



SIX COUNTY
ASSOCIATION OF GOVERNMENTS

FY 2024 Human Services Coordinated Transportation Plan

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Six County Association of Governments

Mobility Manager

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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 the 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
- Community and Economic Development

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 are due to the lack of experience in planning these types of activities. Due to high turnover in planning staff in recent years, some institutional knowledge regarding the creation and usage of Mobility Management planning has been degraded. Therefore this new rendition of the Human Service Coordinated Transportation 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 of transportation services, gaps in providing transportation services, and strategies to amend those gaps.

Area description/ Demographics

The following is a brief description of the Six County region including its physical geography, population, and demographics.

The Six County region is made up of the counties of Juab, Millard, Piute, Sanpete, Sevier, and Wayne. This area comprises some 16,991 square miles, or 20% of the territory of the State of Utah. The physical geography, which is important to know in order to understand the challenges that face the area, would best be described as rugged. Narrow valleys, broad desert plateaus and steep mountains that cross the area make travel in the area a challenge, though not insurmountable.

The area is also sparsely populated, with a total estimated population of 79,840 spread out over 49 communities and 6 counties. A large majority of those communities, 32 of them, are also small communities, with populations of less than 1,000. Two counties, Piute and Wayne, have populations of less than 3,000 persons each. Included in the Appendix as Appendix 2 are a series of maps that show the physical geography, the distribution of communities throughout the area, and the locations of service providers and senior centers.

Of the population of the Six County region, the percentage of families living below poverty averages about 12.1%. This is close to the state average of 9.8%. The average disabled population, including seniors, averages 14.4%. This is higher than the state average of 9.6%. The average percentage of the population that are seniors in the Six County region is at 17.2%. This is higher than the state average of 11.4%. The following charts display the data for all of the Six County region.

Table 1 Demographics	Seniors 65+ years	Seniors 65+ years as a percentage of the population	Disabled Seniors 65+ years	Disabled 18+ years (Includes disabled seniors)	Disabled 18+ as a percentage of the population (Includes disabled seniors)	Percentage of Families /people whose income in the past 12 months was below the poverty line
Juab	1,321	11.7%	556	1,258	11.3%	12.6%
Millard	2,148	16.7%	828	1,573	12.4%	12.6%
Piute	459	24.6%	236	426	23.3%	17.1%
Sanpete	4,079	13.7%	1,514	3,512	12.8%	15%
Sevier	3,402	16%	1,267	2,835	13.5%	14.9%
Wayne	552	20.5%	163	354	13.3%	9.6%
Six County Total	11,961	(XXX)	4,564	9,958	(XXX)	(XXX)
Six County Average	(XXX)	17.2%	(XXX)	(XXX)-	14.4%	12.1%

Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates

Table 2 Population	Population
Juab	11,301
Millard	12,854
Piute	1,866
Sanpete	29,850
Sevier	21,280
Wayne	2,689
Six County Total	79,840

Source: U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates

Available Services and Providers

Within the Six County region, there is no fixed public route transportation available. Several private providers allow for fixed route transportation services along fixed corridor routes, primarily serving communities near the interstates that run through the area, (I-15 and I-70). The remaining providers work on an as needed basis, with both public and private providers. These groups primarily serve specific populations. The following break down of providers highlights the available services within the Six County Region.

Private Transportation Options Available

In the Six County region, several private transportation options exist. These include bus service along the I-15 and I-70 corridors from Greyhound bus service, as well as the St. George/Salt Lake Express. Bus services are offered to the communities of Salina, Richfield, Fillmore, and Nephi. Additionally, there are several private taxi services available for rides upon request, including services from American Eagle Taxi service, Lyft, and Uber. American Eagle Taxi service is based in Sevier County and serves the surrounding area, including areas outside of the county. Lyft and Uber services technically exist throughout the Six County region, though the actual usefulness of those services is in question in the Six County region.

Non-Profit Providers

There are also several non-profit providers that exist in the Six County region. These non-profit resources provide a variety of public transportation services to specific populations, including veterans, low-income persons, seniors, and those with disabilities. These services are provided by groups such as Logisticare, Veterans Affairs, Turn Community Services, Ability 1st, Community Careers, and local senior centers. Turn Community Services, Ability 1st, and Community Careers primarily serve adults with disabilities.

Senior Centers

Here we will include a special note about senior centers, as they are the most closely aligned with the services of Six County Association of Governments. They are also the most likely to approach UDOT for funding of vehicles. Senior center transportation is used to transport those 65 and older for medical trips, shopping, and recreation. These transportation options are also available to the public if they are traveling with a senior or if there is space available and they wish to travel on the senior transportation. Though, this option is not frequently utilized throughout the Six County region. The following table is a breakdown of the available transportation services in the region, based on providers and service region.

