FY 2016

Human Service Coordination Transportation Plan

SIX COUNTY
ASSOCIATION OF GOVERNMENTS

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Executive Summary

Through local intergovernmental agreements, the Six County Association of Governments (SCAOG) was organized in 1969 to provide services available through state and federal programs to the citizens of Juab, Millard, Piute, Sanpete, Sevier, and Wayne Counties. SCAOG's primary goal is to serve as a multi-purpose organization, which combines resources to effectively provide a broad spectrum of services, including economic and community development, as well as essential human services. SCAOG headquartered in Richfield, provides the following services for all member governments:

- Aging Programs, including Transportation and Senior Center Support
- Planning and Community Development
- Housing Services
- Economic Development
- Community Assistance

The SCAOG Department of Economic Development handles mobility management and planning coordination with human services transportation services. These services are for people who have limited mobility, including people with disabilities, seniors, and people with low income.

Any limitations in this plan is due to lack of planning resources and staff. Given the low population but large geographical area of the region, there is less funding for staff but more space and jurisdictions to contact. Mobility Management is new to the region, and so this plan is meant to take a beginner's approach. The goal is to build on this plan annually in order to be able to implement a more sophisticated approach to mobility management in the future. This particular plan focuses on obtaining transportation funding for existing human service agencies.

The purpose of The Human Service Coordinated Transportation Plan is to determine the mobility needs of the region. This includes identifying who is in need, gaps in human service transportation, and strategies to amend those gaps.

Available Services and Capital

The SCAOG Region is at the center of Utah and has about 6 people per square mile as an average of the six counties it is made up of. It is one of the more sparsely populated regions in Utah.

Interstate 15 and 70 provide much of the transportation links into and out of the area. The central business hub is in Richfield City of Sevier County located off of I-70. It offers several shopping and medical services not found in the other counties. Residents of the area also travel north to the Wasatch Front, particularly the Provo-Orem area for specialized services. This includes medical specialists, shopping, and social events.

Transportation Options

There are both private and non-profit shuttle services in the Six County region. Private services are limited within the region and serve communities along I-15, I-70, and Highway 89. Non-profit services, including senior centers also serve specific areas, but every county has at least one of these types of shuttle services. Even so, the consumers they serve is often limited to senior citizens and people with disabilities. There are not many public service options for people with limited mobility due to low-income.

Privately owned transit operations include bus routes to Salt Lake, and St. George and a local taxi service in Sevier County. Last year Elevated Transit created a route extending from the Salt Lake Greyhound station to Richfield and back. It passes through Provo, Nephi, Moroni, Mount Pleasant, Fairview, Ephraim, Manti, Gunnison, Centerfield, and Salina. Greyhound also provides a service heading south from Richfield to Las Vegas, passing through Cedar City and St. George. American Eagle Taxi, a long-standing service to the area offers rides within Sevier County. The service is accommodating to trips outside of the county.

Several **non-profit service providers** also provide transportation services to people lacking adequate mobility options (this includes people with disabilities, seniors, and people who make a low-income). These providers are: Community Careers & Support Services, Ability 1st Utah, Central Utah Counseling Center, PickMeUp Medical Transport (A private group sponsored by the regional Department of Workforce Services), and Veteran's Affairs.

The local **senior centers** provide transportation for anyone over 65 years of age to medical and shopping appointments. These groups are eligible for 5310 funding and are scattered throughout the region. Since they receive county monies and work more closely with Six County AOG's Division of Senior Services, they are a primary focus in this plan.

Scheduled service routes, such as those offered by the senior centers, are not always available or useful for those needing more mobility options. Some of the interviewed elected officials and staff noted that **neighbors, local churches, and families** offered the bulk of rides for seniors and people with disabilities (especially those for communities with a population less than 1,000).

The following tables are summaries of services offered, service routes, and an inventory of service provider's vehicles.

