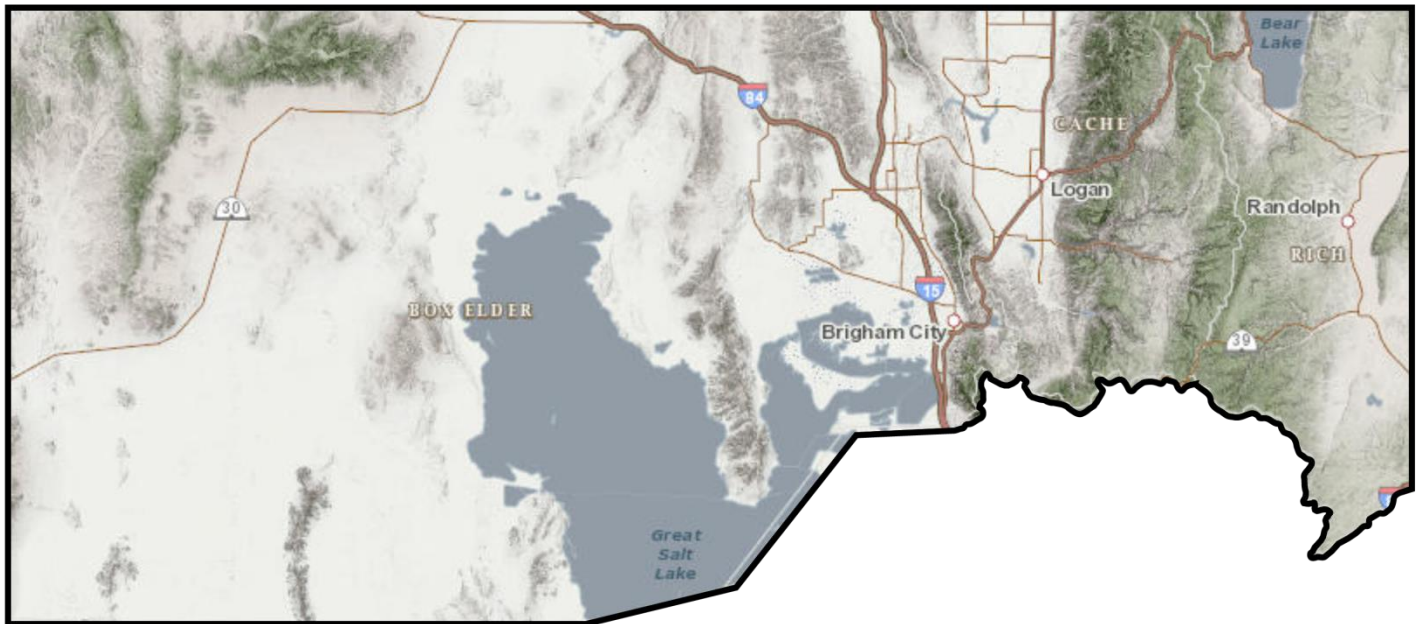


BEAR RIVER COORDINATED HUMAN SERVICE TRANSPORTATION PLAN

2019



“To sustain and improve access and mobility for transportation underserved populations in the Bear River Region.”

- *Vision for the Bear River Regional Access & Mobility Council*

**Bear River Association of
Governments**

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84321**

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PLAN AMENDED- JUNE 2019

**Bear River Regional Access
& Mobility Council**

*To sustain and improve access and mobility for transportation
underserved populations in the Bear River Region*



TABLE OF CONTENTS

1 EXECUTIVE SUMMARY	1-1
OVERVIEW.....	1-1
PROCESS & OBJECTIVES.....	1-1
THE PURPOSE OF THIS PLAN.....	1-2
MAJOR ACCOMPLISHMENTS IN THE REGION.....	1-2
TITLE VI COMPLIANCE & OUTREACH.....	1-3
2 DEMOGRAPHIC SUMMARIES	2-1
U.S CENSUS DEMOGRAPHICS – BOX ELDER COUNTY, UTAH	2-1
CACHE COUNTY, UTAH	2-2
RICH COUNTY, UTAH	2-3
3 EXISTING SERVICES/PROVIDER CAPITAL	3-1
LOCAL AREA CONDITIONS AND AVAILABLE TRANSPORTATION SERVICES	3-1
PUBLIC TRANSIT PROVIDERS	3-1
MAJOR HUMAN SERVICE TRANSPORTATION PROVIDERS	3-1
OTHER HUMAN SERVICE ORGANIZATIONS.....	3-4
4 REGIONAL GAP ANALYSIS.....	4-6
OVERVIEW AND SUMMARY	4-6
GEOGRAPHIC GAPS	4-6
ELIGIBILITY GAPS.....	4-6
TEMPORAL GAPS	4-2
SUMMARY	4-2
5 HUMAN SERVICE TRANSPORTATION COORDINATION GOALS AND STRATEGIES.....	5-4
Regional Priorities, Needs, and Challenges	5-4
STRATEGY IMPLEMENTATION AND PROGRESS SUMMARY.....	5-5
2017 GOALS AND STRATEGIES – NEW AND ONGOING.....	5-6
GOAL 1: Increase capacity of local human service and public transportation organizations to collaboratively meet shared goals.	5-6
GOAL 2: Increase access and mobility for transportation disadvantaged populations.	5-6
GOAL 3: Hold constant the average cost of providing transportation so that resources can be used as effectively as possible.	5-7
GOAL 4: Contribute to improvements in Air Quality in the Bear River Region.....	5-7
GOAL 5: Maintain a healthy and sustainable human service transportation network.	5-7
FTA APPROVED STRATEGIES Appropriate to the Bear River Region	5-7
UDOT APPROVED STRATEGIES for the Bear River Region	5-8
IMPLEMENTATION PLAN	5-21
FIVE-YEAR IMPLEMENTATION SCHEDULE.....	5-21
6 TRANSPORTATION PROJECTS AND APPLICATION SCHEDULE.....	6-1
INTRODUCTION	6-1
TRANSPORTATION PROJECT LIST/APPLICATION SCHEDULE– Funding Year (Not Calendar Year).....	6-1
FEDERAL TRANSIT ADMINISTRATION (FTA) APPLICATION PROCESS.....	6-1
7 APPENDIX.....	7-1
APPENDIX A – PUBLIC INVOLVEMENT/PROJECT PARTNERS.....	7-1
APPENDIX B – TITLE VI PLAN & OUTREACH.....	7-2

APPENDIX C – DETAILED DEMOGRAPHICS7-3

APPENDIX D - ELLIGIBLE AND APPROVED MOBILITY Project TYPES7-11

APPENDIX E – GAP ANALYSIS MAPS AND DETIALS.....7-12

1 EXECUTIVE SUMMARY

OVERVIEW

The Bear River Region, like many areas throughout the United States, is experiencing a growing need for transportation services catering to transportation disadvantaged populations. Increasing fuel prices coupled with a half century of low density land use development have increased the costs and need for transportation services. Economic and demographic trends including the Great Recession and aging of the Baby Boomer generation continue to increase the number of individuals who are unable to use conventional modes of transportation to access jobs, services, and education within their communities.

The Bear River Association of Governments has successfully implemented several human service transportation projects in the region thanks to the support and guidance of the Bear River Regional Access & Mobility Council. Projects of note include the implementation of a Medical Voucher Program (MVP) and a Mobility Voucher Program for Families (MVP4F) that both provide transportation reimbursement for disadvantaged populations in rural areas of the region. While the MVP program is no longer being funded with Federal Transit Administration dollars due to recent interpretation of regulations related to voucher programs, BRAG is looking for private funding sources to continue the program.

These projects are the direct result of coordination and planning in the region to help fill a critical gap in transportation services for individuals living in rural areas. When the council was created, Implementation of a voucher program was the highest priority of human service agencies in the region. These services have provided critical trips for a fraction of the cost of ADA Para transit or other public/private transportation service options. Finding alternative funding sources is a high priority for BRAG and the Bear River Regional Access and Mobility Council.

PROCESS & OBJECTIVES

Human service transportation planning and coordination is an active and ongoing pursuit. In the Bear River Region, the Bear River Access & Mobility Council is actively and consistently engaged in future planning for the region. This body of stakeholders made up of various human service agencies, transportation planners and the public, provide information regarding the current state of transportation in the region and help identify service gaps or future projects that will continue to meet the needs of transportation disadvantaged persons in the region.

The goals of this planning group include the following:

- **Stakeholder Engagement:** Members of the council continue to identify issues and opportunities for human service transportation in the region. This provides a forum for development and review of coordinated plan goals and strategies, and allows agencies the opportunity to coordinate future projects and funding requests with the Federal Transit Administration (FTA).
- **Planning:** The purpose of coordinated planning is to identify and understand the current and future transportation needs in the region. Planning allows agencies to identify new projects or opportunities in the region, or simply identify how to maintain an existing healthy human service transportation system.
- **Focusing on opportunities:** Stakeholders have experienced several years of declining funding and are operating very efficiently. However, in the future, areas may still be noted where coordination could achieve additional efficiencies allowing service levels to remain steady or grow. The council continues to identify solutions to either service or funding gaps through coordination and recommendations for mobility management activities.
- **Implementation:** The goal of coordinated planning includes the development of different project types and includes the expected time frame of implementation for various goals and strategies.
- **Program & Project Review:** The success of programs are regularly evaluated. It's imperative to consider if programs meet the needs of intended user groups and if they are sustainable over time as changes occur in transportation policies and/or funding. The council actively engages targeted populations and identifies ever changing needs in order to create mobility solutions in the region.

THE PURPOSE OF THIS PLAN

Human Service transportation planning in the Bear River Region is has been consistent since 2012 when the Bear River Regional Access and Mobility Council was created. Stakeholders are actively engaged in regularly scheduled meetings and continue to review and revise project goals and strategies to meet the needs of their consumers and to find ways to improve access and mobility for underserved populations. This coordinated transportation plan is a living and ever changing document. It provides useful information, goals and strategies, and detailed project lists to meet service gaps in the region. As such, it is regularly updated as new goals are identified, and/or new project needs are brought to light through planning and issue identification. However, to truly understand the state of transportation in the region, interested persons are invited to participate in Bear River Access & Mobility Council meetings. To find out how to become involved in human service transportation planning, please contact a BRAG representative at www.bearriver-mobility.org

Successful planning efforts over the past several years have established the groundwork for the structure of coordination in the region. All projects and strategies referenced in this plan were considered priorities by the Bear River Access and Mobility Council and formulated through several public workshops and meetings with agencies, stakeholders, local elected leaders, and the public.