Table 3: Service Provider's Available Transportation		
Agency Name	Service Area	Local Destinations & Business Hubs
Senior Citizen Centers		
East Juab Senior Citizens Center	Nephi Mona Levan Eureka	Payson Spanish Fork
West Millard Senior. Center	Delta Area	Provo Payson Greater Delta Area
Pahvant Senior Center	Fillmore	Fillmore Provo Richfield
Sevier County Senior Corp. (See below)		Richfield Gunnison Nephi Payson Provo/Orem
• South Sevier Senior Center	Monroe	
• North Sevier Senior Center	Salina	
• Richfield Senior Center	Richfield Glenwood Venice Sigurd	
Piute County Senior Center	Circleville Kingston Junction Marysvale (Highway 89 Corridor)	Richfield Cedar City St. George Provo

Wayne County Senior Citizen Center	Loa Lyman Bicknell Torrey Teasdale Hanksville Caineville	Richfield Green River Loa Bicknell Provo Price
Moroni Senior Center	Moroni	Provo/Orem Ephraim
Gunnison Senior Citizens Center	Gunnison	Fayette Mayfield Gunnison Centerfield Ephraim Richfield
Manti Senior Center	Manti Sterling Ephraim	Manti Ephraim Gunnison
Other Community Providers		
Community Careers	Sevier, Millard, and Juab Counties	Richfield, Delta, various destinations in service area counties.
Ability 1st Utah	Sanpete County	Ephraim, various destinations in service area county.
Turn Community Services	Sevier County	Richfield, various destinations in service area.
Logisticare	State Wide	Available to patients on Medicaid
Veteran Affairs	State Wide	Runs a shuttle out of Richfield that goes to the VA hospital in Salt Lake. Runs on an as needed basis. Open only to Veterans.
Private Transportation Services		
Company Name	Service Area	Local Destinations & Business Hubs
American Eagle Taxi	Sevier and Sanpete Counties	Richfield and surrounding communities upon request.
St George/Salt Lake Express	North and South along I-15	Fillmore and Nephi
Greyhound	West along I-70. South along I-15.	Green River, Richfield, Parowan, Cedar City, St. George.

The following table is an inventory of service provider vehicles.

Table 4 Vehicle Inventory				
	Vehicle	Year	Mileage	Condition
Senior Center				
East Juab	-Ford Cutaway bus	2004	---	Broken
	-Ford Cutaway bus	2009	30,047	Good
West Millard	-Ford 11 Passenger vehicle	2003	114,430	Fair
Pahvant	-Ford Cutaway bus	2003	---	Poor
	-For Van	2003	---	Poor
	-Ford Cutaway bus	2008	46,060	Good
Piute	-Ford Cutaway bus	2016	43,343	Good
Gunnison	-Ford Cutaway bus	2003	46,690	Good
	-Chevy Van	2007	47,654	Good
Manti	-Ford 12 passenger van	1994	101,990	Poor
Moroni	-Ford Cutaway bus	1999	71,797	Fair
Sevier County Senior Corporation	-Chevy Cutaway bus	2002	79,623	Poor
	-Goshen Cutaway bus	2004	59,383	Fair
	-Ford Cutaway bus	2007	---	Good
	-Ford Cutaway bus	2008	64,192	Good
	-Impala Sedan	2008	96,107	Good
	-Ford Cutaway bus	2018	12,969	Good
Wayne	-Ford Cutaway bus	1997	---	Fair
	-Ford Cutaway bus	2003	36,884	Fair
	-12 Passenger van	---	---	Fair
Service Providers				
Ability 1st	-Ford Cutaway bus	---	---	---
Community Careers	-Cutaway bus (Richfield)	---	---	---
	-Cutaway bus (Nephi)	---	---	---
Turn Community Services	-Ford Cutaway bus	2019	---	Good

Public Outreach

Service providers and community leaders were contacted as part of the update process for this plan. They were surveyed about what mobility options are available, what their needs are, and what suggestions they might have for improving the state of transportation in the Six County area. The following is a summary of those interactions.

Service Providers Council

The Six County Aging and Volunteer Services department holds a monthly service providers council meeting. At this meeting, various service providers in the Six County region gather, with medical, employment, schooling, and housing assistance services being covered. At these meetings, transportation issues were discussed and reviewed. A common thread through these conversations are that of the available transportation options, either they are inconvenient to use, not available when needed, or undesirable to use. A final note might include that transportation hasn't held as much of a priority in recent years because of COVID-19.

Survey

A survey was sent out to the service providers council, the senior center managers, and service providers. The questions were as follows: What publicly available transportation services currently serve your area? What unmet transportation needs exist in your area? What specific recommendations do you have to meet those unmet needs? What do you see as obstacles to implementation of desired services? Do you have any transportation projects/needs that you would like to be included in the 2024 transportation plan? Kindly share your name and affiliation. Your name will be kept confidential in the survey report.