Table 1: Inventory of Service Provider Vehicles			
Senior Center	Vehicles	Year	Mileage
Pahvant/Fillmore	Ford Van, Used for Meals on Wheels	2003	165,853
	Ford Cutaway, primary vehicle- Chair lift is broken	2003	45,714
	Ford Bus	2008	38,154
Delta	Ford	2003	66139
Nephi	Forrest River Inc.	2009	17,728
	Ford Cutaway E 350	2004	25,054
	Ford Cutaway	2000	32,881
Moroni	Bus- Ford Candidate; old uncomfortable interior, wheelchair accessible	1997	65,000
Sevier County	Bus, SPRM, E302	1997	99,848
	Bus, Eldorado National	2002	71,357
	Bus, Verit, Goshen Coach	2004	55,134
	Bus, STAO, ST2980C	2007	50,001
	Bus, Chevrolet, Impala LT	2008	70,571
	Bus, FRIN	2009	49,387
Manti	Ford, Club Wagon Super; Van	1995	98,000
Gunnison	Ford Cutaway; Goshen- Pacer II Bus	2003	34,226
	Ford 1998; Club Van	1998	122,563
Piute	1 cutaway bus	--	--
Wayne	2 cutaway buses	--	--
Community Transit Service	Vehicles	Year	Mileage
Community Careers	3 cutaway buses	--	--
Ability First	1 cutaway bus	--	--
Central Utah Counseling Center	1 cutaway bus and 1 van	--	--

Table 2: Service Provider's Available Transportation		
Agency Name	**Service Area**	**Local Destinations & Business Hubs**
Senior Citizen Centers		
West Millard Sr. Center	Delta Area	Ephraim Provo Payson Greater Delta Area
Pahvant Sr. Center	Fillmore Scipio (shares services)	Fillmore Provo Richfield
Sevier County Senior Corp. (See below)		Richfield Gunnison Nephi Payson Provo/Orem
• **South Sevier Sr. Center**	Monroe	
• **North Sevier Sr. Center**	Salina	
• **Richfield Sr. Center**	Richfield Glenwood Venice Sigurd	
Piute County Sr. Center	Circleville Kingston Junction Marysvale (Highway 89 Corridor)	Richfield Cedar City St. George Provo
Wayne County Sr. Citizen Center	Loa Lyman Bicknell Torrey Teasdale Hanksville Caineville	Richfield Gunnison Loa Bicknell Provo Price
East Juab Sr. Citizens Center	Nephi Mona Levan Eureka	Payson Spanish Fork
Moroni Sr. Center	Moroni	Provo/Orem Ephraim
Gunnison Sr. Citizens	Gunnison	Fayette Mayfield Gunnison Centerfield Ephraim Richfield
Manti Sr. Center	Manti Sterling	Manti Ephraim

	Ephraim	Gunnison
Other Community Providers		
Community Careers	Sevier, Millard, and Juab Counties	Richfield, Delta, various destinations in service area counties.
Ability First	Sanpete County	Ephraim, various destinations in service area county.
Pick-Me-Up (Sponsored through DWS)	Based in Orem	Will make special visits to Nephi and Richfield. DWS acts as liaison. This is a private for-profit group.
Central Utah Counseling Center	Sevier, Piute, and Sanpete Counties.	Richfield, Junction, Mt. Pleasant.

Private Transportation Services		
Company Name	**Service Area**	**Local Destinations & Business Hubs**
American Eagle Transit	Sevier and Sanpete Counties	Richfield and surrounding communities upon request.
Elevated Transit	Central Utah, Eastern Utah, and Wasatch Front	SLC Airport, SLC Greyhound Station, Provo, Nephi, Moroni, Fairview, Mt. Pleasant, Ephraim, Manti, Gunnison, Centerfield, Salina, Richfield.
Greyhound	West along I-70. South along I-15.	Green River, Richfield, Parowan, Cedar City, St. George.

Demographics

The Six County Region has the third largest population base out of rural Utah. The region's geographical and jurisdictional make-up is quite large. There are six counties with 49 incorporated Towns or cities and 23 unincorporated communities. Those who make an income below the poverty level make up an average of about 12 percent. This is close to the state average of 13 percent. Individuals with disabilities make up about 15 percent of the population, and the region also has an aging population without much replacement. About 18 percent of the population is 65 years of age or older, as compared to the state percentage of 10.

