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# **APPENDIX H**

## **WASATCH FRONT URBAN AREA LONG RANGE TRANSPORTATION PLAN UPDATE**

**2004-2030**

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# **SPECIAL INTEREST AND MINORITY GROUPS DISCUSSION NOTES August 2003**

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**Utah Issues  
801-521-2035  
330 West 500 South  
William Crim, Executive Director  
June 5, 2000**

## **PURPOSE:**

Utah Issues is a resource agency and advocacy group that helps with a variety of issues, mostly those that impact low income persons. Utah Issues is a non-profit, private organization that monitors policy issues on both the state and local levels. Staff helps provide a safety net for low income persons. The resource agency helps qualified persons secure better housing, healthcare and welfare assistance.

## **ISSUES OR CONCERNS:**

Approximately 10 percent of all local welfare recipients have jobs (get the number with cars). Daily travel routine includes home, day care provider and work. Transportation, or rather the lack of, is in the top three barriers to work. Many low income people will not benefit from road improvements but would benefit from improved transit service. There is a definite need for better public transportation, which would include Sunday service, more frequent buses and better east-west coverage. Public assisted housing is scattered throughout the Salt Lake Valley. Most Section 8 assistance is allocated in multi-family complexes and some cities have more of this type of housing available than others. However, approximately 65 percent of all welfare recipients don't live in public housing. They are not required to do so and many opt to use public assistance to help with the rental of single family housing. As with most low income groups, welfare recipients are concerned with access to (1) jobs and schools, (2) medical services, especially for the aged, and (3) to social services agencies. UTA transit is proving only part of the answer to these needs. More public transit would certainly benefit this particular group of people who have fewer options than those that can afford cars. The Salt Lake County of Government's plan for the homeless provides a even distribution of this need throughout the County. However, many of the services for the homeless, such as the food kitchen, shelter, thrift store and counseling services are located in downtown Salt Lake City. The concentration of these services is the primary cause for the concentration of the homeless in this area. The businesses near Pioneer Park have felt the impact of the entire region's problem. More low income and homeless assistance is needed and that assistance should be more dispersed in other communities to reduce the impacts and burden placed on a small, concentrated area. Perhaps preference could be given to hiring low income people for highway construction projects or transit line extensions. This would help reduce the need to provide public assistance to many people who are willing to work but can't find good paying jobs.

## **September 2003**

### **Interviewed: Heather Tritten**

Heather Tritten was interviewed and she stated that their main concern continued to be the bus service on the west side of the city. Frequency and Sunday service seem to be deficient. For lower income riders, getting to work is one of the biggest barriers. Many of their clients work on weekends, and particularly on Sunday. The bus service available on Sunday is not sufficient.

Another concern was the rising fares for Flextrans. Those that are on a fixed income and lower

income that are disabled depend on this service, but cannot afford the rising fares. This service is very important for those that depend on it for doctor appointments and for their only means of transportation. I made Miss Tritten aware of the monthly meetings and open houses in October 2003. When asked if they were on our mailing list she remembered receiving some correspondence from WFRC.

**OTHER GROUPS:**

Crossroads Urban Center  
Utah Food Bank  
Jedi Women

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**Indian Walk-In Center, Inc**  
**801-486-4877**  
**120 West 1300 South**  
**Dena Ned, Executive Director**  
**June 8, 2000**

**PURPOSE:**

Primary referral center for Native Americans. Services include primary health care referrals, rent assistance, food pantry, social services, alcohol rehabilitation, and some employment placement. Most patrons are Native Americans, with other races also welcomed. Most persons are low income and have very limited means to meet basic needs. The Walk-In Center is a safety net that attempts to provide for those needs without which homelessness, and all its negative consequences, would be the only alternative.