Some of the common responses that were received from this survey included information indicating that there are no readily available and on demand transportation services available. Also, one of the most common obstacles to transportation services being more readily available seems to be funding. Please see Appendix 1 for full survey results. (Note: Appropriate answers to questions on the survey will also serve as a list for projects that must be listed in this plan in order to be eligible for funding.) You can find the 2024 survey results in the Appendix, as much of this plan will remain the same, outside of the new survey results.

Title VI outreach

Six County Association of Governments has a Title VI plan that covers non-discrimination in the Federal Transit Program. For further information on Title VI, please contact Six County Association of Governments at 250 N Main St Suite B12 in Richfield UT, 84701, or online at www.sixcounty.com.

Service Gaps and Needs Analysis

This section summarizes the needs identified for the area from surveys, discussions, and previously identified needs that are still needed.

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 none or limited services to homebound clients. Transportation service providers are limited to certain groups of the targeted population. Some are able to utilize existing service by altering work schedules, but these people 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 the Six County region travel to regional hubs such as Richfield, Fillmore, Gunnison, Ephriam, and Nephi 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, these 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, which will present a unique transportation issue over the coming years as the population continues to age 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 events and meals, many seniors rely upon the senior center transportation for routine trips for shopping and medical assistance. Senior center drivers are for the most part un-aided volunteers and are being relied upon heavily. This volunteer system is working on and improving transportation services that will require less dependence on volunteer schedules.

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. Many agencies are struggling to provide enough services from their pool of drivers as it is and are having a hard time recruiting additional drivers. 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 costs, 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 and service providers. 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 may be needed, as this population needs to be informed about the role that transportation plays in enabling people to become independent.

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. Riders do not participate when services are infrequent and excluded from a weekly/daily routine.

Goals, Objectives, and Strategies to Improve Coordination

Goal 1 – Human Service Coordination/Mobility Management

Objective 1.1 – Understand area needs

- Strategy 1.1.1- Conduct an annual assessment of needs in the region with providers and the general public to identify potential opportunities in enhancing and challenges to the Coordinated Human Services Transportation Plan.
- Strategy 1.1.2- 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 1.2 – Title VI Outreach and Coordination

- Strategy 1.2.1- 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.

Objective 1.3- Understand provider needs

- Strategy 1.3.1- Regional staff will determine the actual number of providers and their services within the region using the most recent updated coordinated plan as a baseline. A thorough analysis should document how well providers currently provide trips, to whom they provide trips, and if they coordinate with each other.
- Strategy 1.3.2- 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 1.4- Act as a representative for providers

- Strategy 1.4.1- 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.

Goal 2- Improve Transportation Options of Providers

- Objective 2.1- Assist eligible groups to apply for FTA Funding.
 - All nonprofit 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 2.2.1- SCAOG will apply for funding for the position of Mobility Manager to allow the continuing coordination of transportation services within the SCAOG.
 - Strategy 2.1.2- SCAOG will apply for funding for the 2022-2023 Regional Human Services Transportation Coordination Plan.
 - Strategy 2.1.3- The SCAOG Mobility Manager will work with eligible entities, such as the Sevier County Senior Corporation or Turn Community Services to apply for additional funding for new vehicles/equipment or funds to apply toward operating costs.
 - Strategy 2.1.4- The SCAOG mobility manager will work with eligible entities to create a Capital Improvement Plan where new capital improvements projects, such as vehicles, equipment, or operating costs will be identified along with funding sources and a timeline for replacement. This list will be updated and maintained on an annual basis.

Appendix 1

2023 Survey Results

The following survey was sent by email to members of the service providers council, community leaders, and service providers, such as senior center. For privacy, names were withheld.

- 1.) What publicly available transportation services currently serve your area?

-None

-none

-None that I am aware of

-None

-Piute County Transit Bus

-None

-None

-A few taxi services

-Not real sure but I think the Senior Citizen Van and a Veterans Medical Van

-I am unaware of any public transportation services

-I think Uber

-None

-Local taxi service

-None

-none

-None

-Senior Citizen bus

-Taxi

-None

-No idea

-None for regular people. Private taxi service.

-None

-taxi

-None

- 2.) What unmet transportation needs exist in your area?

-Any

-all

-Lack of transportation is a barrier for anyone without their own vehicle to receiving services from the health department.

-We have no public transportation options in our county, so any public transportation needs are unmet in our area.

-bus drivers, need for doctor visits, shopping, prescription pick-up

-I don't know

-Could use a commercial bus that goes north

-Need more publicly accessible transportation in general.

-Access to medical appointments for everyone

-There is no option in Ephraim for people who need a laundromat, and no public transportation to any of the nearby towns with a laundromat. Likewise, there's no public transport I know of which will take someone from Ephraim to the county seat in Manti.

