

APPENDIX N

ENVIRONMENTAL JUSTICE MEETING SUMMARIES

Anti-Hunger Action Committee

The Anti-Hunger Action Committee requested a meeting with representatives from UTA to talk about several issues. The Transit Authority was represented by General Manager, John English, Board Chair, Orrin Colby, and Press spokespersons, Andrea Packer and Justin Jones. Wasatch Front Regional Council staff member Sam Klemm also attended. Committee comments to the UTA representatives are noted below:

The Committee's concerns were enunciated by dozens of speakers who focused on several topics. First and foremost among their concerns were UTA fare increases that seem to be outpacing inflation. A review of UTA's costs noted that UTA administrative costs were up 104% in 4 years while bus operational costs were up 17% and service hours were up 9%. Fares are slated to increase to \$1.75 per ride in June 2006. In addition, a 25 cent surcharge per ride is to be added to holders of monthly passes. The members of the Committee found the last item to be particularly offensive to low income individuals. This would mean an extra \$1.00 per day, for example, to a pass holder who rode the bus four times per day. This belief was strongly held by Committee representatives from the disabled community, seniors, students, and low income advocates. It was noted, by way of comparison, that bus fares in Riverside, California are lower.

There is no Sunday bus service in the Avenues which then traps people in their homes.

Transportation is an essential element of rehabilitation for people coming out of prison because they need the ability to travel to employment. The fare increases will inhibit that ability.

An hour between buses on many routes is a problem, especially if a rider misses a connection. Heavily traveled routes should have greater frequencies and connections should be ensured by better planning.

More express buses to Ogden and Provo are needed during the middle of the day.

The Community Action Program suggested additional reduced fares for the poor. They suggested that UTA partner with other social service agencies to make this happen.

There are many stops without benches. It becomes very tiring for disabled people and seniors to stand for up to an hour while waiting for a bus.

There are no restrooms at TRAX stops which can make for an uncomfortable wait.

Medical monthly pass holders are routinely embarrassed by bus drivers.

Garbage cans are needed on the ramps for the disabled at the TRAX stations.

Additional bus service is needed to Grantsville where Walmart has built a large distribution center.

High fares for Flex Trans hurts those least able to pay. There are very few times when there is more than one person on a Flex Trans trip. Better scheduling and ride sharing would reduce costs.



A zone system in which passengers with longer trips would pay more would be equitable and help meet the cost of operating the bus system.

Disability Law Center

The August 4th Meeting at the Disability Law Center (DLC) was for UDOT and the MPO's to discuss the report of the DLC outreach efforts from their Listen and Learn tour of Utah. The purpose of the report was to determine the unmet needs of people with disabilities. One of the top three issues identified were transportation needs, especially severe in the rural areas.

Meeting attendees were:

Lowell Elmer, Director, Dixie Metropolitan Planning Organization

Sam Klemm, Public Affairs, WFRC

Nan Kuhn with the Mountainland Metropolitan Planning Organization was invited but was not in attendance

Helen Peters, United We Ride Research Analyst, UDOT

Sherry Repscher, Civil Rights Department ADA Compliance Officer, UTA

Leslie Schaar, Attorney, Disability Law Center

Sandy Weinrauch, Public Involvement Planner, UDOT

Ms. Schaar talked about the Listen and Learn tour, answered questions and then each person took a turn talking about their efforts regarding transportation services for those who are transportation-disadvantaged, especially in rural areas of Utah. Additionally, Ms. Schaar reminded everyone that the Listen and Learn assessment was based upon individual perceptions and not always based in fact. Mr. Klemm presented transit ideas from the Wasatch Choices 2040 vision of the future.

Ms. Repscher provided information about existing UTA services as well as addressed some of the concerns related to service in Tooele County and other rural areas. Ms. Weinrauch requested the name of a planning contact from UTA regarding UTA visioning of long range unmet needs.

Helen Peters provided an overview of the United We Ride effort taking place in Utah as the result of a Presidential Order signed in February of this year. This effort highlights the critical need to better identify and coordinate public and private transportation funding and service delivery for vulnerable populations statewide, as highlighted in the Disability Law Center survey. Ms. Peters also invited Ms. Schaar to become a member of the United We Ride Coordinating Committee.

Mr. Klemm informed everyone of a Transportation Summit that will be held during the first week in October that will be hosted by Lt. Governor Gary Herbert. He offered to obtain more information about the Summit and suggested that collectively we ask that consideration be given to talking about transportation coordination for those who are transportation-disadvantaged. Ms. Schaar will be following-up with the Lt. Governor's office to identify any opportunities for input.