Priorities are expected to change on an annual basis in response to need and other unforeseen changes. However, all projects and strategies referenced in this plan are part of the regional goal to improve access and mobility for all who live and work in the region, with emphasis on those individuals who are transportation disadvantaged and are eligible recipients of federally funded matching programs for transportation service and coordination.

MAJOR ACCOMPLISHMENTS IN THE REGION

In early 2013, BRAG began the process of developing an innovative non-emergency medical flexible transportation voucher program specifically targeted at helping individuals who were not being served by current transportation resources in the region. The Medical Voucher Program (MVP) was developed to allow eligible participants to negotiate non-emergency medical trips from a provider of their choice, and the program reimburses the miles traveled. Initially it was believed agencies would participate but reimbursement costs were not enough incentive to persuade their participation. Rather, individual drivers were utilized as transportation agents. FTA funding supported a trial run of this pilot program for 20 months. Though the program is no longer funded by FTA, BRAG is working to secure private funds to continue the program.

The MVP program was designed to:

- Allow the participant to retain their independence and ability to choose the driver with whom their schedule worked well and they felt safe and comfortable with.
- Reimburse volunteer drivers, friends, family members or neighbors for rides in private vehicles.

The general structure of the program is as follows:

- BRAG serves as the program administrator. This involves advertising or outreach to explain the program and train participants as well as verifying eligibility through an individual assessment. Training with the client includes explaining trip eligibility determination and the process of filling out and turning in vouchers. BRAG processes returned vouchers and issues reimbursement checks to involved drivers.
- The customer arranges for the particular mode of travel and gets a signature from the driver upon return home.
- The eligible driver accepts the check received as payment for the ride(s) provided.

In early 2014, BRAG received a competitive grant award from the Utah Department of Workforce Services called a TANF Grant (Temporary Assistance for Needy Families). The funding was set up for a three-year period, and will expire in September of 2017. This program has allowed eligible participants living in the Bear River Region, to receive transportation reimbursement for approved trips related to:

- Employment/Training Activities
- Job Search Activities
- Educational Activities (school or vocational training)
- Family/Personal Improvement Activities (counseling, addiction intervention, support, mentoring, financial responsibility, etc.)

To qualify for the MVP4F program, participants must first meet the following eligibility requirements:

- Applicant must have at least one child under 18 living at home.
- Household income must be at or below 200% of the poverty level.
- Applicants must reside in Box Elder, Rich or rural Cache County Utah.
- Applicants must be involved in activities to better their circumstances. This might include job searching, treatment or therapy sessions, community or college classes, bettering employment skills, and more.

Both programs were the direct result of coordinated planning in the region. ***Up to this point, vouchers have been the most cost effective method of providing critical transportation services to people living in rural areas.*** Because participants are also responsible for locating drivers to meet their trip needs through their own network of family members, neighbors, or friends, there is no other transportation option that provides the same level of personalized service and door-to-door assistance as these voucher trips. It is hoped that BRAG can find ways to continue these programs into the future.

TITLE VI COMPLIANCE & OUTREACH

In December of 2015, BRAG mobility management staff administered surveys to minority populations in the region to determine mobility and access needs. Public Service Announcements were also published in regional newspapers in English and Spanish asking for input on transportation needs and issues. All information gathered from these outreach efforts is considered in local and regional human service transportation coordination activities and the development of future plans or strategies for the region. Please visit www.bearriver-mobility.org for the full Title VI plan and documentation of outreach efforts to minority populations.

BRAG will regularly update the regional Title VI plan annually or as needed according to FTA requirements and UDOT recommendations. BRAG will also provide assistance with Title VI plans for local human service agencies and organizations and transportation providers on an on-needed basis.

2 DEMOGRAPHIC SUMMARIES

The BRAG area covers 7,900 square miles of northern Utah. BRAG's three member counties border Nevada, Idaho and Wyoming. Major services, such as regional hospitals and regional shopping centers, are located in Logan City (Cache County) or approximately 20 miles south of Box Elder County in Ogden, Utah. Residents living in the three-county area travel to Salt Lake City (approximately 50 miles south of Brigham City and 85 miles south of Logan) for services such as medical specialists, cultural and social events, and access to the Salt Lake International Airport.

The tables below identify key regional demographics to help identify population, race, housing, employment, and economic conditions of citizens living in Box Elder, Cache, and Rich Counties. The most recent decennial census for the U.S. was done in 2010. However, annual estimates are completed for most communities, the most recent of which were done in 2015 and 2016. See **Appendix C** for more detailed demographic information per county.

U.S. CENSUS DEMOGRAPHICS – BOX ELDER COUNTY, UTAH

COUNTY QUICK FACTS	BOX ELDER COUNTY, UTAH	UTAH
Population		
Population estimates, July 1, 2016, (V2016)	53,139	3,051,217
Population, Census, April 1, 2010	49,975	2,763,885
Age and Sex		
Persons 65 years and over, percent, July 1, 2015, (V2015)	12	10
Persons 65 years and over, percent, April 1, 2010	11	9
Population Characteristics		
Veterans, 2009-2013	2,581	134,332
Foreign born persons, percent, 2009-2013	3	8
Housing		
Owner-occupied housing unit rate, 2011-2015	78	70
Median value of owner-occupied housing units, 2011-2015	167,500	215,900
Median gross rent, 2011-2015	672	887
Language other than English spoken at home, percent of persons age 5 years+, 2011-2015	7	15
Education		
High school graduate or higher, percent of persons age 25 years+, 2011-2015	92	91
Bachelor's degree or higher, percent of persons age 25 years+, 2011-2015	22	31
Health		
With a disability, under age 65 years, percent, 2011-2015	9	7
Persons without health insurance, under age 65 years, percent	9	12
Economy		
In civilian labor force, total, percent of population age 16 years+, 2011-2015	64	68
In civilian labor force, female, percent of population age 16 years+, 2011-2015	55	60
Transportation		
Mean travel time to work (minutes), workers age 16 years+, 2011-2015	23	22
Income and Poverty		
Median household income (in 2015 dollars), 2011-2015	55,038	60,727
Per capita income in past 12 months (in 2013 dollars), 2011-2015	21,748	24,686
Persons in poverty, percent	8	11

COUNTY QUICK FACTS	BOX ELDER COUNTY, UTAH Box Elder County, Utah	UTAH Utah
Businesses		
Minority-owned firms, 2012	119	24,423
Nonminority-owned firms, 2012	3,427	218,826
Veteran-owned firms, 2012	306	18,754
Nonveteran-owned firms, 2012	3,157	219,807
Geography	Box Elder County, Utah	Utah
Population per square mile, 2010	9	34

CACHE COUNTY, UTAH

COUNTY QUICK FACTS	Cache County, Utah	Utah
Population		
Population estimates, July 1, 2016, (V2016)	122,753	3,051,217
Population, Census, April 1, 2010	112,656	2,763,885
Age and Sex		
Persons 65 years and over, percent, July 1, 2015, (V2015)	9	10
Persons 65 years and over, percent, April 1, 2010	8	9
Population Characteristics		
Veterans, 2011-2015	3,907	134,332
Foreign born persons, percent, 2009-2013	7	8
Housing		
Owner-occupied housing unit rate, 2011-2015	65	70
Median value of owner-occupied housing units, 2011-2015	191,900	215,900
Median gross rent, 2011-2015	686	887
Families and Living Arrangements		
Language other than English spoken at home, percent of persons age 5 years+, 2011-2015	13	15
Education		
High school graduate or higher, percent of persons age 25 years+, 2011-2015	93	91
Bachelor's degree or higher, percent of persons age 25 years+, 2011-2015	36	31
Health		
With a disability, under age 65 years, percent, 2011-2015	7	7
Persons without health insurance, under age 65 years, percent	10	12
Economy		
In civilian labor force, total, percent of population age 16 years+, 2011-2015	68	68
In civilian labor force, female, percent of population age 16 years+, 2011-2015	60	60
Transportation		
Mean travel time to work (minutes), workers age 16 years+, 2011-2015	17	22
Income and Poverty		
Median household income (in 2015 dollars), 2011-2015	50,497	60,727

COUNTY QUICK FACTS	Cache County, Utah	Utah
Per capita income in past 12 months (in 2015 dollars), 2011-2015	20,223	24,686
Persons in poverty, percent	16	11
Businesses	Cache County, Utah	Utah
Minority-owned firms, 2012	506	24,269
Nonminority-owned firms, 2012	9,458	218,826
Veteran-owned firms, 2012	586	18,754
Nonveteran-owned firms, 2012	9,022	219,807
Geography	Cache County, Utah	Utah
Population per square mile, 2010	97	34
Land area in square miles, 2010	1,165	82,170
FIPS Code	"49005"	"49"

RICH COUNTY, UTAH

COUNTY QUICK FACTS	Rich County, Utah	Utah
Population		
Population estimates, July 1, 2016, (V2016)	2,319	3,051,217
Population, Census, April 1, 2010	2,264	2,763,885
Age and Sex		
Persons 65 years and over, percent, July 1, 2015, (V2015)	17	10
Persons 65 years and over, percent, April 1, 2010	15	10
Population Characteristics		
Veterans, 2011-2015	173	134,332
Foreign born persons, percent, 2011-2015	1	8
Housing		
Owner-occupied housing unit rate, 2011-2015	79	70
Median value of owner-occupied housing units, 2011-2015	173,500	215,900
Median gross rent, 2009-2013	614	856
Families and Living Arrangements		
Language other than English spoken at home, percent of persons age 5 years+, 2009-2013	4	15
Education		
High school graduate or higher, percent of persons age 25 years+, 2011-2015	97	91
Bachelor's degree or higher, percent of persons age 25 years+, 2011-2015	19	31
Health		
With a disability, under age 65 years, percent, 2011-2015	13	7
Persons without health insurance, under age 65 years, percent	13	12
Economy		
In civilian labor force, total, percent of population age 16 years+, 2011-2015	49	68
In civilian labor force, female, percent of population age 16 years+, 2011-2015	35	60
Transportation		

COUNTY QUICK FACTS		Rich County, Utah	Utah
Mean travel time to work (minutes), workers age 16 years+, 2009-2013		22	22
Income and Poverty			
Median household income (in 2013 dollars), 2009-2013		50,781	60,727
Per capita income in past 12 months (in 2013 dollars), 2009-2013		19,168	24,686
Persons in poverty, percent		9	11
Businesses		Rich County, Utah	Utah
Minority-owned firms, 2012		F	24,423
Nonminority-owned firms, 2012		320	215,536
Veteran-owned firms, 2012		F	18,754
Nonveteran-owned firms, 2012		294	219,807
Geography		Rich County, Utah	Utah
Population per square mile, 2010		2	34
Land area in square miles, 2010		1,029	82,170
FIPS Code		"49033"	"49"

This geographic level of poverty and health estimates are not comparable to other geographic levels of these estimates

Some estimates presented here come from sample data, and thus have sampling errors that may render some apparent differences between geographies statistically indistinguishable.