**ISSUES OR CONCERNS:**

Transportation for low income individuals remains a problem. This is especially true for individuals or families seeking employment. Most employment opportunities are in the service industry, but such jobs cause a double dilemma for people. The first concern is that public transportation service is often inadequate for these type of jobs. There is limited weekend service and no after hour service. The second quandary is that low paying job seldom meet the housing and food needs of these workers, let alone the opportunity to afford a car payment, insurance, maintenance and gasoline costs. There needs to be a better connection with actual job locations. Perhaps major employers could provide a van or utilize UTA's Rideshare program for the benefit of their employees. The light rail transit system has helped, but it seems to serve mostly commuters from the outlying areas to locations Downtown. A commuter rail system would probably not directly benefit the Walk-In Center's current clientele as most live within the boundaries of Salt Lake City, with some individuals located in Salt Lake County. Many Native Americans are obliged to walk or ride bicycles. Few own cars. What is needed is more extensive and frequent bus service throughout Salt Lake County and possibly Utah and Weber Counties. A number of clients have reliable transportation as they band together and share rides. If one person in the neighborhood or apartment complex has a car, that individual is often called upon to take other people to their place of employment or shopping. The number of services available in the Downtown area is limited. This may be changing as more mixed-use is promoted for those living in close proximity to the Central Business District, but these welcomed additions are still some time in the future. There are no cases of discrimination in the area of transportation. The current system meets the majority of the region's needs. Again, there should be expanded UTA bus service to employment centers, especially during the weekend and after hours. This augmented service would help many Native Americans.

**August 2003****Interviewed: Dena Ned**

Dena Ned is fairly new to this position. She stated she is just learning the job, however she is aware of some areas of concern from the clients. She stated that the fares for TRAX and buses were too high. A great number of the clients work in the service industry. She stated that working evenings, holidays, and weekends are a problem because of the lack of access to the bus service. Especially holidays because businesses in the service industry remain open. I made Miss Brown aware of the council meetings and open houses. I asked if they were receiving correspondence from WFRC and she stated she thought she has seen WFRC's letterhead, I stated I would check and make sure they were on the mailing list.

**OTHER GROUPS:**

Alcoholics Anonymous

The Indian Alcoholism Counseling and Recovery House Program

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**Crossroads Urban Center**

**801-364-7765**

**347 South 400 East**

**Glenn Bailey, Executive Director**

**June 27, 2000**

**PURPOSE:**

The Crossroads Urban Center is a non-profit, grassroots organization which assists and organizes low income, disabled and minority Utahns to meet their basic survival needs and to address essential issues affecting the quality of their lives. The organization provides an emergency food pantry, holiday food give-away, clothing, shoes, baby formula, diaper, dishes, linens, blankets, crisis counseling and employment referrals. The Crossroads Urban Center is involved in community organizing and advocacy.

**ISSUES OR CONCERNS:**

Approximately 40,000 people are currently receiving assistance from the Crossroads Urban Center. These persons receive a three day supply of food, bus tokens, gasoline vouchers, help with prescription drugs, and other emergency needs. Concerns for low income people revolve around the area's public transportation system. There is a definite need to expand service, especially during weekends and after hours. This would help provide increased opportunities for employment. There have been a number of changes in federal welfare laws, low wage jobs and cost of housing that have combined to cause more people to "fall between the cracks." Some block grant funding is available, but not enough to meet a growing need. Transportation Oriented Developments would be very beneficial, but only if the housing proved to be affordable. Another important issue is child daycare. A single working parent spends a great deal of time on public transportation traveling from home to the daycare center, to work and back to the daycare center, and finally home. As much as four hours each day can be taken up in travel time, with a very early departure time and late evening return. The day-to-day logistics can be staggering. There is a definite need to better accommodate the disabled population. Better facility planning is needed. Flextrans is a good program, but the bus needs to show up on time and the service needs to run more often. Public transportation must be made more convenient. Some inner-city neighborhoods, especially those that have some affordable housing, are just too far away from needed services, such as grocery stores, schools, etc. A jitney service, providing more frequent service on a fixed route, might be part of the solution. As the cost of living continues to climb, it is anticipated that more and more people will need the services provided by the Crossroads Urban Center. The most pressing need is to provide food for those in

need, as often the rent is paid and there is little or no money left over for food. The next most pressing need is for affordable housing. Transportation concerns are a distant third for most of the Center's clients.