-none

-Transportation is needed for medical appts.

-Transportation that is routinely available and cost effective.

-Transportation for the elderly to and from medical appointments

-We could use a bus or uber. People cant get anywhere unless they have a car or can walk

-People in rural areas have to rely on family & friends. If you don't own a car, you have very little options.

-Private transportation to and from doctors appointments.

-Shuttles for in and out of county transport.

-hourly transporation between Mona and Nephi for school age children

-Public transporation

-Regular bus service to Salt Lake/Provo

-Transportation for daily life issues.

-no public transportation, no non medical transport, no uber, narrow qualifying window for services for (Medicaid, seniors, VA, uninsured)

-Transportation for persons with disabilities to various places such as dr. appointments, shopping, activities etc.

- 3.) What specific recommendations do you have to fill those unmet needs?

- A taxi service or other public transportation in time of need
- get a bus system in place...like cedar city has
- It would be amazing if there was a service my clients could call if they needed transportation.
- Im not sure what is available to nus out there.
- when no bus driver is available some seniors are not able to have their basic needs addressed
- Window repair, blind holder
- We have a bus currently but have trouble getting anyone to use it.
- Maybe once per week have an express bus from major cities up to the Provo area for medical appointments.
- All I could do is let our families know about the services
- A carpooling scheduler so that people with cars who are willing to participate can carpool with people who need access to the county seat or necessary services in other towns would be good.
- There may be a need for seniors that cannot drive
- Possibly a van to transport people or gas vouchers
- Unsure. A small bus or shuttle service 1-3 times per day may help meet these needs.
- Provide funding to the senior citizens center to hire someone and pay for expenses to shuttle people back and forth to appts using their current bus. The availability of the service could even be just a few days a week. A bus schedule could be sent out to all senior citizens so that they could utilize the program.
- Start uber or get a public transportation bus
- Very good question. I am not sure.
- Create a service that allows for elderly/ shut ins to contact and be able to have private transportation to and from essential errands, including doctors appointments.
- There was previously a transit bus that was stationed out of Richfield and traveled through Sanpete and Juab up to Salt Lake on a daily basis, but it lost funding from UDOT and was shut down. I feel like that was an extremely helpful service to the people in this area. Just because we couldn't keep it busy enough for the State to want it, doesn't mean we in Central Utah couldn't still benefit from it.
- Shuttle for kids every hour from mona to nephi and back from places that large number of children attend like the high school, dance studios, park/pool
- None
- Don't know. Last company went belly up with subsidies
- We need to have a transportation voucher system not just for senior but for people with disabilities, students, those who are economically compromised.
- I don't know

- 4.) What do you see as obstacles to implementation of desired services?

-Funding

-maybe not enough money

-Funding; People/agency willing to provide transportation service

-We are a very rural county

-lack of funds to hire bus drivers and gas and upkeep for the bus

-Repairing

-Money

-There may not be enough riders to justify the resources.

-funding and staffing

-Availability of and incentive for participating carpool drivers, a central location for the scheduler, public awareness of a scheduler.

-funding

-It might be hard to coordinate a van transportation if you want to transport several people at a time.

-Rural areas and the distance to reach them.

-Funding and training

-getting bus routes

-Money, rural areas

-Funding

-Cost would be the largest factor, in both purchasing and maintaining the equipment.

-funding

-Low population

-Cost of driver, buses, fuel and insurance

-An agency to run the program and coordination.

-rural area, funding

-Rural areas

- 5.) Do you have any transportation projects/needs that you would like to be included in the 2023 transportation plan?

- No

- i dont know, i am more worried about housing needs in west millard area. right now there are too many landlords charging too much...i saw on fb a duplex 2 bedroom \$1295 a month! its outrageous! how can anyone afford that? not enough low income housing...transportation needs seem to me at the bottom of the list...homelessness is a problem nobody wants to adress

- Again, if a transportation service or resource of some kind were available that would be nice.

- Not at this time

- funds to provide seniors with much needed activities that will keep our seniors active and healthy

- Bus transportation

- no

- no

- Not at this time

- A carpool scheduler for residents of Sanpete county to participate in would be great.

- no

- This may not apply but we are currently working on a Walkability Project in Moroni to increase active transportation.

- Unsure

- Yes

- N/A

- What I previously mentioned in my suggestion would be a good consideration

- Hourly shuttle between mona and nephi--not sure where to go with that

- None

- none

- Yes, we have a van that is a 2003 van and while it is still in good shape it's time to consider replacing it. We have a van to service our consumers in Juab County and Sanpete County.

Page intentionally left blank for break between 2023 and 2024 survey results.

Appendix 2

2024 Survey Results

The following survey was sent by email to members of the service providers council, community leaders, and service providers, such as senior centers. For privacy, names were withheld.

- 1.) What publicly available transportation services currently serve your area?