The vintage year (e.g., V2014) refers to the final year of the series (2010 thru 2014). Different vintage years of estimates are not comparable.

(1) Data may be subject to publication minimums that vary by industry and geography.

(2) Includes data not distributed by county.

(a) Includes persons reporting only one race

(b) Hispanics may be of any race, so also are included in applicable race categories

(c) Economic Census - Puerto Rico data are not comparable to U.S. Economic Census data

D: Suppressed to avoid disclosure of confidential information

F: Fewer than 25 firms

FN: Footnote on this item in place of data

NA: Not available

S: Suppressed; does not meet publication standards

X: Not applicable

Z: Value greater than zero but less than half unit of measure shown

QuickFacts data are derived from: Population Estimates, American Community Survey, Census of Population and Housing, Current Population Survey, Small Area Health Insurance Estimates, Small Area Income and Poverty Estimates, State and County Housing Unit Estimates, County Business Patterns, Non-employer Statistics, Economic Census, Survey of Business Owners, Building Permits.

3 EXISTING PROVIDERS AND SERVICES

LOCAL AREA CONDITIONS AND AVAILABLE TRANSPORTATION SERVICES

In this section, providers are divided by the type or level of service they provide in the region. The divisions for this section include: Public Transit, Major Human Service Transportation Providers, and Other Human Service Organizations. While Public Transit is easily understood or identified, the other distinctions were created by the project team to simplify the inventory of transportation assets and services. This is to help focus project time and funding towards gathering information from key partners in the region that will have the greatest impact towards the goal of transportation coordination. It is the expectation of the project team that these key partners will provide the necessary experience and leadership to foster long term partnerships with all other human service providers in the region.

PUBLIC TRANSIT PROVIDERS

In Cache County, a mix of urban and (limited) rural populations is served by the Cache Valley Transit District (CVTD). CVTD provides fare-free public transit services to the Cache Valley area, including Franklin County, Idaho where Pocatello Regional Transit has contracted with them for commuter routes. Fixed route and complimentary Paratransit services are available in the urban areas including Logan, North Logan, River Heights, Richmond, Smithfield, Hyde Park, North Logan, Providence, Nibley, Millville and Hyrum. Commuter services are also provided to Lewiston, Utah and Preston, Idaho.

Brigham City in Box Elder County is served by three Utah Transit Authority (UTA) routes. Route 616 is the North Weber FrontRunner Shuttle providing weekday service to the Ogden Station. Route 630 is the Brigham City/Ogden Commuter bus providing weekday and Saturday service between the Ogden Intermodal Center and 700 North & Main in Brigham City. There is also a Flex Route (Route F638) called The Brigham City, which goes to major locations in Brigham City such as Walmart, the hospital, the Senior Center, and other locations. UTA Paratransit service is provided to eligible riders whose pick up and drop off points lie within a $\frac{3}{4}$ mile boundary of a regular local fixed bus route. This service is consistent with ADA Paratransit guidelines.

Agency	Service Type	Eligibility	County	Phone #
Cache Valley Transit District (CVTD)	Public Transit	Public Transit (fare free), Paratransit Services	Cache	(435) 752-2877
Utah Transit Authority	Public Transit	Public Transit (fare), Paratransit Services	Box Elder	(801) 627-3500

MAJOR HUMAN SERVICE TRANSPORTATION PROVIDERS

Some organizations in the Bear River Region provide transit services for very specific human service populations. Others provide general transit for the public, but their services are available for all riders, as long as there is minimal assistance needed for the client to board and exit the vehicle. Likewise, there are organizations that only provide transit from one central location to approved destinations, while others offer curb to curb, or in some cases door to door, services. Some providers have drivers that are trained only to drive and open doors; some are trained to help clients with wheelchairs and seating; and some are trained as Certified Nursing Assistants (CNA's), and/or in CPR/First Aid.

Vehicles operated by these organizations range from personal vehicles to large Paratransit buses and carry between 3 and 35+ passengers. Many of these vehicles have wheelchair lifts as well. Annual vehicle miles for these groups range from 500 miles to almost 1.5 million miles. Scheduling can range from occasionally planned trips, to fixed routes and times; some organizations require 24-48 hours of prior notice, and others are on an as-needed basis.

MAJOR HUMAN SERVICE TRANSIT PROVIDERS IN THE BEAR RIVER REGION PROVIDE TRANSPORTATION FOR A VARIETY OF NEEDS FOR CLIENTS INCLUDING THE FOLLOWING:

- Day programs
- Programs at other agencies
- Medical appointments
- Employment
- Education
- Shopping and personal needs
- Field trips and recreation
- Dining out
- Others trips as needed

Not all providers transport clients to address all of these needs, and some providers are limited in the services they can provide by the amount of funding available. Many of the providers in the region agree that transportation of clients in general is very expensive, and available funding rarely covers the cost needed to provide those services. Clientele and eligibility requirements also vary for the different organizations. Some require Medicaid, some transport senior citizens or persons with disabilities only, some serve only existing clients, some have clients referred based on physical or emotional concerns, and others require eligibility based on general public transit equipment or service usability.

Funding sources and regulatory compliance for each of these organizations also varies substantially. Sources including local, State, and Federal Government, private funding, donations, resident fees, fares, and fundraising by the individual organizations.

Agency	Service Type	Eligibility	County	Phone #
Bear River Valley Senior Citizen's Center	Transportation for Center Programs, Services, Meals on Wheels	Seniors	Box Elder	(435) 257-9455
BRAG Senior Companions Program	Transportation to Fulfill Clients Needs	Clients	Box Elder, Cache, Rich	(435) 752-7242
Brigham City Senior Center and Senior Transit	Transportation for Center Programs, Services	Seniors	Box Elder	(435) 723-3303
Cache County Senior Citizen Center	Transportation for Center Programs, Services	Seniors	Cache	(435) 755-1720
Cache Employment & Training Center	Transportation for Employment, Day Programs	People with Disabilities	Box Elder, Cache	(435) 752-7952
Developmental Skills Laboratory USU	Transportation for Day Programs, Services	People with Disabilities	Cache	(435) 797-8528
Life Skills and Independent Needs Center (LINC)	Transportation for Center Programs/Services	Clients	Box Elder	(435) 723-3913
Options for Independence - Cache Office	Transportation for Center Programs, Services	People with Disabilities	Cache	(435) 753-5353

Agency	Service Type	Eligibility	County	Phone #
Options - Box Elder Satellite Office	Transportation for Center Programs, Services	People with Disabilities	Box Elder	(435) 723-2171
Rich County Senior Citizen's Center	Transportation for Center Programs, Services	Seniors	Rich	(435) 793-2122

HUMAN SERVICE AGENCY FACILITY LOCATIONS



OTHER HUMAN SERVICE ORGANIZATIONS

There are many organizations in the Bear River Region that provide services for seniors, people with disabilities, and low-income individuals. Among them are assisted living centers, nursing and rehabilitation centers, State health and mental health agencies, family support services, training, employment, and educational facilities, migrant and refugee assistance organizations, religious organizations, food pantry's, senior centers, the Northwest Band of the Shoshone Nation, minority assistance centers, disability resource and rehabilitation centers, medical care facilities, and others.

These organizations, agencies, and service providers work constantly to make sure that basic needs are being met for human service populations. Most of these organizations are currently providing limited transit services. One of the purposes of this ongoing human service transit planning process is to analyze the feasibility of coordination among organizations to see if there are ways to increase the quality and extent of service while decreasing costs.

While not all human service organizations provide organized transit for clients, they can provide crucial insight into the needs of human service populations. This list represents those human service agencies that provide some level of transportation for their clients with strict eligibility criteria, making trip coordination extremely difficult due to either cost, or the potential of resource sharing to interfere with an agency's mission, goals, or policies.

Agency	Service Type	Eligibility	County	Phone #
Aggie Shuttle - Utah State University	Student Transit	On Campus Riders	USU Campus	(435) 797-3414
Bridgerland Cab	Taxi Service	Standard fare	Cache Co.	(435) 764-2227
Chrysalis	Transportation for Day Programs, Services	Clients, People with Disabilities	Cache	(435) 753-6606
Common Ground Outdoor Adventures	Transportation for Day Programs	People with Disabilities	Box Elder, Cache	(435) 713-0288
Cache Cab	Taxi Service	Standard Fare	Cache	(435) 237-7900
Cache Valley Assisted Living	Assisted Living Facility	Clients only	Cache	(435)-792-4077
The Gables Assisted Living	Transportation for Center Programs/Services	Clients	Box Elder	(435)-239-8780
Blacksmith Fork Assisted Living	Transportation for Center Programs/Services	Clients	Cache	(435)-994-3000
Autumn Care Assisted Living	Transportation for Center Programs/Services	Clients	Cache	(435)-557-0505
The Gables Assisted Living	Transportation for Center Programs/Services	Clients	Cache	(435)-258-8828
Greyhound Bus	Inter-City Public Transit	Standard Fare	Box Elder, Cache	(435) 792-3132
Hyrum Senior Citizen's Center	Transportation for Center Programs/Services	Seniors	Cache	(435) 245-3570

