

Environmental Justice Visits and Needs Assessment for the Transportation Disadvantaged for the 2015-2040 Regional Transportation Plan

Individual visits were made to numerous environmental justice organizations as noted below in preparation for the 2015-2040 RTP update. At most of these meetings, WFRC staff members presented the 2011-2040 RTP and inquired as to the transportation needs of their respective members. Most groups had multiple comments which were documented and shared with the WFRC planning staff and are recorded separately. The individual meeting summaries are included below the listing of the meetings by date.

1. Salt Lake Community Action Program Board Meeting—January 20, 2012
2. Coalition de La Raza Board—February 20, 2012
3. Salt Lake Community Action Program Housing Staff—February 23, 2012
4. Disability Rights Action Coalition—March 6, 2012
5. Weber County Coordinating Committee—May 16, 2012
6. Regional Coordinating Council (for the transportation disadvantaged)—April 4, 2012
7. Disability Law Center Staff—April 11, 2012
8. Jordan Meadows Community Council (Rose Park Area)—April 11, 2012
9. Salt Lake City Association of Community Councils—June 7, 2012
10. Ogden-Weber Community Action Program—July 2, 2012
11. Senior Citizen Concerns/Willowood Senior Housing—July 12, 2012
12. Davis County Coalition Against Domestic Violence—July 7, 2012
13. Weber Area Association of Human Service Organizations—August 7, 2012
14. Survey of Mobility Needs for Transportation Disadvantaged with 900 respondents—August 23, 2012
15. League of Women Voters—November 12, 2012
16. NAACP Utah State Board of Directors—November 20, 2012
17. Utah Indian Housing Council—January 28, 2013
18. Salt Lake Area Authority on Aging—February 7, 2013
19. Indian Walk-in Center—March 25, 2013
20. Utahns for Better Transportation—August 28, 2013
21. Salt Lake County Diversity Dinner—October 17, 2013
22. NAACP Annual Awards Dinner—October 25, 2013
23. Native American Summit—July 30-31, 2014

24. Salt Lake County Diversity Dinner—October 23, 2014
25. NAACP Annual Awards Dinner—October 24, 2014
26. Utahns for Better Transportation—February 5, 2015
27. Utah Transit Riders Union—March 24, 2015

Environmental Justice and Transportation Needs Assessment Visit With the Salt Lake Community Action Program Board and Housing Staff Members January 2012 And February 23, 2012

On the dates noted above, Regional Council staff member Sam Klemm presented the Wasatch Choice for 2040 Vision for growth and development and the 2040 RTP and received comment thereto from the Salt Lake Community Action Board and staff. At the second meeting, Jim Wood, the Wasatch Choice 2040 Consortium Housing Team Leader was present. The notes and comments below are primarily from the second meeting.

1. According to Sharon Abegland of the Community Action Program (CAP) housing staff, the primary reasons for housing problems in a recent study were, first; loss of income (job), second; credit problems, and third; single parenthood.
2. Mobile homes are the largest source of unsubsidized low income housing. The Salt Lake CAP is running English as a second language classes in five mobile home parks in West Valley City.
3. Mobile home park owners are forcing people out over small maintenance issues so they can take over the trailers and rent them out.
4. The landlord/tenant mediation program is run by the courts. It helps keep renters out of court. It is funded by the social services block grant program.
5. Enforcement of good landlord laws is lax.
6. State laws on housing are superseding local ordinances and are having the effect of denying potential renters because of criminal background checks who may otherwise qualify for protected class status.
7. There are no state laws regarding a written rental agreement. The renter always loses when this happens.
8. State law allows 15 day no-cause evictions. These evictions always show up on records of people who have been evicted.

9. Landlords have been accepting applications and the associated fees without having a vacancy.
10. There are “lots of no-pet” places.
11. Landlords using a “rent score” are looking at refugee status, whether the renter wants to use a Section 8 voucher and the credit score. This generally disadvantages low income individuals.
12. Apartment owners are requiring three times income over rent which is very difficult for low income individuals.
13. The Utah Fit Premises Act passed in 2010 and the Unlawful Detainer Act passed in 2008 are helpful, but need to be enforced.
14. Landlords are using a bait and switch approach by showing a clean unit and then delivering “a crummy one.”
15. The landlords usually have very good attorneys and the tenants have none. So, the tenants are at a decided disadvantage. As such, the attorneys usually advise their clients not to mediate any disputes.
16. Under Utah State law, if a landlord wins an eviction case, there are automatically treble damages.