Table 3: Population Groups ACS 2013 5-year estimate

	Juab	**Millard**	**Piute**	**Sanpete**	**Sevier**	**Wayne**	**Total**	**Percent**
65+ years of age	1,105	1,850	380	3,366	3,064	454	10,219	18%
With disability	1,016	1,422	266	2,900	2,339	301	8,244	15%
18+ years of age with disability	941	1,337	253	2,589	2,241	269	7,630	14%
Percentage of families/people whose income in the past 12 months is below poverty line	10.8%	10.5%	16.7%	8.10%	11.5%	14.3%	County avg.= 11.98%	--

Table 4: Total Population ACS 2013 5-year estimate	
Jurisdiction	**Total Population**
Juab County, Utah	**10,300**
Eureka CCD, Juab County, Utah	613
Nephi CCD, Juab County, Utah	9,540
West Juab CCD, Juab County, Utah	147
Millard County, Utah	**12,543**
Delta CCD, Millard County, Utah	7,696
Garrison-Sevier Lake CCD, Millard County, Utah	264
Piute County, Utah	**1,791**
Circleville CCD, Piute County, Utah	1,386
Marysvale CCD, Piute County, Utah	405
Sanpete County, Utah	**27,930**
Ephraim-Manti CCD, Sanpete County, Utah	10,835
Gunnison CCD, Sanpete County, Utah	5,483
Mount Pleasant-Moroni CCD, Sanpete County, Utah	11,612
Sevier County, Utah	**20,798**
Monroe CCD, Sevier County, Utah	5,289
Richfield CCD, Sevier County, Utah	10,908
Salina CCD, Sevier County, Utah	4,601
Wayne County, Utah	**2,760**
Hanksville CCD, Wayne County, Utah	225
Loa CCD, Wayne County, Utah	2,535
Six County Total Population:	**55,563**

Public Involvement

Community leaders and service providers were contacted in the formation of this plan. They were surveyed and interviewed for information regarding mobility options, needs, and suggestions.

Mobility needs were discussed in the AOG's monthly Service Provider's Council meetings. The Provider's Council is a group of human service-providers (most of these groups work with elderly, disabled, and low-income individuals). This council was also surveyed about public service needs, including mobility. In these interviews it was determined that there was a need for more mobility options for low-income individuals to get employment. This need was biggest in the areas outside of Sevier and Sanpete Counties.

It was suggested that a weekly taxi service outside of these areas be created as well as more coordination with shuttle buses provided by the Senior Centers. They realized that liability and insurance was the primary issue with coordination. One respondent claimed that they had sought coordination in the past but was unable because of these issues.

Community leaders were interviewed individually about service needs in their community. A community-by-community approach worked well because it acknowledged the geographical nuances which makes mobility options difficult to solve. A summary of responses in these interviews can be found in the appendix.

Juab County community leaders noted that because of the small population of the area there was not much service. They were also of the opinion that the few transportation options that did exist were not useful to a large number of individuals that needed transportation—particularly disabled individuals. Juab County has the benefit of being close to the Wasatch Front. This has allowed the area to have access to Elevated Transit, and recently UTA has visited the county to discuss potential transit options. Even so, because of the low population density of the region demand is not high enough to institute a fixed route. The communities would like to see shuttle services specific to the elderly and disabled utilized more effectively.

Millard County has no other official transportation options other than the Fillmore and Delta Senior Center vans. The smaller towns of Millard found that volunteers (neighbors, family, friends, and church groups) took care of many transportation needs. One mayor discussed that this suited the culture of the town better, as some people were nervous to accept riding in a bus with strangers. Many seniors also desired to stay independent and so did not accept rides from the senior vans. Officials found that there was a need for transportation to employment, medical and shopping centers for disabled and low-income individuals.

Piute County officials had similar responses as Millard County. Since the communities are small there is more knowledge of who lacks adequate mobility. Family, neighbors, and churches often provide for most mobility needs. There is no other transportation service besides the senior center van. The community of Kingston mentioned that it might be more useful to have a car sharing system for people who lack transportation or are not able to drive themselves.