### **August 2003**

#### **Interviewed: Glenn Bailey**

Mr. Bailey was adamant with the issues of concern at their organization. He stated that the rise in bus/TRAX fares has really impacted their clients. A majority of the clients are low income, disabled, or unemployed and already have a hard time coming up with the fare, and with the increase it is difficult to come up with the extra amount. He wanted to know if there could be more programs implemented to offer lower fares for these clients. When their clients have no other means of transportation and they cannot afford the fares they are more than likely to lose or quit their employment. He also stated there is a growing concern with the lack of bus/TRAX service with those that have odd work schedules and work in the service industry. It is a challenge to find transportation to work during holidays, weekends, and late night hours. This has continually been an issue and he hopes that the schedules will be improved to accommodate these riders. The other concern was the bus and TRAX service needs to be more "user-friendly." It was mentioned that it is difficult for those that are not English speaking to use the system. He suggested printing schedules in Spanish and adding Spanish on signs would be appropriate. I made Mr. Bailey aware of the monthly council meetings and open houses. I asked if he was on the mailing list and he wasn't sure, however I stated I would check and make sure he was added.

#### **OTHER GROUPS:**

Utah Food Bank

St. Vincent de Paul Center

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#### **La Alianza Latina**

**Room 126, Salt Lake City & County Building**

**Angel Gonzalez**

**June 26, 2000**

#### **PURPOSE:**

The Latin Alliance represents immigrants from 17 Central and South American countries. This represents approximately 150,000 Utahns. The Alliance works closely with various local Mexican groups. However, the "Latinos" from Central and South America represent different races and cultures than those found in Mexico. Recent immigrants to Utah rely on assistance from this organization to help assimilate into American society. The goal of La Alianza Latina is to promote a "melting pot" ideal for those persons recently arrived from Central and South America that wish to live in Utah. Assistance consists of legal counsel, housing, voter registration, friendship, education, recreation, employment, etc.

#### **ISSUES OR CONCERNS:**

Most of the people are first generation immigrants that have some command of the language. However, some additional barriers exist. Difficulties exist not so much because of race, but culture. Bus service is inadequate, especially when compared to the types of systems that most of these people are used to enjoying. Bus systems in Central and South America service a majority of the population and enjoy very high patronage. Service area and bus frequency is something these people have come to expect and are disappointed that such is not provided here. This may be the result of lower population densities found in the United States with a good deal of the population located in suburban locations. UTA's service area and frequency is not at all comparable with that found in

Central and South America. TRAX is great advantage but, again, the service is limited. The feeling among the group is that Salt Lake Valley must first experience a much greater density of population, similar to major South American metropolitan areas, before a viable public transportation system has any hope of operating effectively. Many former Central and South Americans realize that they need an automobile to get around, especially for better jobs. Perhaps the idea of “micro buses” should be explored. These are smaller buses that travel shorter, inner-urban routes, providing more frequent service. The concept of a “collection” is also worth looking into. Unlike taxis, collections are privately owned cars or vans that pick-up any number of people and take them to a common destination or general area. The first person usually dictate what the destination is, with others along the way deciding if this location is within walking or traveling distance of their desired stop. This concept works very well in South American metropolitan areas. There is also the need for better taxi service. Most new comers to the United States must have both parents working to support their families. Education is usually not a problem, but limited transportation can be a disadvantage.

**OTHER GROUPS:**

Hispanic Association of Utah

Utah Coalition of La Raza

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**Utah Coalition of La Raza**

**801-972-1888**

**855 West California Avenue**

**Jorge Arce-Larreta, Chair (No Executive Director)**

**August 2003**

**PURPOSE:**

The Utah Coalition of La Raza functions as a voice for the Latino community. Membership is drawn from a variety of Latino groups that are interested in promoting economic and social opportunities.

**ISSUES OR CONCERNS:**

UTA has changed a number of bus routes that now force people to use TRAX. Several important bus routes were eliminated. This seems to have resulted in the loss of service for elderly and minority populations. It is proving to be very inconvenient as transfers are made that were previously unnecessary. Single heads of households and others are obliged to travel downtown for a transfer to travel south. There’s a need for better UTA service and greater convenience, especially for those that are public transportation reliant. Low income persons paid for the extension of Denver’s light rail transit system into the affluent suburbs. There’s a need for an extension of the light rail transit system to the Salt Lake westside. Stops need to be placed in commercial locations. There is also a need for transportation oriented development near transit stops. This higher density housing or mixed use would increase convenience and ridership. Interstate 15 is a physical barrier between the east and west sides of Salt Lake City. The railroad tracks are also a barrier between the economic “haves” and “have nots.” The elderly population will continue to grow and the demand for services will increase as aging “baby boomers” begin to retire. Minority populations are also increasing locally, as are single-parent households. There are a lot of issues associated with such. For example, 400 South has too much traffic and the signal lights are too fast for elderly persons to cross the street safely. There is a lack of basic services, such as drug stores, grocery stores, schools, near downtown and central city neighborhoods. Many of these people rely on public transportation to take them to the suburbs to do routine shopping. The low income and elderly populations are particularly affected. This situation begs for more mixed-use development in Salt Lake City and surrounding communities. There needs to be more UTA Flextrans service, especially since “baby boomers” are shortly to become a large elderly population. UTA might consider setting routes for