Environmental Justice and Transportation Needs Assessment Visit With the Board Members of the Coalition de La Raza February 20, 2012

Regional Council staff member Sam Klemm visited the Board meeting of the Coalition de La Raza in Salt Lake City on the date noted above. Mr. Klemm presented the Wasatch Choice for 2040 Vision for growth and development, the associated transportation plans and invited comment. The Board members comments are as noted below.

1. Even with the recession, condo prices are staying up. They are not affordable. We definitely need more affordable housing that is also convenient to transit.
2. We need true transit oriented developments (TOD) that have shopping as well as transit accessible housing.
3. Affordable housing is a problem. For that reason, they are seeing a dispersal of the Latino community away from Salt Lake City out to the suburbs such as Magna, Taylorsville and Midvale.

4. Their members live mostly on the west side of the Salt Lake Valley primarily because that is where the inexpensive housing is. There should be an effort to refurbish some of the more run down areas and housing units.
5. Bus service through the Glendale and Poplar Grove areas is not too bad.
6. More opportunities for shopping are needed in the low income areas of the west side of Salt Lake City. The new Walmart and Target stores have helped.
7. There needs to be an effort to beautify the west side to make it a more attractive place to live. The TRAX station at 1300 South is nice.
8. There is still a lot of poverty. Sixty to eighty percent of the student body members in west side schools are minorities.
9. The large growth in the Latino population in the mid-south regions of the Salt Lake Valley is a problem because the transit lines are geared mostly toward getting people downtown. Going somewhere else is a problem. Going from Glendale to Rose Park, for example, requires a connection in downtown Salt Lake City.
10. We need the idea of walkable communities to catch on in other areas beside Salt Lake City.
11. East/west bus travel is a problem.

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**Environmental Justice and Transportation Needs
Assessment Visit With the Weber County Homeless
Coordinating Committee
May 16, 2012**

1. Wasatch Choice for 2040 Coalition Members Dr. Jim Wood and Sam Klemm made a brief presentation on the Wasatch Choice for 2040 Vision and the Housing Study being done under the HUD grant.

2. Comments and responses from the members of the Coordinating Committee are as noted below:
3. The housing of felons is problematic. The good landlord programs in three or four cities make it very difficult to house persons with felonies on their criminal records.
4. Pulling out of the good landlord program cost the Weber County Housing Authority a ten-fold increase in the cost of their city business license.
5. The Housing Authority had a two to three year waiting period for Section 8 vouchers and/or vacancies in Authority owned properties. They have now closed their waiting list.
6. There is some resistance to re-zoning for higher density housing and low income housing in outlying cities.

Environmental Justice and Transportation Needs Assessment Visit to the Salt Lake City Association of Community Councils June 7, 2012

On the date noted above, Kevin Fayles of Envision Utah and Sam Klemm representing WFRC presented the Wasatch Choice 2040 Vision and the current Regional Transportation Plan (RTP) to the Salt Lake City Association of Community Councils. The Association is comprised of the chairpersons of the respective community councils within the City. Their comments are as noted below:

1. The Council members thought the 2040 Vision was a good idea and were generally supportive.
2. "The background bus service is poor."
3. East/west bus service, in particular, is a problem.
4. The cuts in bus service to provide money for TRAX have been particularly hurtful.
5. Bus service along Foothill Boulevard is poor.
6. "If people have to walk three blocks to take the bus and then wait a half hour until it comes by, then they will drive."
7. There were questions about the schedule for the Sugar House Streetcar project and, in general, a feeling of support.
8. Notably, there were no comments on TRAX or vehicular traffic.

Environmental Justice and Transportation Needs Assessment Visit With the Ogden-Weber Community Action Program

July 2, 2012

On the date noted above, Sam Klemm and Ali Oliver from the Wasatch Front Regional Council and James Wood from the University of Utah presented the Wasatch Choice for 2040 Vision, the Mobility Management Program for the transportation disadvantaged and the HUD sponsored housing analysis to the members of the Ogden-Weber Community Action Program Board. Those members were then asked for comments, especially with regard to the needs of their clients for low income housing and transportation. Their responses are as noted below:

Comments and Responses

1. "Just because you are close to a UTA stop does not mean you can afford to use it. Are there plans to decrease costs?"
2. "Good, affordable housing is not available to people that have been evicted or cannot pass a credit check."
3. The Weber County Housing Authority is not currently taking applications because of the existing backlog.
4. Forty percent of the city (Ogden) is Latino.
5. "Are we looking at the seniors? There is a big need for senior housing. Seventy-five percent of that community is low income."
6. The deterioration of the community is terrible. The houses are not being kept up. There are empty storefronts, etc.
7. Renters who do not know what their rights are is a common problem and the landlords will not tell them what those rights are.
8. People over age 50 are having a very difficult time finding employment. Competition for work from younger people is critical for people over 50.
9. "How are we measuring households, especially where more than one family lives in a house?"
10. "The food pantry is seeing a lot of families with eight to ten people in a household."
11. The good landlord program in place in Ogden City has been very hard on renters. It precludes people with even small problems.
12. "There are lots and lots of homes that are vacant and are deteriorating the neighborhoods."
13. "Every home has more than one family in it (in certain neighborhoods)."
14. The landlords are not keeping up their rentals which leads to a deterioration of the neighborhood.
15. Ogden has a reputation for a high crime rate. The police have helped to clean it up somewhat.
16. Of the children in the Headstart Program, seventy percent are Latino.
17. The deterioration of neighborhoods has spread east to Harrison Boulevard.
18. We need to offer solutions for deteriorating neighborhoods.

19. The requirement to fill out the Mobility Management Survey is intimidating for some clients. It would be good to provide a hard copy to hand out.
20. Seniors are having trouble getting the para-transit and bus schedules to match up.
21. The high school dropout rate for Latinos is 50%. How do we encourage them to stay in school?
22. The gang problem on 25th Street is still there.
23. Transportation to Salt Lake City is a problem for the disabled because they need to travel there for medical appointments with specialists.

Environmental Justice and Transportation Needs Assessment Visit With the Residents of the Willowwood Senior Apartments, Sandy Utah July 12, 2012

Number of participants: approximately 12

In general, the group was eager to talk about the transportation needs and the barriers they face in fulfilling their transportation needs. Many of the people do not drive. Costs of transportation often cut into the food budgets of the individuals.

BUS

“The bus does not come at a specific schedule.” There is a general perception that one must call UTA in order to be picked up by the bus. Prior to April 2011, there was a 700 East bus that ran approximately every 60 minutes. This enabled people to go to Fashion Place Mall. The bus was eliminated in April 2011. One woman had moved to this complex because it was, at the time, served by bus. She used to ride the bus 3 times per week, and now “feels like a prisoner in her own home.”

The existing bus is a flex route which feeds into the nearest Trax Station at 9000 South. In order to get to the South Towne Mall, it requires 2 bus transfers after the initial bus.

One woman now borrows a bike in order to go to Walgreens to fill her prescriptions. The group offered the solution that Smith’s and other stores will deliver prescriptions free of charge.

The cost of the Flex Route Service and the Fixed Rate Service was identified as a strain on some people’s fixed budgets. Also, in order to receive the UTA Senior discount, one must be 65.

One woman said that it would be nice if there was extended UTA service on just a couple of days, so that the needs could be met.

SENIOR SERVICES

Salt Lake County Senior Transportation

The service is provided to seniors for medical trip purposes. The suggested donation of \$2 per trip was identified as a struggle for some. This requires a week's notice for scheduling, which was sometimes not possible. One woman also brought up concern that the SLCO service is traveling all the way from Salt Lake, which is a long distance to travel in order to provide the trips.

Salt Lake County Aging Grocery Shuttle

Taking a taxi to Walmart costs \$25 per trip, so the service is very valuable to the ladies. The service is provided every Monday.

The cost of the suggested donation of the Salt Lake County Aging Services Monday grocery transportation was identified as a strain for one woman, who felt that if she did not pay, the viability of the service may be in jeopardy. The group consoled her that if she cannot pay, it is only a suggested donation.

One woman expressed frustration at the inability to buy too many groceries. The group informed her that the man will make 2 trips to accommodate the differing shopping times and amount of items purchased.

One woman expressed a problem with the size of the vans and the ability to use a mobility aid, like a walker, with the service. Others in the group said that the driver will help her exit and enter the vehicle. The woman said that she had previously had an issue exiting the vehicle and that she would prefer a lift on the vehicle.

ENVIRONMENTAL BARRIERS

Roads surrounding the complex are major arterials. Although the bus stop for the Flex Route is fairly close (it is located across the street), there is no sidewalk. Crossing both 700 East and 9000 South is difficult due to the width of the roads and the pedestrian crossing signal times.

The Post Office was identified as another major walking destination for the complex residents.