Sanpete County is the most populous county in the region. Elevated Transit goes through several communities along Highway 89, although it was noted by a community that many seniors are hesitant to use the service due to personal safety concerns. Moroni Feed Company and some of the local mining companies also offer transportation options for employees. The only other shuttle service includes the

Senior Center which serves people over 65 years of age and those with disabilities. Funding and scheduling were mentioned as impediments to creating a more reliable service to the area. Families and church groups are an important resource to the less mobile to get to medical appointments and other needs.

Sevier County has similar issues as Sanpete, being similar in population. Elevated Transit runs to Richfield and there is also a private taxi service in the valley. The regional senior center also provides services to people 65 years of age and older and those with disabilities. Many of the smaller communities noted that their population was not large enough to sustain a regular shuttle service. Richfield City, the regional economic hub, discussed that for them it would be helpful to fix sidewalks to allow individuals with limited mobility greater access to businesses and the hospital. Families, friends, neighbors and church groups also take care of much of the mobility needs, especially in the smaller communities.

Wayne County is the furthest south county in the region, and is very remote. Those in need of mobility rely on the senior vans, family, friends, and neighbors for rides. Many of the officials discussed the difficulties of getting services or better coordinating existing services. The culture of independence was also noted as a constraint to getting seniors to use the center shuttle service.

Title VI Outreach

Title VI outreach for this plan was performed by contacting jurisdiction officials and staff, human service providers, senior centers, and religious organizations. The following is a summary of the contact made to each group.

In Juab County it was discussed with the County Clerk potential contacts particularly regarding minorities who have a disability, are elderly, or make a low income. We were referred to Juab County Public Health, who reported that there were not very many disabled or elderly minorities in the region. They were unaware of a potential contact.

Millard County staff referred us to Cindy Aldridge Garcia as a point of contact for the Hispanic Community. She had organized the Sub-for-Santa Program in the past and worked with the migrant workers of the region. They were not sure if she was still residing in Millard County and the number that they had given us was disconnected.

The Piute County Recorder recommended we contact the Church of Jesus Christ of Latter Day Saints (LDS) Bishops in Circleville because the county was smaller and church leaders were well aware of the problems of the disabled. Bishops Morgan and Davis were contacted twice but were unable to be reached. Virginia Tyre from Piute County was contacted for a potential reference to a minority individual who is elderly or disabled. There are none that attend the Senior Center, although she gave me the contact of a former bus driver, Ely Camba, who was Hispanic and would potentially know contact for those minorities with limited mobility. The woman had moved from Piute County, and her number was disconnected.

In Sanpete County the County Clerk was contacted. She referred us to Commissioner Frishneck—he hires low income Hispanics to work on his farm. He recommended we contact the communities of Moroni, Ephraim, and Gunnison for specific information as they have a larger Hispanic population.

In Sevier County, LDS Employment Services, HeadStart Program, and St. Elizabeth's Catholic Church were

contacted as service providers working with a Hispanic Population. LDS Employment Services referred me to Sister Anderson. She is a member of the Service Provider's Council. She did not know about mobility issues, as they do not ask their consumers about transportation, but referred us to the Red Rock Center of Independence. The Red Rock Center works with individuals with disabilities. They referred us to LogistiCare as a possible source regarding minorities and transportation. The Head Start Program in Sevier County is not working with any minority groups at this time and so could not provide contact or information regarding mobility issues.

Although there is a number of Hispanics who attend from St. Elizabeth's Catholic Church in Sevier County and the other regional parish's the priest, Father Manning, could not comment on mobility needs as he had only just began working in the region.

The three senior centers in Sevier County were contacted. Georgette Harvey, the administrator for the Richfield Senior Center, recommended that we stop by the center to speak with an elderly Native American woman who is a regular. Unfortunately she was not at the center the day we attended, and it is planned to make a follow-up visit. Sharon Bullard from the North Sevier Senior Center reported that there is one Native American Senior with regular attendance at the center. She suggested to ask him to contact us if he was interested in talking. There has been no contact. The South Sevier Senior Center reported that they had no minority individuals attend activities or lunch and so had no contacts for us.

The Wayne County Clerk was unable to be reached for potential leads to minority contacts in the county.

Service Gaps and Needs

This section summarizes the needs identified for the area. See the methods section for a description of how these needs were identified.

Need: Transportation assistance for individuals with physical limitations

Regular transportation for individuals with severe developmental and physical disabilities.