BRAG Coordinated Human Service Transportation Plan

Agency	Service Type	Eligibility	County	Phone #
Legacy House Assisted Living	Transportation for Center Programs/Services	Assisted Living Clients	Cache	(435) 755-2877
Logan Taxi	Taxi Service	Open	Cache	(435) 753-3663
Maple Springs Assisted Living Brigham	Transportation for Center Programs/Services	Assisted Living Clients	Brigham City	(435) 723-9100
Maple Springs Assisted Living North Logan	Transportation for Center Programs/Services	Assisted Living Clients	Cache Valley	(435)-753-9400
Mission at Bear River Care Center	Transportation for Center Programs/Services	Nursing home Clients	Box Elder	(435) 257-4400
Our House Assisted Living	Transportation for Center Programs/Services	Assisted Living Clients	Box Elder	(435) 257-5658
Logisticare Medicaid Transportation	Non-Emergency MEDICAID Transportation	Medicaid Clients	Box Elder, Cache, Rich	(866) 863-4403
Pioneer Care Center	Transportation for Center Programs/Services	Nursing & Rehabilitation Clients	Box Elder	(435) 723-5289
Pioneer Valley Lodge Independent Sr. Living	Transportation for Center Programs/Services	Independent Living Clients	Box Elder, Cache	(435) 792-0353
Pocatello Regional Transit	Public Transit	Public Transit (fare), Paratransit Services	Limited Service to Cache & Box Elder	(208) 234-2287
Rocky Mt. Nursing and Rehab. Center	Transportation for Center Programs/Services	Nursing & Rehabilitation Clients	Cache	(435) 750-5501
Salt Lake Express	Airport Shuttle	Standard Fare	Box Elder, Cache	(800) 356-9796
Sunshine Terrace Foundation	Transportation for Center Programs, Services	Nursing & Rehabilitation Clients	Cache	(435) 752-0411
Terrace Grove Assisted Living	Transportation for Center Programs, Services	Assisted Living Clients	Cache	(435) 787-2855
Utah Trailways	Charter Services	Call for Eligibility	Box Elder, Cache	(800) 876-5825
Williamsburg Retirement Community	Transportation for Center Programs, Services	Assisted Living Clients	Cache	(435) 753-5502
Willow Glen Health & Rehabilitation	Transportation for Center Programs, Services	Nursing & Rehabilitation Clients	Box Elder	(435) 723-7777

4 REGIONAL GAP ANALYSIS

OVERVIEW AND SUMMARY

Assessing gaps in transportation services in the Bear River Region is critical in order to find ways to address those gaps. If deficiencies are not accurately understood, solutions cannot be realistic and are not feasible long-term. In 2009, BRAG completed a very cursory gap analysis which showed geographic service areas and potential gaps in service. However, the data for some agencies and providers was incomplete, and the location of clients was unknown. The analysis in this plan contains more accurate coverage areas, and integrates generic client address data so that an origin-destination approach for the analysis could be utilized to see true geographic gaps in service. While other gaps exist, only geographic gaps were included in this analysis. Future analyses should be done to more accurately address gaps in service. Three human service transportation gaps in the Bear River Region are:

- **GEOGRAPHIC GAPS**
- **ELIGIBILITY GAPS**
- **TEMPORAL GAPS**

Below is a brief summary of each of these gap types and what needs exist for these analyses.

GEOGRAPHIC GAPS

In order to determine where gaps in transportation services exist in the Bear River Region, it was first determined that an accurate inventory of provider origins, destinations, and routes was necessary. For this analysis, each human service transportation provider in the region was contacted and asked to provide addresses for the clients they serve (origins), as well as addresses for the location of their building (destinations). The client address points used for this analysis are only approximate locations, and there are no names associated with the data for the protection of the clients. Human service agencies which were included in this analysis include the following:

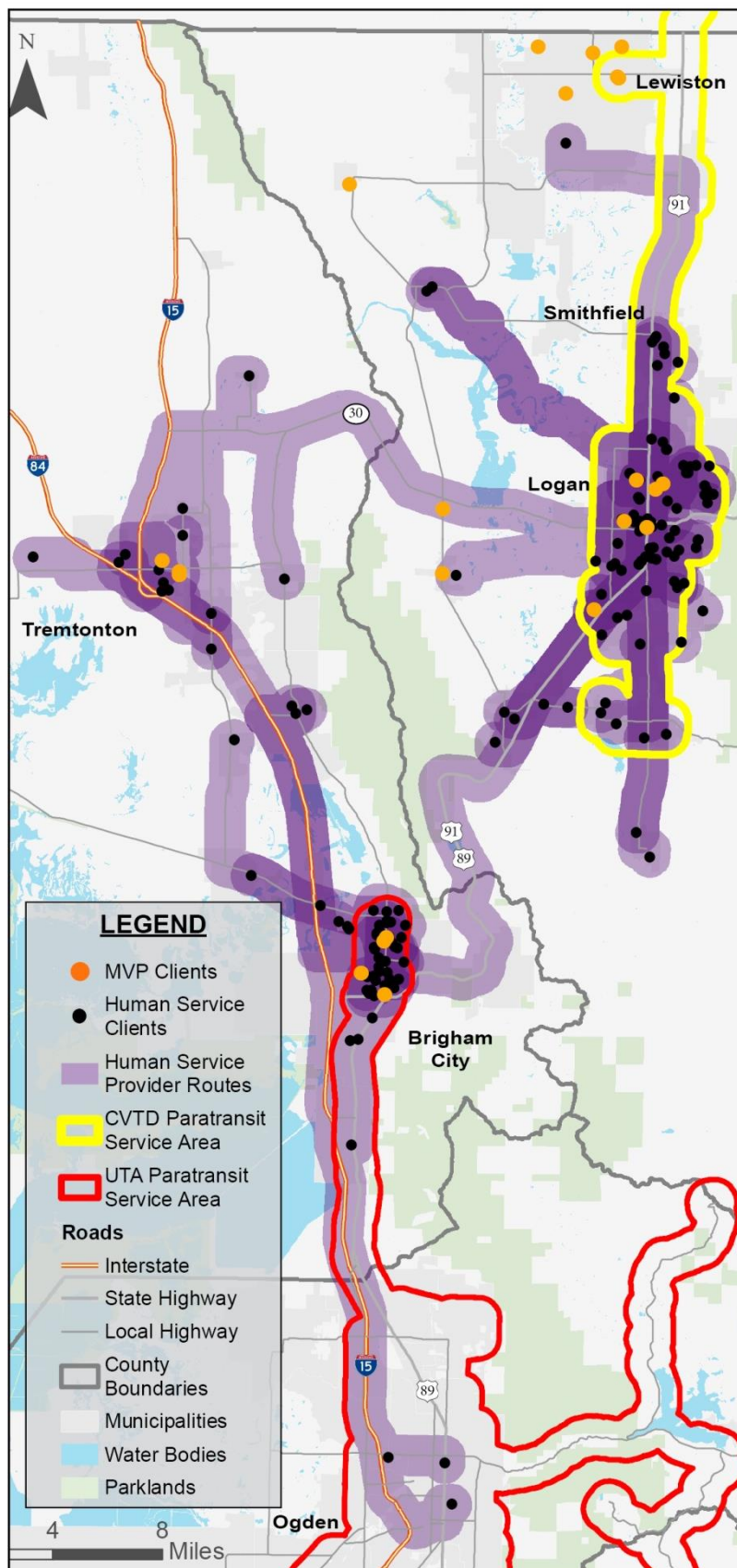
- | | |
|--|--|
| • Brigham City Senior Center | • USU Developmental Skills Laboratory (DSL) |
| • Bear River Valley Senior Center | • Life Skills and Individual Needs Center (LINC) |
| • Cache Employment and Training (CETC) | • Options for Independence |
| • Cache County Senior Center | • Rich County Senior Center |

Transportation service coverage areas were mapped for each provider based on origins and destinations, and the connectivity between those. All of the provider coverage areas were overlaid on one map to show the most common and shared geographic areas served by these providers. Public transit provider coverage areas for CVTD and UTA are depicted on the analysis as hollow polygons with bold boundary lines (red and yellow). While these agencies provide excellent service for participating communities, many gaps exist in the smaller towns and more rural areas of both Box Elder and Cache Counties. On the following pages are maps which illustrate geographic gaps in transportation service and actual client destination data. More detailed maps and information can be found in **Appendix E**.

ELIGIBILITY GAPS

UTA and CVTD only serve the general public in their respective geographic areas, including fixed route and paratransit services. Human service transportation providers can only transport clients that are pre-approved for services and fit within eligibility requirements for those services. These services are often tied to very specific funding sources with very specific lists of approved activities. As such, transportation gaps exist in the region, not only geographically, but also for those people that are not eligible for services for various reasons. Until eligibility issues are addressed, sharing transportation services and/or having coordinated routes between multiple agencies is very unlikely.

GEOGRAPHIC GAP ANALYSIS – AGENCY PICK-UP LOCATIONS & ROUTES



TEMPORAL GAPS

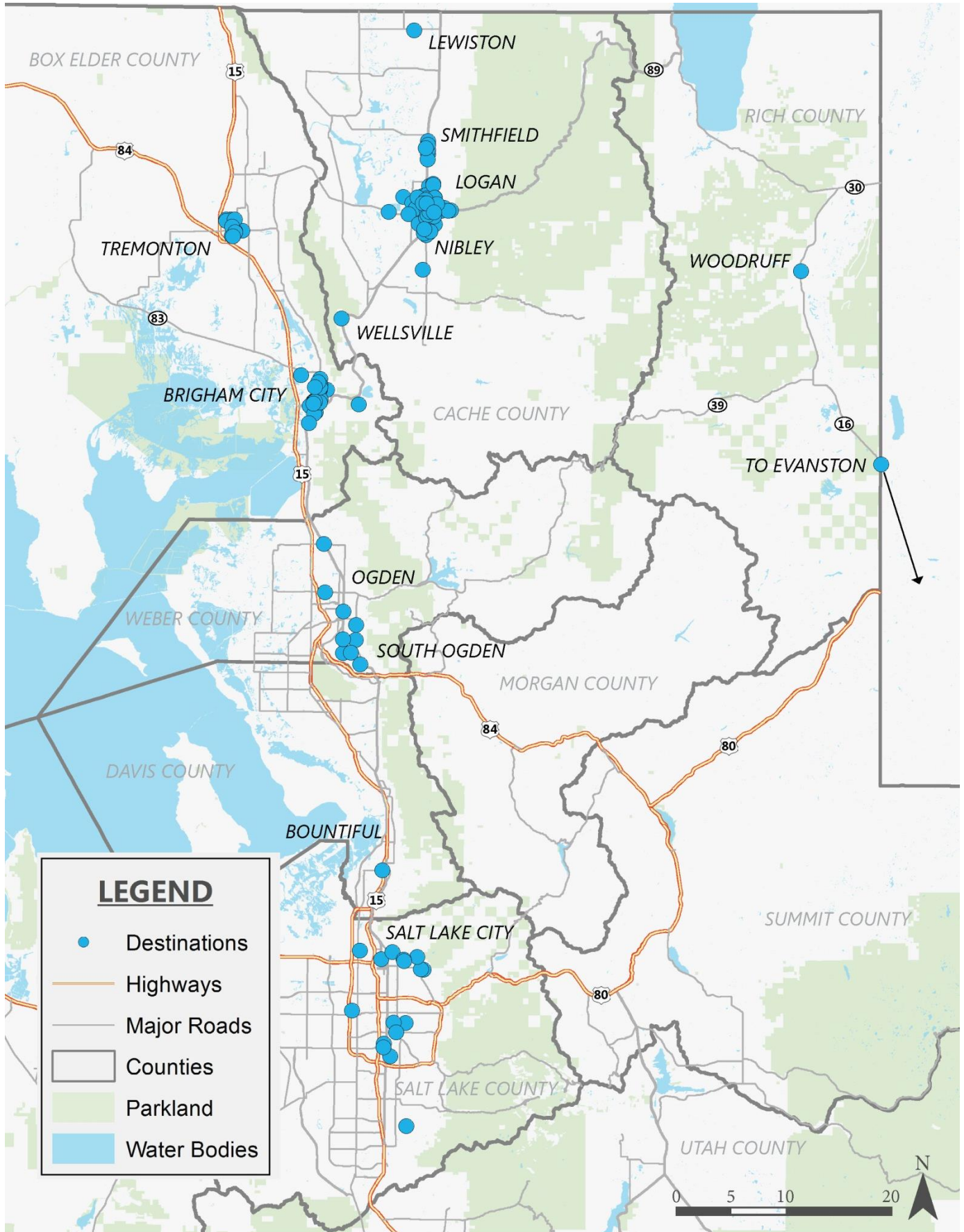
While geographic gaps in service are important to understand, some of the most difficult gaps to assess are temporal gaps (scheduling and service hours). While agencies may provide transportation for specific geographic areas, scheduling may be difficult or impossible for them to provide additional services outside of business hours or on weekends when they are not open. Likewise, even during business hours, agencies are scheduled to pick up clients, bring them to their facility, provide day services or other approved activities, and then take them home at the end of the day. They do not have extra funding to pay additional hours for a driver, and they often cannot afford to pay for additional fuel and wear and tear on their vehicles.