- None

- None

- Taxi

- None

- Taxi only

- Tax, uber, Senior Citizen Bus, Vet Van

- Uber, taxi, senior citizen bus, VA van

- Senior transport bus

- none

- Taxi

- Not sure

- Ogden

- Taxi Service

- Taxi

- None

- 2.) What unmet transportation needs exist in your area?
- Public shuttle bus
- All public transportation is needed in the Six County Area
- Public transit, rides to appointments and shopping
- All of unmet
- buses from smaller communities to Richfield. bus in Richfield.
- More transportation available to Senior Citizen needs
- Helping seniors get to appropriate appointments
- There is no public transportation. None for disabled
- VA and other older adult transportation for doctor visits up north
- Appointments, shopping, rides to work
- Buses that service the outer towns to and from Richfield
- Salt Lake City
- No public transportation or means to replicate
- Transit Bus system, additional taxi services
- All of them

- 3.) What specific recommendations do you have to fill those unmet needs?
- Even a small bus could be deployed on a reasonable route around Fillmore each day
- Ride services or ride share, uber
- Transport between cities
- bus routes from outlying towns, local transport
- Senior Van to become more accessible and usable to meet senior needs. Drivers for Senior Bus to have more flexible schedules
- Possible elderly bus or program to fund driver's to use personal vehicles to assist in transportation.
- We need public transportation. So people can get to medical appointments. A voucher program would be good too.
- maybe a voucher program, or funding to hiring a driver and a bus that could respond to a need when it arises
- affordable public transportation
- A public bus system that extends to the outer towns to bring back to Richfield, maybe 2 to 3 times a day w/ the ability to buy weekly and monthly bus passes
- Help paying my rent
- Transportation for appointments. Pay mileage for someone to take them
- Coordinate with UTA to determine how we could have their services stationed within our area.
- Transportation to hospital out of the area

- 4.) What do you see as obstacles to implementation of desired services?

- NIMBYs and poor public opinion of public transit

- Service area too large and Insurance to cover liabilities.

- financing, employees

- Money

- cost of busses, employees, routes. how often it will be used.

- Drivers and flexibility of Senior bus

- Funding

- Money and resources

- Rural communities, not enough demand

- Funding, employees to run it

- The population is low and cost may be prohibitive for such a rural area.

- Rent payment

- rural area

- Distance, lower use of services due to smaller population and cost

- Not having specific days

- 5.) Do you have any transportation projects/needs that you would like to be included in the 2024 transportation plan?

- If nobody else will start a shuttle, I'd be willing to develop the project myself if there's potentially funding to bring it to life

- A voucher program that helps with the cost of fuel expenses.

- No

- no

- A voucher program that reimburses people to transports those in need. Transportation for those who cant independently walk to the curbside.

- Can we submit a voucher program?

- Transportation for non-Medicaid patients such as elderly and others

- I do not have any projects at this time.

- Yes

- nothing

- None at this time.