Discussion:

Depending upon the location within the region, there are currently no or limited services to homebound clients. Transportation service providers are limited to certain groups of the targeted population. Persons with disabilities not as limiting require daily transportation to and from employment. Some are able to utilize existing service by altering work schedules, but these persons may be able to work and live independently if affordable transportation services were provided on fixed daily schedules.

Need: Intercity transportation to major cities outside of region

Longer distance transportation to urban areas of the state is needed on a routine and scheduled basis.

Discussion:

Routinely, members of the targeted population require access to urban areas in order to attend medical appointments or special events, to visit family and friends, or to shop for items unavailable nearby. Farther destinations such as Provo and Salt Lake City are visited routinely. Additional transportation to closer locations such as Cedar City, Richfield, and St. George is also needed.

Need: Transportation within Region

Daily transportation from small rural towns to regional mid-sized towns is a primary need for individuals in the region in order to access essential services.

Discussion:

Most small town residents within Six County AOG travel to Richfield for most services except groceries and gas which residents usually obtain locally. While there are many outlying areas with residents who need access to essential services, Richfield residents also need access to the same services within the town.

Need: Address growing senior population

Transportation system responding to the needs of a growing senior population

Discussion:

The senior population within the area is growing, presenting a unique transportation issue over the coming years as the population continues to age in place and as retirees move to the region. Currently, many service providers utilize a network of retired volunteers as drivers to provide transportation for seniors. There may be a need for service expansion, as well as the need for drivers, just to maintain the current system.

In the region, the local senior centers provide the majority of transportation services, but there remains a need for additional senior transportation. In addition to transportation to and from the senior centers for evets and meals, many seniors rely upon the senior center transportation for routine trips for shopping and medical assistance. Senior center drivers are un-aid volunteers and ae being relied upon heavily. Tis volunteer system is working but improving transportation services will require less dependence on volunteer schedules.

Need: Flexibility in eligibility restrictions

Additional flexibility within the system is needed in order to provide all members of the targeted population with transportation

Discussion:

Although there are vehicles available within the region, eligibility restriction prevent these vehicles from being used by people who do not meet the eligibility criteria. This barrier creates both a gap in service by not servicing the needs of the ineligible population. Transportation service providers indicated they are limited to providing service to eligible clients only. Service providers and community leaders reported experiencing frustration due to not having the flexibility to provide transportation to the entire community. Because of regulatory barriers, the likelihood of increasing ridership is limited. Program barriers regarding the Section 5210 program and Medicaid programs were specifically mentioned.

Senior centers expressed frustration that they were unable to share vehicles with other centers. Insurance coverage for participating agencies limits how agencies operate. Insurance policies often require commercial drivers, limiting the use of volunteer drivers. Overall agency insurance is becoming a greater percentage of agency operating budgets, thus limiting operation funds for service expansion. Based on agency feedback, service providers have attempted to coordinate in the past but face restrictions due to the insurance coverage issue. Also personal liability issues limit volunteers from using personal vehicles.

Need: Volunteer system

Less reliance upon informal volunteer systems is needed

Discussion:

Currently, basic local transportation needs are being met through a volunteer system which relies on the generosity of family and friends for personal transportation. Reliable transportation services cannot continue to depend upon a volunteer system as they are not a sustainable solution.

Agency funding and liability insurance policies typically do not cover volunteer drivers. While volunteer drivers are the backbone of many agencies, there is always a need for better-trained drivers. If agencies were able to pay current volunteers and to support training efforts, driver reliability and service expansion could occur and meet the most needs.

Need: Funding for operating expenses and service expansion

Additional funding is needed to cover operating expenses

Discussion:

While many service providers indicated they have used federally funded matching programs for capital expenses and the purchasing of vehicles, some providers noted they often do not have sufficient funds to cover operating expenses or to expand services (e.g. increasing routes of extending operating hours). In addition, agencies indicated rising as prices continue to take more funds from the operating budget. To make up for anticipated budget shortfalls, transportation services once provided for free now have a fee they must pass on to riders. If this is not the case, then riders are asked to make a donation, many of whom have limited incomes. This practice of requesting donations is not a stable funding mechanism.