SUMMARY

Although it would seem that human service agencies and public transit providers have most of the regional transportation needs covered, the reality is that there are definite gaps in service. Geographically, there are gaps in rural areas. Temporally, there are gaps in days and time of service. There are also eligibility gaps, where the public is not able to utilize transportation services from an agency unless they are an eligible client who is approved for services.

What can be done to fill geographical, temporal, and eligibility gaps? Which programs or projects are flexible enough to address all of those needs in a way that is sustainable and low-cost? The purpose of this human service transportation coordination plan is to discuss and analyze these and other access and mobility issues in the Bear River Region. Creative solutions can be difficult to implement. Federal and state funding and project eligibility issues are often complex and difficult to solve without administrative and/or legislative changes.

GEOGRAPHIC GAP ANALYSIS – CLIENT DESTINATIONS (INCLUDES MVP)



5 HUMAN SERVICE TRANSPORTATION COORDINATION GOALS AND STRATEGIES

Regional Priorities, Needs, and Challenges

Service Coordination Challenges

As the Regional Access and Mobility Council has gathered to discuss and consider the needs of their clients and others in the community, transportation gaps have been identified. Coordination among human service agencies and the available transit offered currently doesn't coalesce. Affiliated agencies have carefully deliberated on how they might conjoin with other transit providers to fill the service gaps. Long distance transportation to medical appointments is a need our human service agencies have carefully deliberated. These trips usually take 5 hours or more. Budget limitations and time constraints on agencies does not allow for extra time and staff needed for long distance trips to transport one or two individuals to specialists or to receive services at health care facilities along the Wasatch front. Only one Nursing and Rehabilitation Center in a small town of Box Elder County has been able to offer coordination. Periodically they transport patients from a neighboring hospital to their nearby homes at the time of discharge, so long as the van and driver are available. Otherwise, coordination has not worked out between agencies or with the local public transit providers. The concept of receiving FTA funding for vehicles is generous, but doesn't address our needs. Due to the limited need and frequency of trips, dedicated vehicles and routes doesn't make sense... consistent costs for an inconsistent transit service.

Unique Rural Challenges

- A one call/one click service may work well when multiple calls are received for a variety of services, but a call center service does not address the transit concerns of our region. CVTD is the only affordable public transit provider in Cache valley and they have created means for their users to find information on bus service.
- UBER-type services don't function in our small communities and the transit services offered by Cache Valley Transit District and UTA in Brigham City has not yet spread into outlying areas.
- Non-available public transportation through Logan and Sardine Canyons presents a definite impediment for non-drivers.
- For Low-income, older adults or people with disabilities, few options exist, and preventive health care trips become improbable. Even if low income individuals can get a no-cost ride on CVTD to the transit center, the rider still may not be able afford private transportation out of Cache Valley.

Alternative Transportation

In the more populated areas of the region, walking and bicycling are becoming more popular as alternative transit means. Northern Utah air quality suffers greatly due to wintertime inversions. We believe educating the public on area transit alternatives and encouraging the use of all possible options can impact air quality and lead to lighter congestion on our roadways. One way we can provide this education is through the Open Access program.

Volunteer Driver/Voucher Program

- The trips provided by volunteer drivers during the MVP pilot project are constantly referred to again and again, because that option filled the main transit gap for low income older adults and those with disabilities in even the most remote areas of the Bear River Region.
- The volunteering spirit of our region is strong and clients of our Medical Voucher Program were able to find volunteer drivers to get them to medical appointments an estimated 95% of the time.

- Due to the low overhead, this program is the lowest cost, workable alternative for our rural areas. The periodic need for an accessible vehicle to transport rural individuals to more populated areas for medical care and other purposes remains a need yet to be met, but it is not frequently requested.

Versatile Options Needed Across the State

As we meet in conferences or meetings with other transportation planners and providers around the state, it is evident that in order to manage the unique mobility concerns in each area, non-traditional means have definitely proven more suitable. In order for Federal and state transportation dollars to effectively aid all areas of Utah, it is imperative that different regions are offered versatility in utilizing funds for those projects distinctive to their communities.

STRATEGY IMPLEMENTATION AND PROGRESS SUMMARY

The summary of implemented strategies below represent several years of human service transportation planning in the Bear River Region. These strategies were developed through a variety of combined studies and planning efforts. To date, implemented strategies include the following:

- The creation of a formal Regional Coordinating Council known as the **Bear River Regional Access & Mobility Council** in 2012.
- The development of a regional business/strategy plan that helps identify the true costs of providing human service transportation in the region – **The Bear River Region Mobility Management Business Plan (2012)**.
- The development of two rural transportation voucher programs that provide mileage reimbursement for approved trips outside of areas with public transit or ADA type service – **The BRAG Medical Voucher Program (MVP)** and **The BRAG Mobility Voucher Program for Families (MVP4F)**. The MVP program is not currently being funded, due to the fact that the program was recently found ineligible for funding through the Federal Transit Administration (FTA). This is unfortunate, due to the fact that there are at least 25-30 MVP clients that either cannot access critical medical services at this time, or are using money they would have used for food or other needs to pay for fuel to get to the doctor. Many studies show that money spent up front to access preventative medicine and to get early treatment can drastically decrease medical costs later on, such as emergency care and long-term treatments for serious illnesses or conditions.
- The development of the **Open Access Program**, which provides education to local businesses and organizations regarding issues faced by transportation-disadvantaged populations when attempting to shop and access services.
- Members of the Advocacy and Outreach subcommittee of the Bear River Regional Access and Mobility Council worked with state legislators, the state Department of Services for Persons with Disabilities (DSPD) and various agencies to advocate for **increased Motor Transportation Payment (MTP) Rate** for service providers. Though still a fraction of actual cost for paratransit services, the rate was increased for several years.
- The creation of a **Travel Training Program** catered towards helping seniors, persons with disabilities, and low-income populations better utilize existing public and specialized transit services. This program was done in cooperation with the Cache Valley Transit District (CVTD). Although well attended and successful, this program has been discontinued due to recent guidance by the Utah Department of Transportation (UDOT) Public Transit Team. BRAG staff was told that a “Train the Trainer” program could be created, but that FTA funds could not be used to actually do the travel training.
- The development of a **regional website** to provide human service transportation resource information to stakeholders and the general public – www.bearriver-mobility.org

Several key issues have been brought into focus as we have assessed the services and ability of agencies to provide for the needs in our region. Agencies have been faced with decades of increasing costs and an inverse relationship in the amount of funding available to provide those transportation services to an ever increasing customer base. Through ingenuity and efficiency, agencies have carefully implemented procedures to serve the highest number of

possible clients with available funds. Due to time constraints, budget and staff limitations, agencies have done a proficient job offering current services within the frameworks they are allotted. Coordination between agencies to fill gaps in transportation is a complex challenge which will continue to be deliberated.

In order to keep up with the ever changing growth and needs of our region, the strategies of this plan must also transform. Funding from state and federal sources will be augmented with contributions from foundations, private businesses and corporations. Where possible, donations will be requested or welcomed from program participants. As our population increases, public and private transportation services will undoubtedly acclimate. We recognize that the responsibilities and involvement of the groups and individuals involved in mobility may change considerably and we will adjust accordingly with needs of vulnerable individuals as our constant objective.

2017 GOALS AND STRATEGIES – NEW AND ONGOING

Some strategies in past versions of this plan have already been implemented, some projects are ongoing, and some have been found to be difficult to implement in the Bear River Region due to population, demographics, financial resources, or for other reasons. The Bear River Regional Access and Mobility Council and BRAG mobility management staff is regularly assessing proposed implementation strategies to see which ones are feasible, which ones are not, and whether or not there are new strategies the council could implement to improve access and mobility in local communities and regionally. Below is a list of new and ongoing strategies for this plan update. The following pages also contain a more detailed summary and description of all strategies for this region including those that are completed, those that are ongoing, those that are possible but not likely, and all of the new strategies for 2017.

GOAL 1: INCREASE CAPACITY OF LOCAL HUMAN SERVICE AND PUBLIC TRANSPORTATION ORGANIZATIONS TO COLLABORATIVELY MEET SHARED GOALS.

- Ongoing Strategies:
 - Advocate for policy changes through legislative policy sub-committee
 - Support innovative initiatives/partner with other organizations
- New Strategies:
 - Support innovative initiatives (USU research, electric vehicles, and natural gas vehicles)

GOAL 2: INCREASE ACCESS AND MOBILITY FOR TRANSPORTATION DISADVANTAGED POPULATIONS.