- Help with cost to other medical places

Appendix 2

Six County Region

JUAB

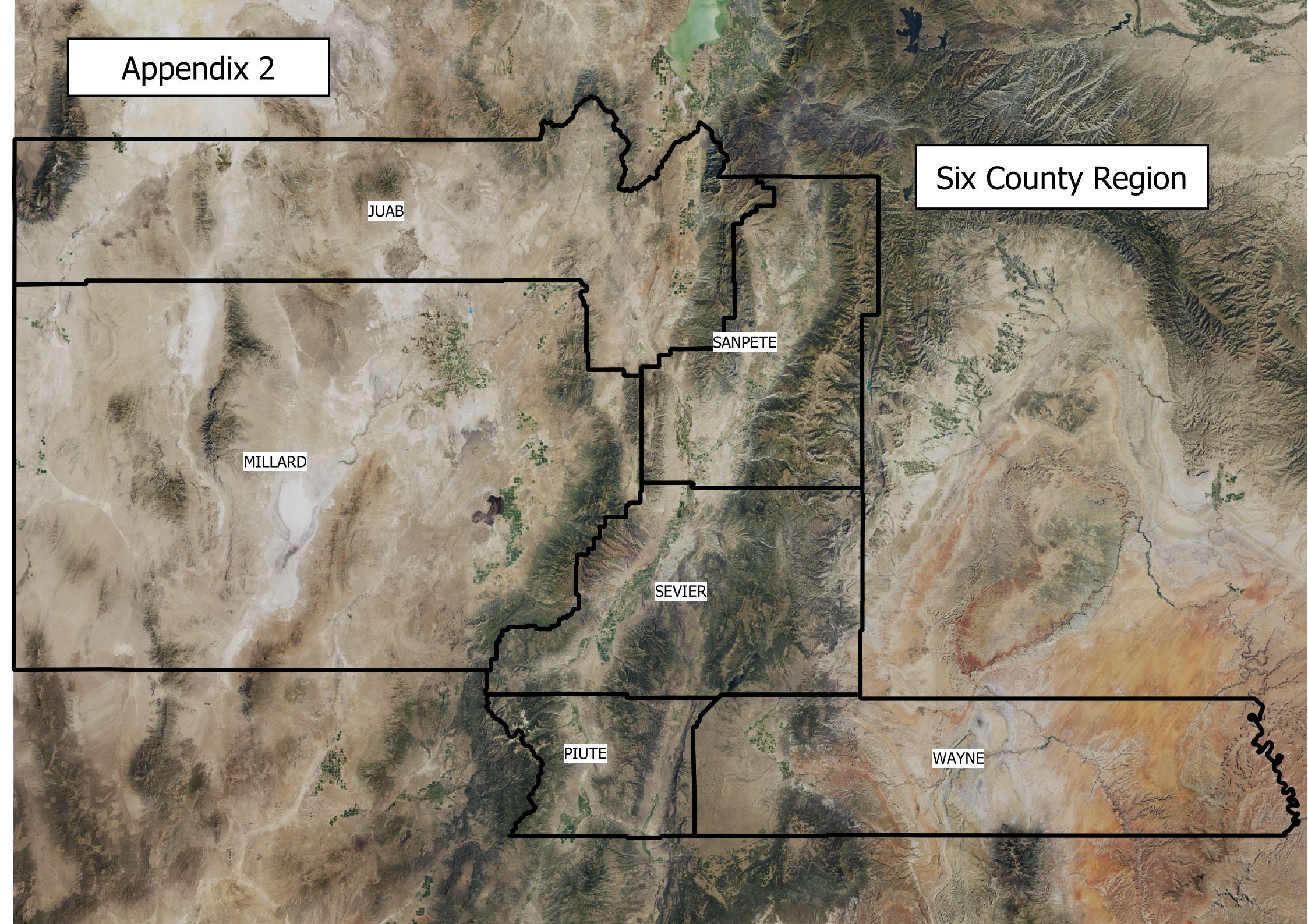
SANPETE

MILLARD