local church services if Sunday operation is in their future. Do not make the mistake that Denver, Colorado made with its light rail transit system. The low income population paid for extension to affluent suburbs. TRAX was built to serve the area commuters and not the needs of low income populations. This is an open case of discrimination and was a very hot local topic. The same thing might happen here with Midvale vs. Murray or downtown Salt Lake City vs. Sandy. UTA light rail should be extended to the westside and LRT stops should be sited in commercial locations, such as the 16<sup>th</sup> Street Mall in Denver. Look at population composition and income levels along with growth. UTA signage and routing needs improvement. There needs to be better outreach to special interest and minority groups.

**OTHER GROUPS:**

Horizonte Instruction and Training Center

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**NAACP**

**801-250-5088**

**280 South 400 West, Suite 250**

**Janetta Williams, President**

**August 10, 2000**

**PURPOSE:**

The National Alliance for the Advancement of Colored People promotes social, economic and educational opportunities for all persons of color. One of the principal goals of the NAACP is the promotion of racial tolerance throughout the United States. National membership numbers in the hundreds of thousands with Utah's total membership fluctuating between 500 and 600 people. The Utah Chapter has been active in a number of local issues, but does not enjoy the high profile status of the national organization because of the comparatively low number of African Americans living in the state.

**ISSUES OR CONCERNS:**

Within the last several years, the social and economic conditions of most African Americans has improved significantly. That doesn't mean that additional improvement isn't needed, but many colored people are now enjoying a much better standard of living than 20 or even 10 years ago. Unfortunately, there still exist through our nation, including Utah, a strong dislike and even hatred for colored people. Discrimination has been outlawed by the federal government, but it continues in a variety of fashions today. There have been no reported cases involving highway or transit discrimination, but that may be because inequality in transportation may not be readily recognized or it may be of lesser concern than other types of discrimination. The African American population along the Wasatch Front is no longer located in "pockets" of poverty. Some people remain in a low income status, and job availability, even for those qualified, continues to be a problem. Housing opportunities here in Utah offer enough selection to allow for a more dispersed population of colored people. This wasn't true several decades ago. Eastern communities, especially larger metropolitan areas, continue to concentrate colored populations in high rise "project" type developments located in unattractive, low income neighborhoods. There continues to be a good deal of discrimination in our judicial system, and law enforcement continues to target colored people for detainment and arrest. Public transit continues to be an important means of transportation, especially for low income populations. There are much more developed systems throughout the country, but UTA does a good job for the limited funding it receives. Light rail transit has proven to be very successful and UTA has plans to expand the system into West Valley City, West Jordan, and Draper. Much of the west side of Salt Lake City continues to rely on bus transit, but the redistribution of routes should help improve service to this area. UTA has hired a consultant to educate, not advocate, the purpose

behind the 1/4 cent sales tax proposal. Those individuals who would greatly benefit from additional transit service should get out and vote. There is a need for commuter rail also, but expanded bus service, especially during the weekends and after hours, will help those who are transit reliant.

**OTHER GROUPS:**

Various UTA Community Relations committees

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**Utah State Department of Community and Economic Development**

**324 South State Street, 5<sup>th</sup> Floor**

**Moon Ji - Asian Affairs Office 801-538-8883**

**Tony Yapias - Hispanic Affairs Office 801-538-8634**

**Bonnie Dew - Black Affairs Office 801-538-8691**

**William Afeaki - Polynesian Affairs Office 801-538-8691**

**Forest Cuch - Indian Affairs Office 801-538-8808**

**June 19, 2000**

**PURPOSE:**

The Utah State Department of Community and Economic Development has on staff representatives from major ethnic groups who act as liaisons between their respective minority communities and the Office of the Governor. These appointed individuals provide important input to issues or concerns that directly affect their represented groups. Concerns and issues are brought to their attention and addressed in a variety of different methods including new legislation or changes to existing laws.