- Ongoing Strategies:
 - Support and expand volunteer driver programs
 - Support a circuit Mobility Manager
 - Maintain website and resource directory
 - Study Brigham City/Tremonton connector routes
 - Provide training on transit barrier mapping and other connectivity issues
 - Develop evacuation plan for vulnerable populations
- New Strategies:
 - Coordinate with Logan City to implement pilot project addressing mobility barriers
 - Promote mobility website with revised information about transportation options in the region and community events geared toward mobility, accessibility and transportation.
 - Work with UTA & CVTD to obtain funding for a study to explore options for potential public transit &/or an accessible shuttle service between Box Elder County and Cache Valley. Analyze existing transit services in Box Elder County to look at potential improvements.
 - Work with regional pre-disaster mitigation group to create evacuation plan for vulnerable populations

GOAL 3: HOLD CONSTANT THE AVERAGE COST OF PROVIDING TRANSPORTATION SO THAT RESOURCES CAN BE USED AS EFFECTIVELY AS POSSIBLE.

- Ongoing Strategies:
 - Advocate for low cost transportation options for transportation disadvantaged populations
 - Provide procurement assistance for human service agencies
- New Strategies:
 - Utilizing annual Human Service Transportation Providers Survey to develop new and timely strategies to meet identified needs.
 - Consider population growth and innovative services to address area transit challenges.

GOAL 4: CONTRIBUTE TO IMPROVEMENTS IN AIR QUALITY IN THE BEAR RIVER REGION.

- Ongoing Strategies:
 - Encourage transit agencies to incorporate cleaner air technologies
 - Educate local businesses to promote alternative transportation methods
 - Provide information and resources on mobility website
- New Strategies:
 - Gather data to improve access to transit & other services through Open Access Program
 - Support community efforts for carpooling, utilizing transit, & alternative forms of transportation (Bear River Health Department, Chamber of Commerce)
 - Consistently update mobility website with information about opportunities to utilize alternative forms of transportation, community events, promote car-pooling, alternative work schedules and telecommuting promoting lighter traffic.

GOAL 5: MAINTAIN A HEALTHY AND SUSTAINABLE HUMAN SERVICE TRANSPORTATION NETWORK.

- Ongoing Strategies:
 - Annual surveys
 - Invite human service agencies to URSTA conferences
 - Invite human service agencies to local and regional mobility management meetings
 - Continuous updates to human service providers about policy and program updates and changes
 - Advocate for individuals and agencies

FTA APPROVED STRATEGIES Appropriate to the Bear River Region

- Transportation Vouchers for Medical and Other Critical Trip Types
- Travel Training Program
- Mobility Management as part of Hospital Discharge Planning ¹
- Volunteer Driver Programs²
- Advocating for alternative transportation options such as biking and walking, car and van pools to reduce the number of trips by automobile. ³
- Building accessible paths to bus stops, improving signage and accessible pedestrian signals. ⁴

¹ San Diego Association of Governments Discharge Planning Coordination with area Hospital. Also done by Vermont Agency of Transportation

² Pay Your Pal, Lake Co., CA

³ Active Transportation, UDOT

⁴ FTA 5310 Fact Sheet; Eligible Activities for Non-Traditional Projects

BRAG Coordinated Human Service Transportation Plan

- Providing information and education to public regarding area transportation options.
- Coordination of Transportation Services
- Staffing the Regional Coordinating Council

UDOT APPROVED STRATEGIES for the Bear River Region

- Travel Training Program
- Staffing the Regional Coordinating Council
- Volunteer Driver Programs
- Providing information and education to public regarding area transportation options.

2017 HUMAN SERVICE TRANSPORTATION COORDINATION GOALS

1



Increase capacity of Local Human Service and Public Transportation Organizations to collaboratively meet shared goals

2



Increase Access and Mobility for Transportation Disadvantaged Populations

3



Hold constant the average cost of providing transportation so that resources can be used as effectively as possible

4



Contribute to Improvements in Air Quality in Bear River Region

5



Maintain a Healthy & Sustainable Human Service Transportation Network



Goal 1. Increase capacity of Local Human Service and Public Transportation Organizations to collaboratively meet shared goals

COMPLETE

- Formalize Regional Council
- Formalize Mobility Management Team
- Network with Human Service and Transportation Organizations (Conduct Transit Providers Survey)

ONGOING

- Advocate for policy changes (MTP Rate) through Legislative policy sub-committee
- Support Innovative initiatives

POSSIBLE BUT NOT LIKELY

- Adopt common financial & performance reporting & evaluation framework

COMPLETE

- Formalized a **Regional Coordinating Council in 2012**
 - Help develop, implement, and provide guidance to the coordination of community transportation services and information within the region so that (1) seniors, persons with disabilities, and persons with low income can better access local and regional transportation services; and (2) operators, funders and purchasers of community transportation services can more effectively utilize and leverage funding in order to expand services to address unmet needs;
 - Help guide, assist, and monitor the efforts of a regional mobility manager/team who will have the day-to-day responsibility for encouraging, planning, evaluating, and in some cases, implementing and managing, coordinated efforts, services and information in the region;
 - Work together with other regional coordinating councils and the Utah Urban Rural Specialized Transportation Association (URSTA) to help promote coordination and develop solutions to inter-regional community transportation needs; and
 - Provide feedback to governmental agencies and other organizations that fund/sponsor community transportation relative to policies and practices that successfully foster and that adversely affect the coordination of community transportation services and information.

- Formed BRAG Mobility Management Team
 - **Planning, Advocacy, Outreach & Policy** – Mobility managers are advocates for transportation disadvantaged populations. In this role, mobility managers work to educate local leaders about the needs of the community and the role of coordination in solving problems. This role includes advocacy for supportive policies at the local, regional and state level.
 - **Training and Technical Assistance** – Mobility managers help distribute information about best practices, successful models and technical resources to implement mobility management strategies. This function requires technical acumen and expertise and excellent communication and interpersonal skills.
 - **Strategy Implementation**– Mobility managers work with local partners to implement mobility management strategies. This role takes on a wide range of multi-disciplinary functions including development of resource sharing agreements and cost allocation plans in collaboration with professional staff, budgeting and contracting, procurement of goods and services, as well as creation and operation of new mobility programs.
 - **Information & Referral** – Mobility managers serve as a knowledge base for the community. In this capacity mobility managers provide information systems scaled to the needs of the community. These can include dynamic resource directories, printed information booklets or a range of hands-on trip planning and travel training services.
 - **Serving as staff to RCC** – Traditionally a mobility manager serves as staff to a regional coordinating council. This function often intersects with the functions described above.
- Network with Human Service and Transportation Organizations (Conduct Transit Providers Survey)

ONGOING

- **Advocate for policy changes** that support the shared goals of RCC members.
 - Establish a policy sub-committee to work with other coordinating councils, state agencies, state advocacy organizations, and other relevant groups.
- **Support innovative initiatives** and ad hoc coordination activities of RCC members.
 - The RCC should remain flexible to identify new projects such as the idea for a business advocacy campaign to identify and promote mobility-friendly businesses that was raised during the July 11 meeting. Performance targets should be set for each new project of the RCC.

POSSIBLE BUT NOT LIKELY

- Create and adopt a **common financial and performance reporting and evaluation framework** among partners.
 - Adopt a performance reporting framework that the majority of partners can agree to.
 - Deemed unfeasible during Human Service Transportation Agency survey and RCC meetings

2017 NEW STRATEGIES

- Support innovative initiatives (USU research, electric cars, natural gas vehicles)
- Support other community efforts to address traffic congestion, air quality, and accessibility improvements.



Goal 2. Increase Access and Mobility for Transportation Disadvantaged Populations

IMPLEMENTATION STRATEGIES

COMPLETE	ONGOING	NEEDS MODIFICATION
<ul style="list-style-type: none"> • Mobility Voucher Program for Families (DWS Funding) • Open Access Program Revamp which educates & promotes mobility-friendly businesses • Create Mobility Mapping Tool • Implement Travel Voucher Pilot Program (Medical Voucher Program discontinued June 2016) 	<ul style="list-style-type: none"> • Support & Expand Volunteer Driver Programs • Support a Circuit Mobility Manager • Maintain Website & Resource Directory • Study Brigham City/Tremonton Connector Routes • Provide training on transit barrier mapping & other connectivity issues • Develop evacuation plan for vulnerable populations 	<ul style="list-style-type: none"> • Medical voucher Program • Secure alternative funding source

COMPLETE

- Support and seek to implement a **travel voucher pilot program** serving individuals who do not have access to other forms of transportation at the times or locations when needed.
 - Establish a pilot program to provide passenger trips via travel vouchers for eligible customers. Eligibility will be identified by the Access & Mobility Council and included in the voucher manual developed for the pilot program.
 - Identify an average cost/trip from and seek to provide voucher trips at a cost less than the current system average.
 - Develop a customer satisfaction survey prior to implementation of the voucher pilot program. Conduct survey at end of pilot program to determine customer satisfaction and identify potential program changes/improvements prior to successive use of vouchers following the pilot program.
- Open Access Program Revamp which educates & promotes mobility-friendly businesses
- Create Mobility Mapping Tool
- Mobility Voucher Program for Families (MVP4F)

ONGOING

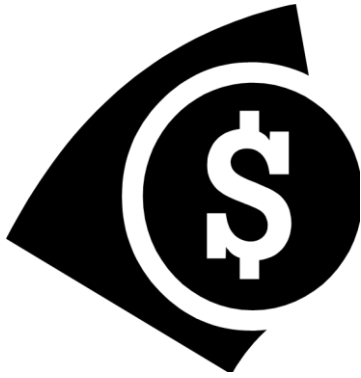
- Support and expand **volunteer driver programs** within organizations that serve seniors, people with disabilities, low income job seekers and wage earners, and veterans.
 - Identify a baseline goal to provide passenger trips utilizing volunteer drivers.
 - Identify an average cost/trip and seek to provide volunteer driver trips at a cost less than half the current system average.
 - Seek to develop a customer satisfaction survey prior to implementation of the volunteer driver program. Conduct survey after at least six months of implementation to determine customer satisfaction and identify potential program changes/improvements prior to successive use of volunteer drivers following survey evaluation.
- Support a **circuit Mobility Manager**
 - Provide mobility coaching/workshops at the request of agencies to help provide clients with transportation resources and trip scheduling.
- Implement planned **website updates** for a dynamic resource directory
 - Launch dynamic resource directory
 - Identify ways to assess use of online resource directory. Consider surveys to identify ways of improving site and user experience online.
- Partner with UDOT to study a **rural 5311** funded transit system in Box Elder County.
 - Determine unmet inter-county travel needs of transportation disadvantaged living in Box Elder and Cache Counties.
 - Identify stakeholders and potential project partners if public outreach and data collection determine significant need for an inter-county connection between Box Elder and Cache Counties.
- Provide training on transit barrier mapping & other connectivity issues
- Develop evacuation plan for vulnerable populations