SEVIER

PIUTE

WAYNE



Six County
Communities

JUAB

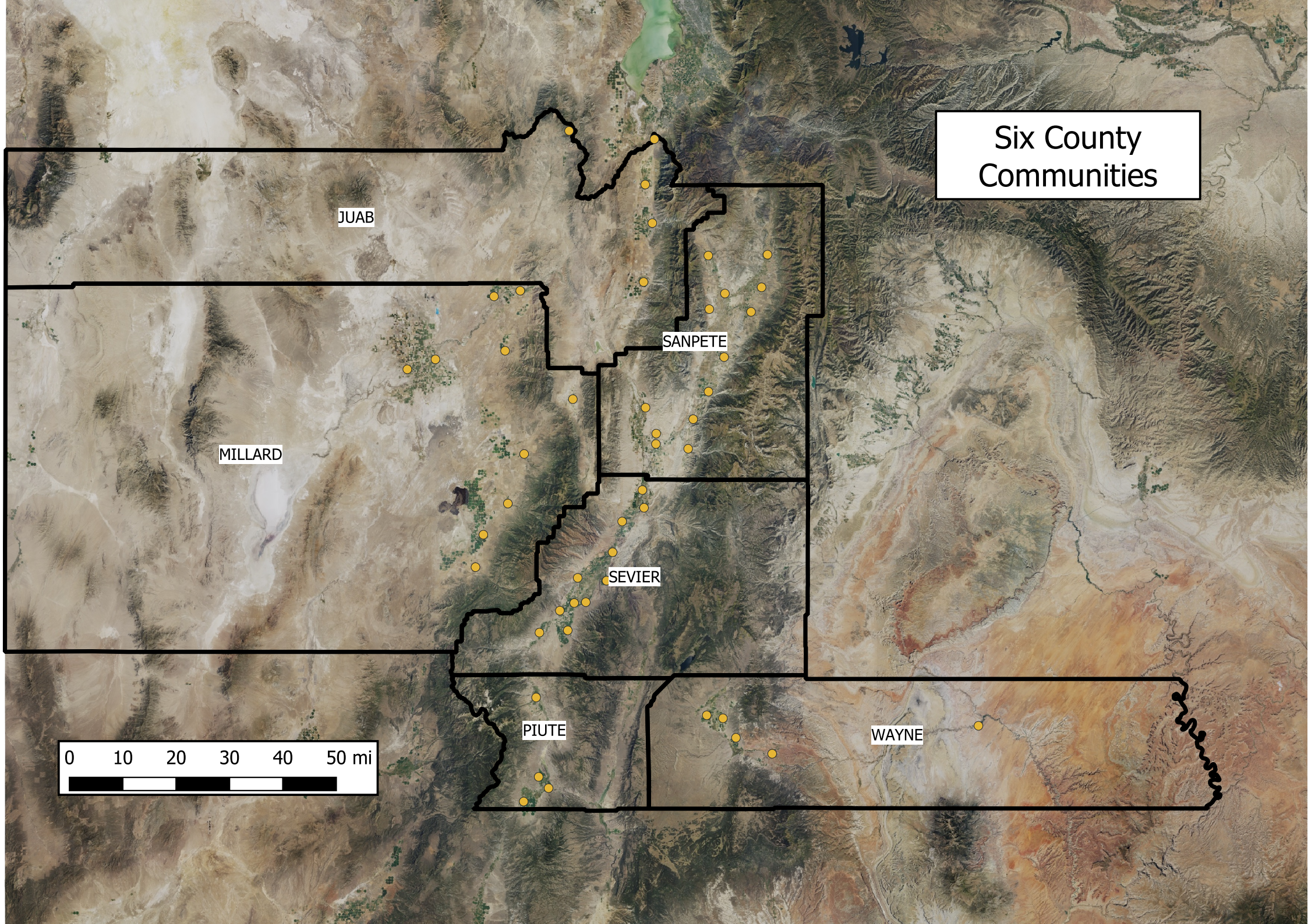
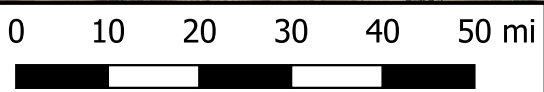
SANPETE

