance abuse services to the citizens of Northeastern Utah since the mid-eighties.

SPLIT MOUNTAIN YOUTH CENTER

Split Mountain Youth center is a corrections facility that deals with troubled youth. They offer full time teachers and counselors to help currently enrolled students learn and gain a higher chance to succeed in life. Many students are able to be transported to and from their facilities by using different transportations services.

VOCATIONAL REHAB

Is a service provided to those who have a mental or physical impairment whom are willing and able to work that need assistance in gaining employment. The service helps train and provide opportunities to such individuals who have been injured or born with a difficulty. The training and help received from VOC Rehab allows an indivual to receive opportunities to meaningful employment and keep such employment.

MEDICAL SERVICES

The Uintah Basin is home to many medical service providers across a variety of clinics in Roosevelt, Ft. Duchesne, and Vernal to two large medical centers. The Uintah Basin Medical Center and Ashley Valley Regional Medical Center provide professional and modern medical services to a large rural area and population. They are able to handle a large base of clients and provide many people with lifesaving treatment and services.

TERRA ACADEMY

The Terra Academy is a Private Charter School located in Vernal. It lies directly on the fixed service route of the BTA. It provides an alternate location for education for the youth. They provide an emphasis in earth sciences.

STAKEHOLDER AND PUBLIC INVOLVEMENT

GOVERNING BOARD

Reflecting the project team's support for coordination, the project Governing Board committee represents a wide range of individuals from all segments of the transit dependent population and from the agencies that serve them. The Governing Board committee consists of one or more representatives from the following groups:

- Basin Transit Association
- Uintah Transportation Special Service District
- Duchesne County Special Service District
- Duchesne County Commission
- Uintah County Commission
- Duchesne County Economic Development/Chamber of Commerce
- Mayors of Participating Cities
 - Ballard City
 - Duchesne City
 - Myton City
 - Naples City
 - Roosevelt City
 - Vernal City

Each of these agencies is working towards the same goal of providing improved transportation for their clients. To this end, they recognize the need to coordinate with one another to address local transportation needs. This plan will spell out the steps required to ensure effective coordination.

STAKEHOLDER COMMITTEE

To guide the planning process and insure the implementation and cooperation of the different services provided in the Uintah Basin, the project team has created a stakeholder committee. The purpose of the stakeholder committee is to engage local service providers in the planning process and to generate support for the plan's recommendations. Both transportation providers and non-transportation services are able to participate in the stakeholder committees.

As required in the regions coordinated plan efforts, public outreach to the targeted population was completed. Therefore, surveys, public forums, and stakeholder meetings in the major population centers in different public settings were organized in order to best understand the public's concern and needs for transportation efforts in the Uintah Basin region.

PARTICIPATING TRANSPORTATION AGENCIES:

- Uintah Basin Association of Governments
- Uintah Basin Association of Governments Aging Services
- Ute Indian Tribe
- Uintah County Golden Age Center
 - Uintah County Other

- Duchesne County Senior Center
 - Duchesne County Other
- Daggett County Senior Center
 - Daggett County Other
- Vernal City Cab
- C&B Taxi
- Wikins Bus Line

PARTICIPATING AGENCIES WITH CLIENTS USING TRANSPORTATION SERVICES

- Dialysis Center
- The Villa
- Parkside Manor
- Split Mountain Youth Center
- Family Support Center
- Northeastern Counseling Center
- Active Re-entry
- Voc Rehab
- Tri County Health
- Uintah Basin Medical Center
- Ashley Valley Regional Medical Center

TITLE VI

Title VI of the Civil Rights Act prohibits discrimination on the basis of color, race and national origin in activities funded with federal assistance, including activities funded through Federal Transit Administration grants. Through this plan UBAOG staff actively included the Ute Indian Tribe and the Hispanic population. Surveys were handed out BTA buses, as well as known areas with higher density populations of minority populations. Findings included the following:

- Transportation was needed and / or utilized due to multiple reasons.
 - The most common reason was due to financial relief or necessity.
 - The second most common reason was due to a lack of personal vehicles.
 - The second most common reason was due to a lack of driver's licenses.
- The most common purposes for using public transportation were for work, shopping, and leisure.