Ms. Repscher mentioned that Florida has a good coordination system that attendees might be interested in learning more about. Ms. Peters mentioned Dan Dalton and Project Action and the Maryland effort as another point of information and resources. Ms. Schaar indicated she would research to see if there are any model programs dealing with individuals with disabilities and transportation coordination. Ms. Weinrauch agreed to work with the research department at UDOT to secure information on transportation coordination for transportation-disadvantaged.

Mr. Elmer mentioned that Beth Cottam; Director Human Services, Division for Five County Association of Governments, is working on providing better transportation options for Native Americans who work in the St. George area but live in rural Utah. Both have been talking about



applying to UDOT for a 5311 bus [a side comment]. He mentioned that they both are very active in finding a solution to the problem and have involved others in the St. George area to help them in their efforts.

Ms. Weinrauch requested permission to utilize the DLC report possibly as reference in UDOT's Long Range Plan and Ms. Schaar indicated she would find out how to secure permission.

Family Connection Center

At the monthly staff meeting of the FCC (Family Connection Center) which is the administrator for many of the housing for the homeless programs in the urban area, Kevin Fayles of Envision Utah and Sam Klemm from the Wasatch Front Regional Council made a presentation on the Wasatch Choices 2040 program. They then asked for FCC staff member input on their perceived needs for transportation in the future. Their comments are as follows:

1. The food bank in Layton at 875 East Highway 193 does not have a bus stop. It was originally placed there because there was a bus route that stopped there but the bus route was later cancelled. Many of the clients of the food bank do not have cars. Mr. Klemm stated that he would forward that comment on to UTA.
2. Bus routes need to be more user friendly with routes into the Freeport Center, especially.
3. More east / west bus routes are needed in the Salt Lake Valley, in northwestern Davis County and in Weber County.
4. There needs to be a bus route by the Division of Workforce Services office in Woods Cross.
5. TRAX is needed in South Davis County. At this juncture, there was considerable discussion regarding the recently completed bus rapid transit study. The FCC staff members were also happy with the prospect of expanded TRAX service in Salt Lake County.
6. More affordable housing is desperately needed. Housing density around TRAX, commuter rail and bus stops was then discussed as an element of affordability for low income residents.

Copies of the handwritten notes for this summary and the staff sign-in sheet are attached to this document.

Indian Walk-In Center

Representatives from the Wasatch Front Regional Council, Mountainland Association of Governments, Utah Department of Transportation, and Utah Transit Authority met with representatives of the local American Indian community at the Indian Walk-In Center. Participants from the Indian Walk-In Center were: Board members Dory Peters, Chairman; Mario Platero, Secretary-Treasurer; Sharon Austin; Thad Baldwin and Eric Swenson; Indian Walk-In staff members Dena Ned, Executive Director; Anna Cutler, Executive Assistant and Thomas Burke, Development Director. Other interested members of the public included Evan Kemen, Robert Rendon and Wendy Phillips.

Following a brief presentation on the current Long Range Transportation Plan by the Sam Klemm, Wasatch Front Regional Council, those present discussed the transportation needs within the Native American Community. Sam also asked whether there existing plans for more TRAX lines should be



scrapped to provide more funding for additional buses. UTA is planning TRAX lines for West Valley by 2010 (dates are approximate), Valley Fair Mall in 2012, and the airport in 2015.

Concerns, questions, and comments:

- ♦ Do not sacrifice the TRAX lines for additional buses
- ♦ More east / west bus service is needed
- ♦ Need to focus on the West Side of the Salt Lake Valley
- ♦ Need express buses to current TRAX stations
- ♦ Need bike friendly roads
- ♦ Would like to see more money spent on TRAX by adding additional lines and feeder lines into the main line

Statewide issues, concerns, questions, and comments:

- ♦ Rural bus service is needed
 - State has rural vehicle program
- ♦ UDOT Representative, Sandy Weinrauch, asked how to get in touch with the various statewide rural tribes and was told to contact the Paiute Tribe in order to be on the agenda for the Utah Tribal Leaders meeting.

Salt Lake Chapter of the NAACP

After a brief introduction concerning the current Long Range Transportation Plan and the Wasatch Choices 2040 Project, Kevin Fayles of Envision Utah and Sam Klemm of the Wasatch Front Regional Council discussed transportation planning with the Members of the Board of Directors of the Salt Lake Chapter of the NAACP. Their comments were as follows:

The Members were curious how the Wasatch Choices 2040 program worked and what process was used to invite people to participate in the workshops. It was then explained that the city mayors were approached and asked for support in calling upon their citizens to attend the workshops. In addition, Envision Utah had a mailing list of about 8,000 concerned citizens who were sent invitations.