NEEDS MODIFICATION

- Medical Voucher Program
 - Secure alternative funding source(s) to begin serving clients summer 2017

2017 NEW STRATEGIES

- Coordinate with Logan City implementing pilot project to address mobility barriers
- Promote mobility website with revised information about transportation options in the region and community events geared toward mobility, accessibility and transportation.
- Work with UTA & CVTD to obtain funding for a study to explore options for potential public transit &/or an accessible shuttle service between Box Elder County and Cache Valley. Analyze existing transit services in Box Elder County to look at potential improvements.
- Work with regional pre-disaster mitigation group to create evacuation plan for vulnerable populations



Goal 3. Hold constant the average cost of providing transportation so that resources can be used as effectively as possible

IMPLEMENTATION STRATEGIES

COMPLETE	ONGOING	POSSIBLE BUT NOT LIKELY
<ul style="list-style-type: none"> • Investigate Insurance Pooling • Investigate Maintenance Pooling • Investigate consolidating transit services 	<ul style="list-style-type: none"> • Advocate for low cost transportation options for transportation disadvantaged populations • Provide procurement assistance for human service agencies 	<ul style="list-style-type: none"> • Insurance Pooling Efforts • Maintenance Pooling Efforts

COMPLETE

- Investigate Insurance Pooling
 - Meet with the underwriters and risk management staff of relevant organizations to identify opportunities for cost savings through pooled insurance.
 - Pooled insurance program is deemed unfeasible at this time.
- Investigate Maintenance Pooling
 - Meet with USU and Cache County motor pool staff to identify opportunities for cost savings through pooled maintenance.
 - Pooled maintenance program is deemed unfeasible at this time.

BRAG Coordinated Human Service Transportation Plan

- Investigate consolidating transit services
 - Collect data about Human Service Transportation Agencies vehicle use
 - Determine feasibility of ride sharing through Human Service Transportation Agency annual survey and RCC meetings
 - Consolidating transit services deemed unfeasible at this time.

ONGOING

- Advocate for low cost transportation options for transportation disadvantaged populations
- Provide procurement assistance for human service agencies including shared grant applications between multiple agencies.

POSSIBLE BUT NOT LIKELY

- Investigate Insurance Pooling
- Investigate Maintenance Pooling
- Investigate consolidating transit services

NEW 2017 STRATEGIES

- Utilizing annual Human Service Transportation Providers Survey to develop new and timely strategies to meet identified needs.
- Consider population growth and innovative services to address area transit challenges.



Goal 4. Contribute to Improvements in Air Quality in Bear River Region

COMPLETE	ONGOING	POSSIBLE BUT NOT LIKELY
<ul style="list-style-type: none"> • Identify current efforts that contribute to improved air quality 	<ul style="list-style-type: none"> • Encourage Transit Agencies to incorporate cleaner air technologies • Educate local businesses to promote alternative transportation methods • Provide information and resources on Mobility website 	

COMPLETE

- Identify current agency efforts that contribute to improved air quality
 - Identify what agencies are currently doing to address poor air quality or carbon emissions in the region through strategies such as group transportation, vehicle maintenance and replacement, route/trip planning or other means.

ONGOING

- Encourage Transit Agencies to incorporate cleaner air technologies
 - As vehicles wear out, encourage replacement of current paratransit vehicles with vehicles utilizing proven, cleaner air technologies that are safe and cost effective.
 - Identify ways to address concerns regarding air quality in the region. Where feasible, encourage agencies to seek vehicle replacements utilizing clean air technology while also considering operational costs and vehicle safety.
- Educate local businesses to promote alternative transportation methods

BRAG Coordinated Human Service Transportation Plan

- Through Open Access educate businesses about alternative transportation methods
- Assist businesses in creating incentive programs to reward customers for using alternative transportation methods

2017 NEW STRATEGIES

- Gather data to improve access to transit & other services through Open Access Program
- Support community efforts for carpooling, utilizing transit, & alternative forms of transportation (Bear River Health Department, Chamber of Commerce)
- Consistently update mobility website with information about opportunities to utilize alternative forms of transportation, community events, promote car-pooling, alternative work schedules and telecommuting promoting lighter traffic.



Goal 5. Maintain a Healthy & Sustainable Human Service Transportation Network

IMPLEMENTATION STRATEGIES

COMPLETE	ONGOING	POSSIBLE BUT NOT LIKELY
<ul style="list-style-type: none"> • Maintain & update inventory of current transportation services • Perform gap analysis to find ways to improve access & mobility for underserved populations 	<ul style="list-style-type: none"> • Yearly Surveys • Invite human service agencies to URSTA Conferences • Invite human service agencies to local & regional mobility management meetings • Continuous updates to Human Service Providers about policy & program updates & changes • Advocate for individuals and agencies 	<ul style="list-style-type: none"> • Consolidation of transportation services (MM Business Plan) • Work to identify performance metrics/standards to ensure positive service delivery of transportation services in the region

COMPLETE

- Maintain & update inventory of current transportation services
- Perform gap analysis to find ways to improve access & mobility for underserved populations

ONGOING

- Yearly Surveys
 - Gather input from partner organizations and help identify short and long-term program/funding needs
- Invite human service agencies to URSTA Conferences

BRAG Coordinated Human Service Transportation Plan

- Invite human service agencies to local & regional mobility management meetings
- Continuous updates to Human Service Providers about policy and program updates
 - Work to maintain a current list of goals and strategies for human service transportation service delivery
- Advocate
 - Work to ensure continued support of human service transportation funding and grant matching programs in the region

POSSIBLE BUT NOT LIKELY

- Consolidation of transportation services (MM Business Plan)
- Work to identify performance metrics/standards to ensure positive service delivery of transportation services in the region

IMPLEMENTATION PLAN

FIVE-YEAR IMPLEMENTATION SCHEDULE

The following table outlines a five-year schedule for the mobility management program. The schedule is an illustrative road map for how the goals could be implemented. This is not a hard and fast rule about the timing of implementation. Instead, it conveys a rationale for how the RCC and mobility management team might structure its activities over the next five-year period.

STRATEGIES IMPLEMENTATION SCHEDULE	2017	2018	2019	2020	2021
STRATEGY 1/GOAL 1: ADVOCATE FOR POLICY CHANGES	X	X	X	X	X
STRATEGY 1/GOAL 2: SUPPORT INNOVATIVE INITIATIVES	X	X	X	X	X
STRATEGY 2/GOAL 1: EXPAND VOLUNTEER DRIVER PROGRAM(S)	X	X			
STRATEGY 2/GOAL 2: PROVIDE MOBILITY MANAGEMENT TO REGION	X	X	X	X	X
STRATEGY 2/GOAL 3: MAINTAIN UP TO DATE, INFORMATIVE WEBSITE	X	X	X	X	X
STRATEGY 2/GOAL 4: PARTICIPATE IN STUDY FOR TRANSIT SYSTEM THAT CONNECTS CACHE COUNTY WITH BOX ELDER COUNTY	X	X			
STRATEGY 3/GOAL 1: ADVOCATE FOR LOW COST TRANSIT OPTIONS FOR TRANSPORTATION-DISADVANTAGED POPULATION	X	X	X	X	X
STRATEGY 3/GOAL 2: PROVIDE PROCUREMENT ASSISTANCE FOR HUMAN SERVICE AGENCIES	X	X	X	X	X
STRATEGY 4/GOAL 1: IMPROVE ACCESS TO TRANSIT AND AREA BUSINESSES THROUGH OPEN ACCESS PROGRAM	X	X	X	X	X
STRATEGY 4/GOAL 2: SUPPORT COMMUNITY EFFORTS FOR CARPOOLING, UTILIZING TRANSIT AND ALTERNATIVE FORMS OF TRANSPORTATION	X	X	X	X	X
STRATEGY 4/GOAL 3: ENCOURAGE TRANSIT PROVIDERS TO INCORPORATE CLEANER AIR TECHNOLOGIES	X	X	X	X	X
STRATEGY 5/GOAL1: NEW MEMBERSHIP ON MOBILITY COUNCIL	X	X	X	X	X
*Note: The RCC will continue to update this table as new strategies/priorities are identified and revisions are made to this plan and the mobility management team schedule.					

6 TRANSPORTATION PROJECTS AND APPLICATION SCHEDULE

INTRODUCTION

This section identifies projects in the Bear River Region that will utilize federally funded MAP-21 Formula Programs for capital or operations expenses. Projects are aimed at addressing the goals and strategies identified in this plan that were developed to help meet the needs of transportation underserved in the region. These projects are developed locally and derived from regular planning and quarterly meetings held by the Bear River Access & Mobility Council.

This project list was added to the 2013 Bear River Coordinated Human Service Transportation Plan in September 2014 as a plan amendment. A complete list will be updated on an on-going basis which is developed in conjunction with transportation coordination plan updates. The updated list will include anticipated human service agency transportation projects seeking federal funding assistance for capital and operations expenses over the next three to five years.

TRANSPORTATION PROJECT LIST/APPLICATION SCHEDULE– Funding Year (Not Calendar Year)

AGENCY NAME	PROJECT	2022	2023	2024	2025	2026
BRAG	BRAG mobility management activities	X	X	X	X	X
BRAG	Transportation voucher and operating funds	X	X	X	X	X
Bear River Valley Senior Center						
Brigham City Senior Center						
Cache County Senior Center	Vehicles to replace older vehicles	X	X	X	X	X
Cache Employment & Training	Vehicles (22') to replace older vehicle, fuel, insurance, software, repairs, drivers, dispatch, maintenance, costs for ride-a-long attendants, and other operating costs.	X	X	X	X	X
Common Ground Outdoor Adventures	Vehicles to replace older vehicles	X	X	X	X	X
Developmental Skills Laboratory	Vehicles to replace older vehicles	X	X	X	X	X
Options for Independence	Vehicles to replace older vehicles	X	X	X	X	X
Rich County Senior Center						
USU Parking and Transportation Services	Accessible University motor pool vehicles	X	X	X	X	X
<i>*Note: This list will be updated annually and is considered current and complete for projects seeking funding. BRAG staff and the RAMC will continue to update this table as new strategies/ priorities are identified and revisions are made to this plan.</i>						

FEDERAL TRANSIT ADMINISTRATION (FTA) APPLICATION PROCESS

COMMITTEE

Each year, a small committee is formed for reviewing, rating, and ranking FTA applications in the Bear River Region. This committee changes each year, but is generally made up of BRAG staff, and includes several members from transportation providers or human service providers that do not receive FTA funding from UDOT, or have not applied for FTA funding for that particular year or cycle. This is done to ensure that there is not a conflict of interest from those particular agencies.