GAPS IN SERVICE

GEOGRAPHIC GAPS

The Uintah Basin Region, comprises 8,427 miles or 10 percent of the State of Utah. Combined, the population density of the region is approximately 4.8 persons per square mile. By comparison, Salt Lake County, the most populated county within the State, has a population density of approximately 1,387 persons per square mile. See Table 2 below for population density per county.

Table 2. Uintah Basin Population Density per Square Mile

County	Population Density per Square Mile
Daggett County	1.3
Duchesne County	6.1
Uintah County	7.9
Region Average	5.1
Salt Lake County	1597.2

<https://www.census.gov/quickfacts/fact/table/UT,uintahcountyutah,daggettcountyutah,duchesnecountyutah,US/PST045222>

The rural nature of the Uintah Basin presents accessibility issues for seniors, persons with disabilities and low-income individuals. In addition, the dispersed nature makes fixed route transit difficult for most areas and increases the cost for agencies to provide transportation services. The BTA's fixed route service provides service along US 40 from Vernal to Duchesne, however, several communities exist outside of their current service area. Gaps that relate to geography include:

- **Lack of service to communities outside of the BTA service area:** Several communities within the region are located outside of the BTA service area (Altamont, Neola, Fruitland, Manila, Naples, Ioka, Cedar View, Hanna, Talmage, etc..), leaving many without access to basic quality of life needs. As a result, individuals are dependent on family members and friends to meet their mobility needs.
- **Lack of service to the Wasatch Front and back:** Access to the Wasatch Front, for medical and personal needs is extremely limited to Greyhound's intercity bus service. While this service provides a meaningful connection to the national bus network, and to the Wasatch Front, it is often times not the best option for those needing to connect to medical facilities, shopping and other quality of life needs.

SERVICE GAPS

Service gaps include the amount of service which is provided; however, this is typically due to limitations in agency funding. Service is limited in terms of the following service types:

- **Paratransit service beyond BTA's ¼ mile requirement:** The BTA is required, by law, to provide ADA complementary paratransit services for those who are unable to utilize the accessible fixed route services. However, this service is only required within a ¼ mile distance from either side of the route(s). While this is an invaluable service to those living within this zone, it leaves a large segment of the regional population without access to the BTA services. The BTA has experienced a recent increase in demand for these services, but are not able to meet the needs of many.
- **No non-emergency medical services:** Preventative medical care is critical to the health of all of us. A lack of transportation access creates a barrier to treatment and screening, impacting the health of many within the region.
- **Rural seniors in remote areas need more transportation for a variety of needs:** Seniors that live in outlying areas are forced to ask for help from their friends, family members, and acquaintances. Of those that participated in the public discussions, over 50% needed transportation for personal grocery shopping. The senior centers in the region will need further financial assistance for vehicles and staff in order to provide services to these regions.
- **Limited employment related services:** The two largest industries in the Uintah Basin are health care and mineral extraction- both of which have a variety of off-peak hour needs. The BTA and Ute Services only provide service Monday through Friday from 5am to 7pm, leaving a service gap for a number of employees. While privately run taxi services operate on Saturday and Sundays, they are not feasibly accessible financially, especially for the targeted populations outlined above.
- **Lack of coordination:** The Uintah Basin region has several organizations that provide transportation to the region with little to no coordination. Many of the providers do not understand what other transportation providers in the region do and which areas they cover. Many of these transportation providers overlap the same geographic areas and serve the same demographic population. A higher degree of coordination would enable individual organizations focus more on their mission (rather than transportation), reduce operating costs, share vehicles and most importantly, improve mobility across the region.
- **Lack of fixed route understanding:** While the BTA has been in service for several years, many seniors and persons with disabilities lack of understanding of how to utilize the service. The BTA and the UBAOG believe that many more would ride if they had more knowledge and possessed the confidence to utilize the service. A travel training program would target organizations that serve these individuals and provide training on how to utilize the service.