**ISSUES OR CONCERNS:**

Many minorities are transit reliant, but the current level of bus service has proven inadequate. For example, weekend service and after hour operation is nonexistent. Many of these people are trying to hold down two or even three jobs, many in the service sector, and bus service is inadequate for their needs. Child daycare needs for single parents often require a very time consuming commute which involves a morning trip, with necessary transfers, to the daycare center, then a bus route, with transfers, to work. This process is repeated in the evening. Information is available from UTA, but many people do not know how to access such. Often family members who live in Utah outside of the Salt Lake Valley cannot visit their relatives because there is not a UTA or Greyhound bus connection. We live in a car dependent society and those without a personal vehicle are at a serious disadvantage, especially when it comes to employment and living choices. Bicycles are becoming increasingly more and more popular. Portland, Oregon, is an excellent example of a city that has paid attention to this growing means of transportation. Salt Lake City would benefit from following their bicycle route design standards, especially signage. Portland also enjoys an extensive transit system that is clean and well maintained. Their system is well developed and heavily patronized. Bike racks are located on all their vehicles, including light rail cars. Language and cultural barriers continue to contribute to prejudice and discrimination. The majority population needs to develop greater tolerance as minority populations are the fastest growing segment of Utah's racial makeup. The proposal for making English the official language of Utah is discriminatory and a bad idea. The WFRC's "Communique" publication should be printed in both English and Spanish. English is a barrier for first generation immigrants, but second generation children learn both their native tongue and English. Important information needs to be presented in several different languages.

**OTHER GROUPS:**

Governor's Commission For Women And Families

Governor's Council For People With Disabilities

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**Disabled Rights Action Committee**  
**801-685-8214**  
**3565 South West Temple, Suite 16**  
**Barbara Toomer, Executive Secretary**  
**Ted Loosli, Chairman**  
**Doris King, Board Member**  
**August 31, 2000**

**PURPOSE:**

The Disabled Rights Action Committee (DRAC) is primarily concerned with Americans with Disabilities Act compliance. The DRAC is an advocacy group that works with local communities to make the environment more friendly and safe for persons with disabilities. The organization also assists with finding housing for qualified persons. Means of physically improving individual private dwelling environments are also offered. Barbara Toomer serves on an advisory committee for UTA.

**ISSUES OR CONCERNS:**

Approximately 2 to 3 percent of Utah's population, or 40,000 persons, are physically or mentally disabled. This average holds true for the balance of the nation. This population has special needs and requirements, many of which are being met by Americans with Disabilities Act (ADA) regulations. Unfortunately, ADA improvements are built as part of new construction and many old facilities, which are not required to retrofit, are not compliant. The number one concern is access to public transportation. As with some older buildings, not all UTA buses are equipped with wheelchair lifts. However, UTA has a goal of providing lifts on all their vehicles by the year 2001. As older buses are retired from the fleet, they are being replaced with those that are ADA compliant. There is a need for more bus routes for better coverage and extended operating hours on the weekend and during the evening. Perhaps smaller buses for more extended or less frequented routes is the answer. DRAC advocates that disabled populations become more "main line" transit users and not to rely on paratransit service. For those who continue to use para transit service, there is a need for better coordination between Salt Lake, Davis, and Weber Counties as transferring is difficult and the current system is not fully integrated. There are not enough curb cuts at bus stops and maintenance is poor. Some of these areas have drainage problems or broken asphalt which causes wheelchairs to become stuck. Uneven pavement or asphalt separation at these locations, along with high crowns on some roads can cause chairs to be high centered and unable to move without assistance. The "kiddie corner" curb cuts are unpopular and should be discontinued. Designers should eliminate the 2 inch lip and use ADA standards in constructing these facilities. Many bus shelters are not ADA compliant and the light rail access ramps are not protected from the weather. There is not enough time allowed at signalized intersections for the disabled and elderly to cross the street safely. Pedestrian crossing buttons are located too high on the signal poles. The entrance to pedestrian bridges need to be better maintained.