There is a walking group within the complex, although the route is too long a distance for some people to participate.

The group expressed a desire to fill out the Environmental Barriers Assessment when the conditions are more conducive to walking, perhaps in fall.

Environmental Justice and Transportation Needs Assessment Visit With The Salt Lake City Accessibility Services Advisory Council August 28, 2012

Regional Council staff member Sam Klemm visited the Board meeting of the Salt Lake City Accessibility Services Advisory Council in Salt Lake City on the date noted above. Mr. Klemm presented the Wasatch Choice for 2040 Vision for growth and development, the associated transportation plans and invited comment. The Council members comments are as noted below.

1. They generally approve of the Wasatch Choice 2040 Vision as a reasonable approach to dealing with future population and development growth.
2. Housing affordability is their primary problem. There are ADA accessible units available, but they are generally at market rates which are beyond the financial ability of most disabled individuals.
3. The cities must allow for the construction of low income housing units. The cities often balk at allowing the construction of such units.
4. East / West transit is a problem. They often have to go out of their way to access an east/west bus.
5. The loss of bus routes has been difficult for them in general.
6. As transit oriented developments (TODs) are constructed, it is imperative that there be some low income/ADA accessible units incorporated in these developments. One of the individuals cited the Fireclay TOD in Murray as a prime example of a wonderful development with no units set aside for low income individuals.

2012 Wasatch Housing and Environmental Justice Transportation Needs Survey Results November 8, 2012

The 2012 Wasatch Housing and Transportation (WHAT) Survey was distributed throughout the Wasatch Front Regional Council (WFRC) and Mountainlands Association of Governments (MAG) regions. The purpose of the WHAT Survey was to identify the housing and transportation needs of area residents in order to develop regional and county-specific strategies. Over 950 responses were collected during a one month period.

The specific targeted population were seniors, persons with disabilities, persons with low income, and veterans. Approximately 55 percent of the respondents were members of one or more target groups.

TARGET GROUPS

Of those persons who were low income (total 211):

- One-third are searching for employment
- One-quarter of the low income respondents are single parents

Among persons with disabilities who were surveyed (total 145):

- Sixty percent are low income
- One quarter report feeling uncomfortable at work due to their disability
- Forty percent listed their disability as a barrier to getting work or being employed

Among survey respondents who are seniors (total 171):

- Forty-two percent are low income
- Thirty-five percent have a disability

Of those surveyed persons who are or have been affiliated with the military (total 112)

- One-third have a disability

EMPLOYMENT & JOB ACCESS

When asked what reasons make it difficult to get to work or to be employed...

- Thirteen percent of respondents listed 'Finances'
- Twelve percent listed 'Weather & Safety conditions'
- Ten percent listed 'There is no public transit available'

Of the 111 persons who said they are seeking employment

- 77 (69%) are persons with low income
- 33 (29%) are persons with disabilities
- 28 (25%) are Age 60 and Over
- 16 (14%) are or have been affiliated with the military

NON-WORK TRIPS

When asked what reasons prevent trips to non-work places...

- Nineteen percent listed 'There is no public transit available'
- Fifteen percent listed 'Finances'
- Thirteen percent listed 'Weather & Safety conditions'

OTHER

When asked "Do you have a transit stop within walking distance of your home?"...

- Fifty percent said YES
- Forty-four percent said NO

- Six percent said 'I don't know'

When asked "Do you perform regular volunteer work?"...

- Fifty-nine percent of the population answered YES

Environmental Justice and Transportation Needs Assessment Visit With The Board of Directors For The Utah Chapter Of The NAACP November 20, 2012

On the date noted above Sam Klemm from the WFRC staff and Dr. James Wood visited with the NAACP Board of Directors, Utah Chapter. Dr. Wood and Mr. Klemm presented the current RTP, the Wasatch Choice for 2040 Vision, the HUD Grant and the Housing Study within the Grant. The Board members made the following comments and asked questions as noted below.

1. What are the protected classes?
2. Are low income persons a protected class?
3. They do hear about housing discrimination, but only in isolated cases. It is a problem, but is not pervasive.
4. "UTA does a sorry job. They do not concentrate on where the minorities live. They need to be part of their decision making." They seem to be more concerned about their suburban, middle-class clientele on TRAX.
5. "Have there been complaints to HUD (about housing)?"
6. The NAACP does provide a form for those who call with a housing discrimination complaint. The NAACP will do an initial review of discrimination complaints. However, they usually turn the matter over to Utah Legal Services.
7. Complaints to the Utah Anti-Discrimination and Labor Division (UALD) generally go nowhere.
8. "Any decision from them (UALD) takes at least a year."
9. The nearest EEOC office is in Phoenix.