MILLARD

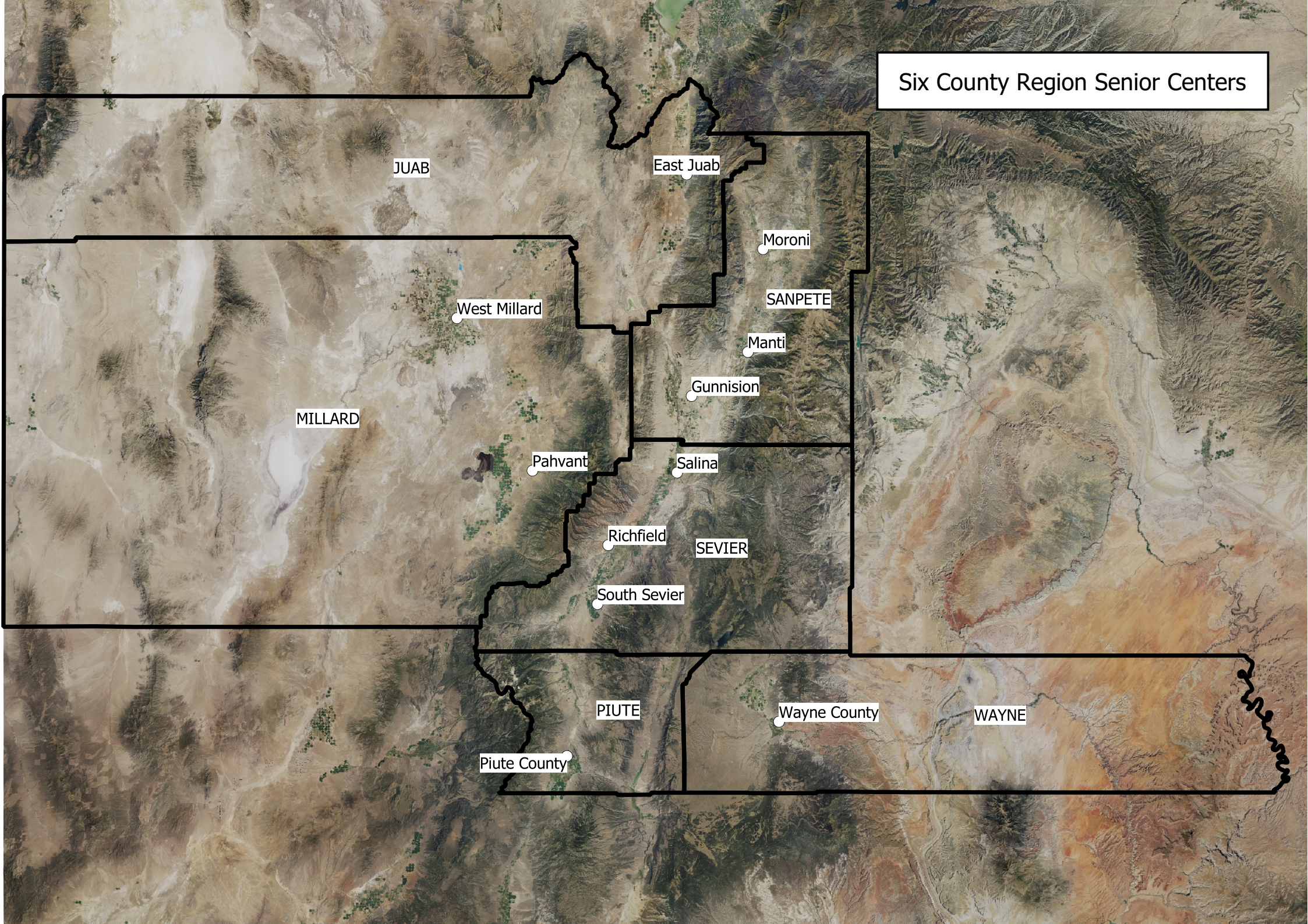
SEVIER

PIUTE

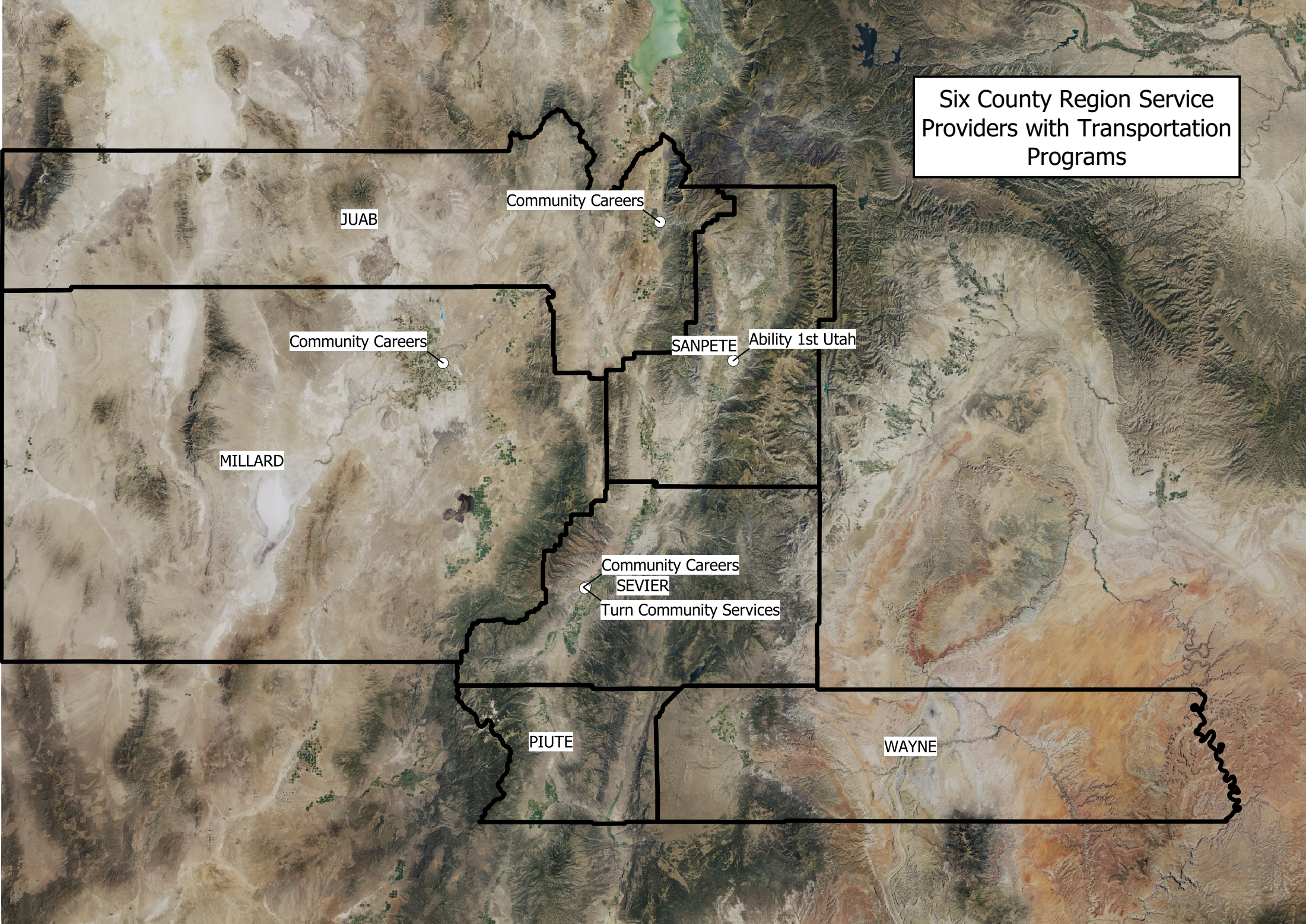
WAYNE



Six County Region Senior Centers



Six County Region Service Providers with Transportation Programs



JUAB

Community Careers

Community Careers

MILLARD

SANPETE

Ability 1st Utah

Community Careers

SEVIER

Turn Community Services

PIUTE

WAYNE