The Members also felt that UTA does not listen to its own advisory committees and that the placements of bus lines were too far apart. In particular, they felt there should be more of a concentration of bus service in the dense, apartment heavy area between 2700 South and 3900 South and 300 West and Redwood Road. Discussion of this item also centered on UTA's ability to do more than it is presently doing.

Keeping buses to their schedules was a major concern. Many individuals in the meeting had been late for work or other appointments because of buses being behind schedule. Also, the hours of operation need to be extended to allow for employees who work non-traditional hours, especially late into the evening.

The Eco Pass program was lauded and the Members of the Board supported its extension to large private employers and the high schools. In this regard, the issuance of a tax credit to employers and apartment building owners who subsidize the Eco Pass program was suggested.

Also, tax credits for living in multi-family housing was mentioned along with the extension of tax credits to developers who make transit an integral part of their projects.



The Members were specifically asked if they would like to see the sacrifice of one or more rail projects to free up more money for buses. Their response was no, stick to the Long Range Plan and build the rail projects as outlined.

The Members mentioned Salt Lake County Aging Services and requested that transit plans be coordinated with them, particularly with the placement of projects for housing the elderly.

Education of the public as to the importance of transit and the use of car pool lanes was mentioned several times. Specifically, it was felt that the discussion of the matter with school age youth would help introduce the concept of non-traditional methods of transportation into the rising generation. For the general population, radio and TV spots in the form of public service announcements was mentioned.

Centro de la Familia

Representatives from the Wasatch Front Regional Council, the Mountainland Association of Governments, the Utah Department of Transportation and the Utah Transit Authority met with representatives of the Hispanic Community at the Centro de la Familia. Participants from the Hispanic community were, Rebecca Chavez-Houck, Albina Salinas, and Carlos Ariles. Mr. Ariles is also a newspaper reporter for the local Spanish language newspaper, Mundo Hispano.

Following a brief presentation on the current Long Range Transportation Plan by the Wasatch Front Regional Council representative, Sam Klemm, the participants discussed perceived transportation needs from within the Hispanic Community. Their concerns were as follows:

1. Mr. Ariles suggested separate roads or rights-of-way for buses and cars. He noted that that solution worked for trains and could be instituted for buses. He felt that grade separations and other methods of dividing the traffic would not be too expensive and suggested Seattle as a model.
2. Mr. Ariles also felt that closer cooperation between the private and public sectors in the construction and maintenance of transportation facilities could result in better service for the public. Specifically, private companies could absorb the debt costs, as they have in Texas, in return for a guaranteed revenue stream from future tolls and other sources.
3. Mr. Ariles suggested additional outreach to the Hispanic Community through Spanish language surveys at bus stops, advertisements in Spanish, interviews and articles in Spanish language newspapers and Spanish speaking contacts at UDOT, UTA, WFRC and Mountainland.
4. Lastly, Mr. Ariles was concerned about the lack of bus connections to train stations and other hubs. He noted this was a problem for his children in Layton since they did not have access to a car.
5. Ms. Chavez-Houck said the lack of rural public transit is a major problem for their members. Specifically, the Centro de la Familia has centers in Gunnison and Moroni where they attempt to help out their members with basic services such as transportation to medical appointments, grocery shopping and other basic needs.
6. Ms. Chavez-Houck also commented on the need for extended hours for the buses along the Wasatch Front because their members often work jobs with non-standard hours and have difficulty getting home after a late evening shift.



7. Ms. Salinas added her thoughts to the issue of extended hours for transit service stating that the frequency of bus service was also an issue with some routes having an hour or more between buses.

8. Ms. Salinas also felt that there was a lack of East-West bus service along the 4700 South corridor on the west side of the Salt Lake Valley.