10. They do not know of one instance where the minority complainant involved has actually won a case with UALD. This is not a racial thing, however, as UALD seems to be biased against all employee complaints.

11. The NAACP has been party to lawsuits against cities and one county over restrictive zoning laws that were biased against low income housing and/or ADA needs. All three cases were successfully resolved in favor of the plaintiffs.

12. One of the big problems with discrimination complaints is getting the complainant to follow through with the needed paperwork and showing up at hearings.

13. The NAACP did some 'testing' in financial institutions several years ago where they sent in a person of color to apply for a loan. If the individual was denied or given a high rate of interest, they sent in a Caucasian person with similar qualifications to see if he could get a loan or be given a lower interest rate. They have not done this with housing.

14. The comment was made that there needs to be more "cooperation between UDOT and UTA." The commenter further stated that he had hoped at one time that the Legislature would combine the two agencies.

15. One Board member has a daughter that commutes from West Jordan to the University of Utah most business days. She finds the commute to be fast and efficient with the cars being of "acceptable cleanliness." She also feels safe.

Environmental Justice and Transportation Needs Assessment Visit With the Salt Lake Area Authority on Aging Board February 7, 2013

University of Utah representative Dr. James Wood and WFRC representative Sam Klemm spoke to the above named board on transportation plans and needs, the Wasatch Choice for 2040 Vision and the HUD grant housing needs assessment. The members of the Board offered the following comments:

1. The HUD housing forms are difficult and confusing
2. Does a major disaster in another part of the country affect prices and building materials here?
3. We need more livable, walkable communities where a resident can walk to a local grocery store.
4. There is a lack of homes with a 'universal design'. Homes are not being built that way which means seniors are not able to age in place.

5. Every city should have a complete streets ordinance. We need more bicycle lanes and walking paths.
6. Affordability is a problem with the requirement for first and last month's payment and a security deposit.
7. Personal safety while walking to a transit stop is a problem in some areas.
8. Since the development of TRAX, bus routes have been cut dramatically. This is very bad for people who cannot drive to the TRAX stops.
9. Bus routes should be tailored to low income facilities such as food banks. The commenter noted that she is negotiating with UTA to get a bus stop at a new dental school in South Jordan which will offer free dental care to low income individuals.
10. One individual was 'dazzled' by the number of new housing units being built next to some TRAX stops. The only problem is many of them are too far away to be considered walkable and there is still no shopping available.
11. East / west travel is a problem for transit riders and motorists. Whatever happened to an east / west freeway?
12. Corridor preservation for future roads is important.
13. Small vans circulating around cities that can pick people up and feed them into the larger transit network are needed.

Environmental Justice and Transportation Needs Assessment Visit With the Utah Indian Housing Council January 28, 2013

Dr. Jim Wood of the University of Utah and Sam Klemm from WFRC presented the HUD Grant Housing Study and the Wasatch Choice for 2040 Vision for growth and development to the Utah Indian Housing Council. There were several tribal representatives present along with representatives from HUD, the Utah Division of Indian Affairs, the Utah Housing Division, and the banking community. Their comments are as noted below:

1. Does the Alcohol Recovery Center take in the refugee population? Answer: Yes
2. They are noticing pockets of low income and minority populations coalescing around the state and along the Wasatch Front.
3. Who is reaching out to the developers and lenders to build low income housing?
4. How can we make housing more accessible to transit usage? Most of their clients use transit to get to work. A lengthy discussion followed this comment in which the concept of transit oriented developments within the Wasatch Choice for 2040 Vision was discussed.

5. They receive complaints about discrimination in employment from their members, not so much in housing.
6. Unemployment is a major problem in the Native American Community. It is near 50% in Weber County for example.
7. They have received a number of complaints regarding housing mostly with regard to needing credit and other references.
8. Indian Housing Block Grant money goes to the tribal areas first. So, Native Americans living off the reservation generally have long waits for assistance.