Need: Self-Reliance

It is necessary to provide an easily accessible transit system for seniors and disabled persons so they may remain independent.

Discussion:

For many, asking for help is akin to losing personal independence. This was a common point made by community leaders. Many residents who need transportation services are too proud to ask for assistance outside of family and friends. However, independence for the elderly and disabled cannot be fully realized if they do not rely on public transportation services. Therefore, additional information and/or education for this population about the role that transportation plays in enabling people to become independent may be needed.

Need: Address fluctuating Ridership

Local agencies need to stabilize ridership patterns to be able to provide routine transportation services.

Discussion:

While fluctuating ridership was indicated as an obstacle in providing routine transportation services, the infrequency of trips might also contribute to the sporadic use. Recruiting and retaining riders requires a good deal of staff time and operating money. However, without frequent riders, providing additional staff and money is difficult. This inability to provide staff and money leads to infrequent trips, discouraging riders from frequent use. This issue demonstrates the cyclical nature of providing reliable transportation services. When services are infrequent and excluded from a weekly/daily routine, riders do not participate.

Goals, Objectives, and Strategies to Improve Coordination

Goal 1 – Human Service Coordination/ Mobility Management

Objective 1.1- Understand provider Needs

Strategy 1.1.1-

Regional staff will determine the actual number of providers and their services within the region using the most recent coordinated plan as a baseline. Recognizing that coordination is at the heart of rural transit planning, a thorough analysis should be documented of how well providers currently provide trips, to whom they provide trips, and if they coordinate with each other.

Strategy 1.1.2-

Staff will survey region providers to obtain specific service and vehicle data to understand service characteristics and the number and condition of available vehicles utilized throughout a region. Coordination with current and potential sub-recipients in the region shall continue to identify the current condition of capital and capital needs throughout the region.

Objective 1.2- Act as a representative for providers

Strategy 1.2.1-

Assistance will be given to providers and outreach done to assist individuals on where they might find a ride and how they might be eligible for ridership.

Objective 1.3– Formulation of Regional Coordinating Committee

Strategy 1.3.1-

Initiate assessments and identify needs within the region. This committee will also make recommendations on projects to be promoted and advanced from the region.

Objective 1.4 – Understand area needs

Strategy 1.4.1-

Update annually demographic analysis of targeted populations within the region

Strategy 1.4.2-

Identify goals and objectives for the region, along with an updated list of prioritized projects listed by application year. The list is expected to be reviewed/updated/adjusted annually. (Provider applications for federal funding must match this listing.) Together these processes shall prioritize needs and strategies as part of the Human Coordinated Transportation Plan update process.

Objective 1.5 – Title VI Outreach and Coordination

Strategy 1.5.1-

Documentation of all Title VI outreach shall be maintained and updated regularly. Targeted outreach strategies will be identified and utilized to ensure that the most effective outreach measures are developed to incorporate providers and targeted populations concerning Title VI issues.

Goal 2- Improve Transportation Options of Providers

Objective 2.1- Assist eligible groups to apply for FTA Funding

All non-profit and government groups that assist people who are elderly or disabled are eligible to apply for FTA funding for operating and capital transportation costs.

Objective 2.2- Identify and prioritize projects

Strategy 2.1.1-

SCAOG will apply for funding for the position of Mobility Manager. This will allow the continuing coordination of transportation services within the SCAOG.

Strategy 2.1.2-

SCAOG will apply for funding for the 2016- 2017 Regional Human Services Transportation Coordination Plan.

Strategy 2.1.3-

Gunnison Senior Center will apply for funding for a new ADA accessible van to allow those 65+ of age in the Gunnison area access to a local "hub", major medical appointments, and recreational opportunities.

Strategy 2.1.4-

Sevier County Senior Center Corporation will apply for funding for a cutaway bus that is ADA accessible. This will allow the seniors of Sevier county greater access to medical appointments, shopping, and recreational opportunities.

Strategy 2.1.5-

Pahvant Senior Center in Fillmore will apply for funding for a new bus or van to replace the older bus.

Strategy 2.1.6-

Transport Van for Millard County Care and Rehab to provide transportation to activities and appointments.