MOBILITY STRATEGIES

The goals and strategies are outlined below. The goals underscore the primary purpose of working to ensure that every individual in the Uintah Basin Region has the transportation services they need to be self-sufficient and to live independently.

1. Continued coordination of Mobility Council in the region to work towards building capacity.
2. Implementation of a **one-call transit center** which would be designed to enable riders and human service agencies to arrange transit services in a more streamlined approach. The one-call center concept is a fundamental tool for achieving coordination goals.
3. Implement a **multi-agency travel training program** to enable riders to have greater transportation autonomy while also working to move funding for more expensive paratransit services to less costly fixed-route alternatives.
4. Work with the council to identify **employment access solutions for low-income individuals** including fixed-route transit service, programs supporting carpools, community vehicles and other types of transit services.
5. Build support **and identify funding for transit services that connect regional communities** and helps to eliminate gaps in service. An example would be to connect senior center shuttles from rural communities such as Altamont, Neola, Fruitland, etc... to the BTA services.
6. Build support and identify funding to **expand fixed route services** that increase frequency, routes and hours of operation.
7. **Expand community outreach** to increase awareness of existing services, the existing service gaps and opportunities identified above.

2023 – 2028 PROJECTED PROJECTS

1. Continued collaboration between counties or region-wide coordinating councils to prioritize and assist in implementing the strategies listed above.
2. Establish a call-center test-pilot program focused on increasing services in Duchesne County.
 - a. Identify and purchase appropriate communications equipment for the pilot program.
3. Create and establish a travel training program –
 - a. Establish a BTA on-board program to assist new riders
 - b. Establish an outreach program to agencies throughout the region

APPENDIX A: TITLE VI OUTREACH

Where do you live?								
<i>Ballard</i>	<i>Duchesne</i>	<i>Ft Duchesne</i>	<i>Myton</i>	<i>Naples</i>	<i>Roosevelt</i>	<i>Tridell</i>	<i>Maeser</i>	<i>Vernal</i>
4	1	4	5	0	17	0	1	23
<i>Lapoint</i>	<i>Boneta</i>	<i>Tabiona</i>	<i>Hanna</i>	<i>Bluebell</i>	<i>Altamont</i>	<i>Mtn. Home</i>	<i>Altonah</i>	<i>Upalco</i>
4								
<i>Talmage</i>	<i>Randlett</i>	<i>Neola</i>	<i>Utahn</i>	<i>Montwell</i>	<i>Bridgeland</i>	<i>Bennett</i>	<i>Farmington</i>	<i>Fruitland</i>
		1						
What is your preferred language?								
<i>English</i>	<i>Spanish</i>	<i>Sign Language</i>	<i>NA</i>					
57	3							
What is your age?								
<i>17</i>	<i>18-25</i>	<i>26-35</i>	<i>36-45</i>	<i>46-55</i>	<i>56-65</i>	<i>66+</i>		
5	9	12	11	11	10	2		
Do you have any disabilities?								
<i>No</i>	<i>Yes</i>	<i>NA</i>						
6	54							
What is your preferred mode of transportation?								
<i>Pub Tran</i>	<i>Taxi</i>	<i>Senior Service</i>	<i>POV</i>	<i>Other</i>				
28	4	0	35	3				
What prevents you from traveling throughout the region?								
<i>Finances</i>	<i>No POV</i>	<i>No License</i>	<i>No Public Trans</i>	<i>NA</i>				
22	20	19	1	14				
How often do you utilize public transit?								
<i>Daily</i>	<i>Sev Wkly</i>	<i>Weekly</i>	<i>Sev Monthly</i>	<i>Monthly</i>	<i>None</i>			
15	12	5	12	15	1			
What is your main purpose for transportation?								
<i>Work</i>	<i>Education</i>	<i>Medical</i>	<i>Leisure</i>	<i>Shopping</i>	<i>Other</i>			
33	11	9	6	9	14			
What is your ethnicity								
<i>Caucasian</i>	<i>Hispanic Latino</i>	<i>Non Hispanic Latino</i>	<i>Native American</i>	<i>Other Multi Race</i>	<i>Indian & Black</i>	<i>Indian & White</i>	<i>Black & White</i>	
36	7	1	11	2	1	1	1	

other 1



1. Where do you live?

- | | | | | |
|------------------------------|----------|--------------|--------|---------|
| Ballard | Duchesne | Ft. Duchesne | Myton | Naples |
| Roosevelt | Tridell | Maeser | Vernal | Lapoint |
| Other (please specify) _____ | | | | |