Environmental Justice and Transportation Needs Assessment Visit With the Indian Walk-In Center Executive Board March 25, 2013

On the above noted date, Dr. Jim Wood of the University of Utah's Bureau of Business and Economic Research and Sam Klemm from the Wasatch Front Regional Council staff interviewed the Executive Board of the Indian Walk-In Center regarding housing and transportation needs. The Board members were shown the Wasatch Choice for 2040 Vision, had the HUD Sustainability Grant explained to them and given copies of the current Regional Transportation Plan. They were then asked about their feelings on current and future transportation and housing needs along with their impressions of what their clients have told them. Their comments are as noted below:

1. They are concerned that more highways will equal more traffic which will equal more air pollution.
2. East / West travel for both highways and transit is lacking.
3. The TRAX stop near their office at 1300 South has helped immensely for client access.
4. There needs to be more bicycle lanes.
5. The reversible lanes on 5400 South are incomprehensible. The individual making the comment avoids the road whenever possible.
6. They do not like the fact that UTA will begin charging for parking at certain TRAX stops.
7. 12300 South on the east side of I-15 is poorly signed and difficult to navigate.

8. Parking is needed for TRAX at the University of Utah and downtown so individuals can park their cars and take TRAX to the airport.
9. They have not heard of any incidents regarding housing discrimination from their clients.
10. There was one incident when a mortgage officer would not look at the prospective borrower. He instead negotiated with the individual's wife who happened to be Caucasian. The incident was in southern Utah, not along the Wasatch Front.
11. There are areas in the Salt Lake Valley where there are food deserts in which it is a long walk to a grocery store.
12. The TODs planned along the TRAX lines need to have affordable housing as well.

Environmental Justice and Transportation Needs Assessment Visit Utah Transit Riders Union March 24, 2015

Attendees:

- Deb Henry, Utah Transit Riders Union Board
- Chris Stout, Utah Transit Riders Union President
- G.J. LaBonty, UTA
- Greg Scott, WFRC
- Muriel Xochimitl, WFRC

Meeting Notes:

The group met to discuss concerns from the Utah Transit Riders Union (UTRU). Deb and Chris explained that **UTRU would like to see UTA make improved bus service their number one priority.**

Bus Service

Chris explained that over the past 15 years, bus service had been cut as rail projects were built. G.J. explained that there was indeed a temporary reduction in bus service due to the recession and due to the need to prioritize investments in the commuter and light rail systems. He explained that UTA agrees with UTRU that bus service is a top priority and that the agency has been making strides to increase service.

Greg explained that those efforts to increase bus service are included in the plan more than ever before. He said that the additional service for the existing system is funded at a much higher rate than the previously adopted plan. He said that \$4 billion in bus service improvement are included for things like increased bus frequency and routes, as well as new bus projects like BRT.

G. J. mentioned that the RTP plans for a 70% increase in service over the life of the plan, with 24% of that increase occurring in the first phase. He also mentioned that taking care of the current transit system is a major component of the plan. He said that large capital projects only make up about 17% of the total transit costs in the plan while maintenance (state of good repair) and current and future bus service makes up 45% of the total transit costs in the plan.

Greg provided Deb and Chris with a pie chart to explain this.

Chris emphasized the need for more reliable bus and rail service during late night and weekend hours. He urged UTA to facilitate a transit system that focused on users and created a cohesive network between trains and buses. He encouraged UTA to work toward becoming a world-class transit system.

Revenue Projections

Deb explained that she felt the sales tax revenue projections for transit included in the RTP were too high. She said she would like to see UTA clearly articulate a “Plan B” for how they would fund their priorities should those revenues not materialize. G. J. said he thought Deb’s point in having a ‘back-up’ plan was a valid idea.

Greg explained that the revenue projections were calculated based on agreed-upon assumptions with all transportation partners but recognized that it can be difficult to know for sure what actual future revenues will look like.

Regional Transportation Plan

Deb mentioned several times that she would like the Wasatch Front Regional Council to take an official stance requiring UTA to make bus service their number one priority. Muriel explained that WFRC collaborates closely with UTA on long-range transit planning but cannot require UTA to officially adopt specific policies. She explained that WFRC helps to establish long-range planning priorities in collaboration with UTA, UDOT, cities and counties.

Muriel emphasized that WFRC agrees that improved bus service is important. She encouraged Deb to attend the Council meeting that coming Thursday to speak during the public comment period. She suggested that constructive feedback from UTRU to the Council would be to emphasize the importance of bus service in transit planning.

Muriel reiterated that staff was appreciative of Deb and Chris’ efforts to be active in their community and for helping to represent transit riders. She said that groups like UTRU ensure the public has a voice in the process.

Action Items

- The group agreed to meet again in the coming weeks to discuss the transit components on the plan in more detail.