Salt Lake County Area Authority on Aging

Utah Transit Authority Representative, Jeanetta Williams, and Wasatch Front Regional Council Representative, Sam Klemm, met with the Advisory Council for the Salt Lake County Area Authority on Aging to discuss their concerns regarding transportation. After a brief introduction regarding the purpose of metropolitan planning organizations and the current Regional Transportation Plan, Mr. Klemm and Ms. Williams took questions and comments from the members of the Advisory Board. Their concerns are noted as follows:

- Future TRAX extensions should not be sacrificed to purchase additional buses. Rather, the current plan with its TRAX extensions should be completed. The seniors, especially those in wheelchairs, like TRAX.
- Buses are necessary, and more of them are needed, especially those that connect with TRAX.
- It was noted that all buses have wheelchair lifts now. Nevertheless, riding a wheelchair lift is a scary proposition, especially for those using a walker. That is why the TRAX extensions are preferred.
- In developing transit routes, Regional Council and UTA planners should get a demographic map showing the concentrations of seniors and plan accordingly.
- Bus route planning should ensure that all senior centers, assisted living centers and other areas seniors frequent have bus stops.
- Some form of intermediate service for the disabled between the regular bus service and Flex Trans needs to be considered.
- More east / west highways and bus routes are desperately needed. State Road 201 is fine for the motorists on the northern end of the west side. However, it needs to be widened beyond the current project to at least 5600 West. Other east / west arterial streets farther south need to be widened as well.

A list of the Advisory Board members in attendance is as follows:

Laura Briggs, Dick Flygare, Mary Green, Rae Miller, Ken Jones, Dave Mulder, Sallie Richardson and Dot Richeda. Staff present included: Anna Dresel, Sheldon Elman, Deb Scott and Arlene Zortman

Utah State Advisory Committee on Aging Transportation Subcommittee

On the above noted date, Mick Crandall of the Utah Transit Authority and Sam Klemm of the Wasatch Front Regional Council made a presentation on transportation planning and the forthcoming update of the Regional Transportation Plan to the Transportation Subcommittee of the Utah State Advisory Committee on Aging. After a brief introduction of the topic, Mr. Klemm invited



the members of the subcommittee to share their concerns regarding transportation planning relative the senior population. Their comments were as follows:

1. More frequent bus service is needed. Intervals of 15 minutes between buses should be the maximum.
2. Sunday transit service is needed.
3. Mini-buses with routes to doctor's offices and shopping centers would be helpful.
4. UTA should experiment with route deviation should there be a request to divert to a senior center one day a week, for example.
5. Making parking difficult to find and expensive would incentivize the use of transit.
6. Land use plans should be transit friendly with emphasis on walkability. Thus, the transit system will grow more quickly and be available to all citizens including seniors.
7. Walkable access to bus stops, especially in the form of sidewalks along busy streets, would be helpful.
8. The interconnectivity of the bus routes and TRAX and commuter rail is paramount.
6. In order to make driving more accessible to seniors, it would be helpful if traffic engineers would follow the suggested guidelines to accommodate older drivers from the Federal Highway Administration. It was agreed that Mr. Klemm would forward a copy of the recommendations to the members of the technical committees of the Regional Council.
7. Whenever an upgrade to an existing intersection, road, sign, etc. is made, the guidelines mentioned in the previous item should be followed.
8. The members emphasized that by the year 2050, one out of four drivers will be over age 65 making the above items of critical concern in long range transportation planning.
9. The Advisory Council is conducting a survey, with the assistance of the Utah Department of Human Services on transportation needs among the elderly. It will be complete in May 2006. At our request, they agreed to forward a copy of the results to WFRC and UTA.

Utah Association of Community Services

Regional Council staff member Sam Klemm, Envision Utah Representative Kevin Fayles and UTA representative Mick Crandall met with the Utah Association of Community Services which is comprised of senior members of various non-profit human service organizations.

- More transportation options for rural Utahns is needed.
- Blanding needs a bus that is wheelchair accessible going around the city;
- The policy of suspending a person due to "points" and the application of the rules creates many problems. UACS members were not aware of the CAP committee.
- If a person has a seizure and is not ready to be picked-up, then he gets "points." More flexibility is needed to not unfairly penalize someone.
- UTA deals well with physical disability issues, but not as well with cognitive ones.



- More access to wheelchair accessible buses is needed.
- Update the 'park and ride' in Tooele City.
- There is an inadequate 'park and ride' in Stansbury and Lakepoint.
- The commuter rail must have wheelchair accessibility.
- Many people cannot access the para-transit. They either do not qualify due to behavioral / medial issues or their wheelchair does not fit.
- Would it be possible for the state / UTA to supply more vans, which will be staffed by the local agencies, to transport people with disabilities?
- Increase the frequency of bus routes.
- Increase the frequency of light rail for swing and graveyard shift workers.
- Is there a way to increase the time the "walk" light is on at crosswalks so a slow moving person with a disability can get through the entire intersection before the light changes to "don't walk" and / or red?
- Walkways need to be wide enough for a person in a wheelchair.
- Can we expand the system that takes people from their homes to their agency?