**August 2003**

**Interviewed: Barbara Toomer**

The organization is concerned with the policies/rules and regulations pertaining to paratransit provided by Utah Transit Authority (UTA). It was stated that polices regarding a weight limit of 600 pounds (wheel chair and person) and certain dimensions length have never been enforced. It was brought to their attention that these policies are now being enforced and it leaves many of their clients unqualified to use the paratransit service. The other issue was concerning the paratransit service from Davis County to Salt Lake County. The complaint is that the paratransit service from Davis County to the mainline service in Salt Lake County is deficient. The buses don't arrive on time and clients are missing the connecting bus. It was mentioned that there have been improvements in the area of signalized intersections, however there is need for improvement in design and maintenance of bus stops and curbs. Clients in wheel chairs continue to have a difficult

time maneuvering. I made Miss Toomer aware of the council meetings and open houses. I asked if they were on WFRC's mailing list and she denied receiving any correspondence from WFRC. I stated that I would put the organization on the mailing list.

**OTHER GROUPS:**

Utah Independent Living Center

Governor's Committee on Employment For People With Disabilities

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**Utah State Division of Aging and Adult Services**

**801-538-3910**

**120 North 200 West, Room 325**

**Sally Brown, Program Coordinator**

**September 19, 2000**

**PURPOSE:**

The Utah State Division of Aging and Adult Services was created as Utah's State Unit on Aging in accordance with the Older Americans Act. The Division's Aging Services Program is responsible for the provision of services needed by the elderly which include congregate and home-delivered meals, information and referral, volunteer opportunities, transportation to medical appointment, shopping and other errands, plus a variety of in-home services including homemaker, personal care, home health services, and adult daycare. The Division contracts directly with area agencies - county and regions - to provide direct door-to-door services.

**ISSUES OR CONCERNS:**

The elderly, defined as those persons over the age of 65 years, can be found in two other specialized populations - low-income and the disabled. Approximately 8.6 percent of Utah's population is over 65. The primary issue with the elderly is limited mobility. Many need "curb to curb" type services because of safety and ambulatory concerns. UTA's Flextrans helps, but service is limited and the demand is high. Patrons must call ahead and the wait can prove inconvenient, especially if a medical appointment is the destination. Additional trips include visits to senior centers, grocery shopping, church services and activities, entertainment and a number of different types of errands. UTA has a liability issue with providing certain types of curb-to-curb service. Salt Lake County Aging Service transportation is only available on a limited basis and only five days a week. Rural demand for elderly services is much higher than that found in urban areas. UTA does not provide service in many rural areas, and although it is impossible to fund a complete service system, UTA can do a few things to improve the situation. Specific elderly neighborhoods, or even elderly housing complexes, such as Phillips Plaza (located at 660 South 300 East) need to be targeted by mass transit providers. There needs to be better public transportation service to area hospitals, shopping centers, and medical clinics. Taxi service is able to pick-up some of the demand, and Ute Cab is under contract with Salt Lake County to help meet their calls, but more needs to be done. The demand for these types of services will continue to increase with the "greying of America." The "baby boomers" are reaching retirement age. Many seniors who are still capable of driving are intimidated by the growing congestion and road rage. They usually drive slower than the average person, inviting criticism from younger, faster drivers who share the road. Only 1 to 2 percent of the local elderly population move to the warmer climates of St. George or Arizona. Many elect to stay close to what they consider "home" even if their children have moved away. Sometime between 2010-2020, the number of senior citizens in Utah will out number elementary school age children. Longevity continues to increase and most seniors are living longer, healthier lives. The suburbs are not friendly to seniors and higher density housing is needed, with specially built PUD's for "empty nesters."

**August 2003**

**Interviewed: Sally Brown**

Sally Brown is fairly new as the organizations Program Director. However, she is aware of some issues that need to be addressed. It was mentioned that it continues to be a problem that Flextrans is in high demand with limited service. She also stated that their clients cannot receive assistance with their grocery bags. Many times the clients are taken to grocery store to buy food but the driver's are not able to get out of the bus and give them assistance. Curb-to-curb assistance is also a problem. Another area of concern is when clients are taken to a doctor appointment, it difficult for them to determine how long the appointment will take. This becomes a problem if the ride is waiting for the client and the client is still in the appointment. This counts as a missed appointment with Flextrans and too many missed appointments results in losing Flextrans privileges. I made Miss Brown aware of the council meetings and open houses. I asked if they were on WFRC's mailing list and she denied receiving any correspondence from WFRC. I stated that I would put the organization on the mailing list.

**OTHER GROUPS:**

Salt Lake County Aging Services - Senior Transportation