2. What is your preferred language?

3. What is your age?

- | | | |
|------------------|---------------|---------------|
| 66 years or more | 56 – 65 years | 41 – 55 years |
| 25 – 40 years | 21 – 24 years | 13 – 20 years |

4. Are you disabled?

- Yes No

5. What is your preferred method of transportation?

- A. Public Transportation B. Taxi C. Aging Bus D. Personal Vehicle
- E. Other/please specify _____

6. What prevents you from traveling to destinations in the region?

- A. Finances B. No access to vehicle C. No driver’s license
- D. No Public Transportation in my area E. Not Applicable

7. How often do you use public transportation?

- Daily Several times a week Weekly
- Several times a month Monthly None

8. What is your main purpose for transportation needs in the region?

- A. Work B. Education C. Medical Treatment D. Leisure
- E. Shopping F. Other please specify _____

9. What is your Ethnicity? (Optional)



1. ¿Dónde vives?

Ballard Duchesne Ft. Duchesne Myton Naples
Roosevelt Tridell Maeser Vernal Lapoint
otro (Por favor especifica) _____

2. ¿Cuál es tu idioma preferido?

3. ¿Cuál es tu edad?

66 años o más 56 - 65 años 41 - 55 años
25 - 40 años 21 - 24 años 13 - 20 años

4. ¿Estás deshabilitado? Si no

5. ¿Cuál es su método de transporte preferido?

A. Transporte público B. Taxi C. Autobús de envejecimiento D. Vehículo personal
E. Otro / especifique _____

6. ¿Qué le impide viajar a destinos en la región?

A. Finanzas B. No tiene acceso al vehículo C. No tiene licencia de conducir
D. No hay transporte público en mi área E. No Aplicable

7. ¿Con qué frecuencia usas el transporte público?

Diario Varias veces a la semana Semanalmente Varias veces al mes

8. ¿Cuál es su propósito principal para las necesidades de transporte en la región?

A. Trabajo B. Educación C. Tratamiento médico D. Ocio
E. Ir de compras F. Otro por favor especifique _____

9. ¿Cuál es su origen étnico (opcional)

APPENDIX B: CAPITAL IMPROVEMENTS

Applicant Priority	Entity	Project Description	Estimated Total Cost	FTA Grant	Year: 2023-2028
1	Basin Transit Association (UBAOG)	New Buses	\$650,000.00	5311/5339	2025
2	Basin Transit Association (UBAOG)	New Buses	\$700,000.00	5311/5339	2027
3	Basin Transit Association (UBAOG)	New Paratransit Vans	\$300,000.00	5311/5339	2024
4	Basin Transit Association (UBAOG)	New Paratransit Vans	\$350,000.00	5311/5339	2027
1	Duchesne County AAA (UBAOG)	New Buses	\$150,000.00	5310	2026
2	Duchesne County AAA (UBAOG)	Demand Response Van	\$100,000.00	5310	2024
3	Duchesne County AAA (UBAOG)	Demand Response Van	\$120,000.00	5310	2027
1	Uintah Golden Age Center	New Bus	\$150,000.00	5310	2025
2	Uintah Golden Age Center	Demand Response Van	\$100,000.00	5310	2025
1	Ute Transit	New Buses	\$150,000.00	5311	2025
2	Ute Transit	New Buses	\$160,000.00	5311	2028
3	Ute Transit	New Paratransit Vans	\$100,000.00	5311	2025
1	North Eastern Counseling	New Bus	\$150,000.00	5310	2023-2024
1	RISE	New Bus	\$150,000.00	5310	2024-2025