Appendix: Local Governments Interview responses

Table 5: Local Governments Survey, January 2015					
County	**Municipality**	**What shuttle services currently serve your community?**	**What unmet transportation needs exist in your area?**	**What specific recommendations would you have to meet those unmet needs or gaps?**	**What do you see as constraints to implementation of desired services?**
Juab	Eureka	Senior Citizen Center	disabled persons cannot ride senior citizen bus for insurance/liability reason	meld the needs together to optimize usage	different groups cannot use available transit services
Juab	Levan	Senior Citizen Van, School bus, Parents	Employment, Healthcare, Ability to get children to opportunities	Light rail, shuttle from Levan to Nephi	Elevated Transit, schedule times are not very usable
Juab	Nephi	Senior Center, assisted living centers	commuter ride consolidation	UTA visited here, but not much follow-up	population levels means inadequate demand to make service feasible
Millard	Delta	Senior Center Bus, Rehab facility bus, Mental health	Rides to dialysis in Provo. For the most part needs are met.	Bus that goes between Delta and Provo 5 days a week.	From Delta to Nephi medical transit is a problem
Millard	Fillmore	Senior Citizen bus, St. George shuttle, neighbors, church, family, volunteers.	Not sure	No recommendation, needs are being met	training, also culture of independence among elderly
Millard	Hinckley	Medical Van service, church, family, friends, neighbors	none identified	none	Older folks like their independence. Logistics would be hard with location of Kanosh
Millard	Holden	No shuttle services for the elderly other than church, family, and other volunteers	Elderly, and low income	utilize senior van more effectively, and other types of services developed is bus service, shuttle service, etc.	too much hassle, cultural aspects of transportation
Millard	Kanosh	Used to have a van for disabled, otherwise	There are sporadic needs. There would be a need for	If elderly had access they would use it, right now	Information on scheduling of Senior Van, etc.

		family and churches give rides	transportation to dialysis and other medical appointments	they are driving themselves	
Millard	Leamington	Senior Bus, church, friends, family, and neighbors	Those who need medical care, or have car problems	rural cultural ideals keep service of friends, family and neighbors going	People frightened from possible hard from strangers, this is an isolated community and people look out for each other.
Millard	Lynndyl	Special needs picks up handicapped girl, no employer provided services, and no other organized shuttle. Church, family, and neighbors take care of needs now.	Not a lot of unmet needs. Once in a while some folks in town car breaks down and there are no services to get them to the city for services.	some type of a call service for those in need	Funding is the biggest problem, along with logistics. People also desire to be independent.
Millard	Oak City	Senior Van, church, friends, family	Aware of 3 individuals who would need rides and take advantage of a shuttle service	none	Flexibility, and logistics
Millard	Scipio	Senior van for field trips mainly--none other than family, friends.	None identified. Those who are in need have family or friends to take care of them. Future generations could be issues.	Volunteer type service, have someone to shuttle the elderly. Put a greyhound stop in Scipio.	Inconsistency, regular stops, needs change overtime
Piute	Circleville	Senior Citizen bus--seniors mainly take it to St. George/ Provo mall. Family, neighbors, church, friends		None identified--only a couple occasionally calls to need a ride. Consider county as a whole instead of just Circleville Town because of size	logistically no--independence, utilize airports better

Piute	Junction	Senior van once per month--family, friends--(for the low income, elderly, disabled). People from Antimony (unincorporated) looking for rides to Richfield).	Some needs, but not a lot because there are so many people willing to help.	would like to see the senior van utilized more	people would use alternative transportation--there is a need, people are dependent on friends, family etc. cost, insurance, and liability is also a constraint
Piute	Kingston	Families, church, neighbors, Senior Van	Nearly everyone has a vehicle or family who take care of them	Just have a car left for people to use when needed	Independence, convenience, logistics
Piute	Marysvale	Senior Citizen van, family, friends	seniors	utilization of senior van, just got a new van this past year	culture of independence
Sanpete	Centerfield	Elevated Transit, Senior Center	No taxi service, railroad, regular bus route, and airport	funding sources	Funding is the biggest problem, along with logistics. People also desire to be independent.
Sanpete	Ephraim	Senior van, shuttle w/ snow college, elevated transit has two stops in area	elevated transit, work-service offered	shuttle to Mt. Pleasant and Gunnison Hospital, shuttle to Sanpete Prison, employers	
Sanpete	Fayette	Senior Citizen bus, church, private citizens	Senior Citizens are driving when they are too old	paring at prison, find better lace or other places	no gaps
Sanpete	Fountain Green	Elevated Transit, LDS Home teachers, families	none	elevated transit needs more advertising	none
Sanpete	Gunnison	Elevated Transit, Senior Center	Shopping, Doctor/Pharmacy, visitation	walking trails, bike paths, connect schools, and shuttles to grocery store	bus containment of groceries, insurance, liabilities,
Sanpete	Manti	Senior Center van serves 65+ and those with disabilities	Met through church groups	time issues, scheduling/flexibility, regular service	Costs, and scheduling at specific time. Also distance of desired destination

San pete	Moroni	Senior Center Shuttle	I cannot this of any at this point	n/a	n/a
San pete	Mt. Pleasant	Elevated Transit, Senior Center	Senior Citizens, mining connection, intra city, Moroni feed connection	shuttle service, focus on Hispanic community, work with Hispanic community and Holy Cross Hospital	Reluctance to give up driving destinations, if seniors don't have families in area than they don't have anyone to rely on. Some seniors don't want to be alone on elevated transit us, lack of service
San pete	Spring City	Elevated Transit, but does not connect directly to Spring City, also families, church	Need to go to SLC		need assisted living, zoning requires 1 acre lots
San pete	Sterling	None other than elevated transit	elderly need public transit	hospital and shopping in Ephraim	Money, finances
Sevier	Annabella,	Church, neighbors, family. None other identified		Leave as status quo	limited use if available, not many would care
Sevier	Aurora	None, Elevated transit	Shuttle service would be nice	scheduling- set-time with regular service	inconsistent, and infrequent service
Sevier	Central Valley	Monroe Senior Citizen Van	no complaints, no issues aware of	LDS church, neighbors, other churches, friends	Not a large enough need, logistics, out of the way
Sevier	Glenwood	LDS church, and families. Along with other volunteers to take people to medical appointments. No shuttle from the coal company, but Garkane power has a shuttle from Redmond.	Community is getting older. There is more needs for services to elderly such as meals on wheels. There is no new building in town and no young families		Money, demand, not enough need.
Sevier	Joseph	None, Monroe Senior Citizen van, some private public	Mostly senior and aged, veteran's possible, not sure about others	Family, friends, mostly take care of those in need, carpooling options	Independence biggest issue, not wanting to rely on someone other than family, liability

		interesting but nothing materialized. The senior bus is the best option			
Sevier	Kooshare m	None	neighbors provided	not a big need, family provides rides	lack of infrastructure
Sevier	Monroe	Monroe Senior Bus, church, family, friends, taxi service- American Eagle	None identified	none identified	Independent, self-reliant,
Sevier	Redmond	Senior North Sevier Bus (Doctor's trip 1 per week), neighbors		Redmond to Gunnison Hospital, Grocery store in Salina and Gunnison	
Sevier	Richfield	Elevated Transit, Senior Center	The disabled	scheduling of transit services and fix sidewalks to ADA standards	Revenue
Sevier	Salina	None	a lot of unmet needs	shuttle service	not enough volume
Sevier	Sigurd	Relief Society, Gypsum mine has a carpool for employees	church, neighbors, family	palisades pals talked about shuttle service but nothing ever materialized	demand, small population
Wayne	Bicknell	None, Senior Citizen Bus, call friends	Shopping, doctor appointments, employment	Utilize bus ad expand to include other than senior center	Insurance, bus driver cost
Wayne	Hanksville	Senior Citizen Bus, Elderly, family, neighbors, senior bus works pretty well	some elderly without cars	do not see any difference that could be made	culture, need to get a lot of groceries, logistics, elevated transit only stops as far south as Richfield
Wayne	Loa	senior Center, Bee-hive Care Center Van	none	none, family ca help	none
Wayne	Lyman	County Senior Citizen Bus, family, friends, church	none	none, transportation from airport	few may use service, because they are too proud and like to keep their independence