APPLICATION PRIORITIZATION PROCESS AND SCORING CRITERIA

Over the past few years, BRAG mobility management staff has been working with UDOT and non-transportation providers to develop project prioritization and selection criteria. The criteria includes five main topics: Consistency with the regional HSTC plan, regional and local coordination and collaboration, maintaining and/or improving critical services for target populations, project work plan and justification for need, and completeness/thoroughness of the application. Each of the criteria is scored by a member of a rating/ranking committee.

EVALUATION CRITERIA		DETAILED EXPLANATION	SCORING POTENTIAL
1	Consistency with Regional HSTC Plan	Is the project consistent with the strategies found in the most current version of the Bear River Region's Human Service Transportation Coordination Plan? The plan can be found at bearrivermobility.info .	20
2	Regional and Local Coordination/ Collaboration	Does the project reflect efforts to coordinate and collaborate with regional and local transit providers and transportation planning agencies/organizations?	20
3	Maintaining and/or Improving Critical Services for Target Populations	Does the project maintain critical transportation services for persons with disabilities, seniors, and/or individuals with low-income? Or, does the project include the creation of new services which fill a need or gap for those populations as reflected in the most current version of the regional Human Service Transportation Coordination Plan?	20
4	Project Work Plan and Justification for Need	Does the application include a brief and sensible work plan for the project? Has all of the required public outreach including Title VI (if necessary) been completed and documented? Does the application include justification for the project?	20
5	Completeness/ Thoroughness of Application	Is the application filled in completely and thoroughly?	20

BRAG FTA APPLICATION RATING/RANKING CRITERIA TEMPLATE

*Scoring values will range from 0-20 per evaluation criteria based on combined recommendations from staff and the evaluation committee.

7 APPENDIX

APPENDIX A – PUBLIC INVOLVEMENT/PROJECT PARTNERS

Aggie Shuttle - Utah State University	Food Pantries; Brigham, Logan, Tremonton
Avalon Health Care Group - Pioneer Care Center	Garden City
Avalon Health Care Group - Willow Glen Health & Rehabilitation	Greyhound
Bear Lake Convention and Visitor's Bureau	Hyrum Senior Citizen's Center
Bear Lake Manor	Intermountain Homecare Hospice
Bear Lake Memorial Skilled Nursing Facility	LDS Employment
Bear Lake Regional Commission	Legacy House Assisted Living
Bear River Association of Governments	Life Skills and Individual Needs Center
Bear River Head Start	Logan Parks & Recreation
Bear River Health Department Logan City	Logan Taxi
Bear River House	Logan Regional Hospital
Bear River Mental Health	Maple Springs Assisted Living, Brigham and No. Logan
Bear River Valley Care Center	Multi-Cultural Center of Cache Valley
Bear River Valley Senior Citizen's Center	NAMI Cache Valley Affiliate
Bee Hive Homes	New Discoveries Clubhouse
Blacksmith Fork Assisted Living	Northwest Band of the Shoshone
Box Elder Community Pantry	Oneida County School District, Curlew Valley Community Center
Box Elder County	Options for Independence
Box Elder Family Support	Our House Assisted Living
Boys & Girls Club	Pioneer Care & Rehabilitation - Avalon Health Care Group
BRAG Senior Companions Program	Pioneer Valley Lodge
Bridgerland Applied Technology College (BATC) Logan Campus	Pocatello Regional Transit
Bridgerland Applied Technology College (BATC) Brigham Campus	Rich County
Bridgerland Cab	Rich County Senior Citizen's Center
Bridgerland Literacy	Rocky Mountain Care Center
Brigham City	Rocky Mountain Home Care and Hospice
Brigham City Clubhouse	Salt Lake Express
Brigham City Hospital	Smithfield Senior Center
Brigham City Senior Center and Senior Transit	Stevens Henagar College
Cache County	Sunshine Terrace Foundation
Cache County Red Cross	Terrace Grove Assisted Living
Cache County Senior Citizen Center	Tremonton City
Cache Employment & Training Center	The Gables Assisted Living in Brigham City
Cache Metropolitan Planning Organization	The Gables Assisted Living in N. Logan
Cache Valley Assisted Living	UDOT - Systems Planning and Programming
Cache Valley Bank	United Way Cache Valley
Cache Valley Community Health Center	USU Access & Diversity Center
Cache Valley Hospital	USU Brigham City Campus
Cache Valley Transit District (CVTD)	USU Center for Persons with Disabilities
Cache Valley Volunteer Center	USU Developmental Skills Lab
Citizens Against Physical and Sexual Abuse (CAPSA)	USU Disability Resource Center
Centro de Familia de Utah (Providence)	USU Landscape Architecture and Environmental Planning Department
Centro de Familia Head Start (Box Elder)	USU SAAVI (Sexual Assault and Anti-Violence Information)
Centro de Familia Head Start (Providence)	Utah Transit Authority
Centro De La Familia Migrant and Seasonal Headstart	Utah Department of Workforce Services - Logan Center
Child & Family Support	Utah Special Olympics
Chrysalis	Veteran's Hospital Transport
Common Ground	Williamsburg Retirement Community
Community Action Partnership	Willow Glen Health & Rehabilitation - Avalon Health Care Group
Community Nursing Services	
Community Trans. Assoc. of Idaho - District 5	
Country Lane Assisted Living Center -	
Deseret Industries	
Disability Law Center	
Family Info & Resource Center	
Family to Family Network	

APPENDIX B – TITLE VI PLAN & OUTREACH

BRAG updated the regional Title VI Plan in 2016, and will continue to update the plan annually. Title VI prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance.

Please visit www.bearriver-mobility.org for BRAG's updated Title VI Plan.

APPENDIX C – DETAILED DEMOGRAPHICS

COUNTY QUICK FACTS	BOX ELDER COUNTY, UTAH	UTAH
Population		
Population estimates, July 1, 2016, (V2016)	53,139	3,051,217
Population estimates, July 1, 2015, (V2015)	52,097	2,995,919
Population estimates base, April 1, 2010, (V2016)	49,975	2,763,888
Population estimates base, April 1, 2010, (V2016)	49,975	2,763,888
Population, percent change - April 1, 2010 (estimates base) to July 1, 2016, (V2016)	6	10
Population, percent change - April 1, 2010 (estimates base) to July 1, 2016, (V2016)	4	8
Population, Census, April 1, 2010	49,975	2,763,885
Age and Sex		
Persons under 5 years, percent, July 1, 2015, (V2015)	8	8
Persons under 5 years, percent, April 1, 2010	10	10
Persons under 18 years, percent, July 1, 2015, (V2015)	32	31
Persons under 18 years, percent, April 1, 2010	34	32
Persons 65 years and over, percent, July 1, 2015, (V2015)	12	10
Persons 65 years and over, percent, April 1, 2010	11	9
Female persons, percent, July 1, 2015, (V2015)	49	50
Female persons, percent, April 1, 2010	50	50
Race and Hispanic Origin		
White alone, percent, July 1, 2015, (V2015) (a)	95	91
White alone, percent, April 1, 2010 (a)	92	86
Black or African American alone, percent, July 1, 2015, (V2015) (a)	1	1
Black or African American alone, percent, April 1, 2010 (a)	0	1
American Indian and Alaska Native alone, percent, July 1, 2015, (V2015) (a)	1	2
American Indian and Alaska Native alone, percent, April 1, 2010 (a)	1	1
Asian alone, percent, July 1, 2015, (V2015) (a)	1	3
Asian alone, percent, April 1, 2010 (a)	1	2
Native Hawaiian and Other Pacific Islander alone, percent, July 1, 2015, (V2015) (a)	0	1
Native Hawaiian and Other Pacific Islander alone, percent, April 1, 2010 (a)	0	1
Two or More Races, percent, July 1, 2015, (V2015)	2	2
Two or More Races, percent, April 1, 2010	2	3
Hispanic or Latino, percent, July 1, 2015, (V2015) (b)	9	14
Hispanic or Latino, percent, April 1, 2010 (b)	8	13
White alone, not Hispanic or Latino, percent, July 1, 2015, (V2015)	87	79
White alone, not Hispanic or Latino, percent, April 1, 2010	88	80
Population Characteristics		
Veterans, 2009-2013	2,581	134,332
Foreign born persons, percent, 2009-2013	3	8
Housing		
Housing units, July 1, 2014, (V2014)	18,223	1,038,003
Housing units, April 1, 2010	17,326	979,709

COUNTY QUICK FACTS

BOX ELDER
COUNTY,
UTAH

UTAH

Owner-occupied housing unit rate, 2011-2015	78	70
Median value of owner-occupied housing units, 2011-2015	167,500	215,900
Median selected monthly owner costs -with a mortgage, 2011-2015	1,218	1,428
Median selected monthly owner costs -without a mortgage, 2011-2015	355	388
Median gross rent, 2011-2015	672	887
Building permits, 2015	236	18,297

Families and Living Arrangements

Households, 2011-2015	16,404	906,292
Persons per household, 2011-2015	3	3
Living in same house 1 year ago, percent of persons age 1 year+, 2011-2015	86	83
Language other than English spoken at home, percent of persons age 5 years+, 2011-2015	7	15

Education

High school graduate or higher, percent of persons age 25 years+, 2011-2015	92	91
Bachelor's degree or higher, percent of persons age 25 years+, 2011-2015	22	31

Health

With a disability, under age 65 years, percent, 2011-2015	9	7
Persons without health insurance, under age 65 years, percent	9	12

Economy

In civilian labor force, total, percent of population age 16 years+, 2011-2015	64	68
In civilian labor force, female, percent of population age 16 years+, 2011-2015	55	60
Total accommodation and food services sales, 2012 (\$1,000) (c)	47,509	4,789,281
Total health care and social assistance receipts/revenue, 2012 (\$1,000) (c)	D	14,521,857
Total manufacturers shipments, 2012(\$1,000) (c)	D	50,046,429
Total merchant wholesaler sales, 2012 (\$1,000) (c)	D	30,927,885
Total retail sales, 2012 (\$1,000) (c)	482,744	38,024,486
Total retail sales per capita, 2012 (c)	9,622	13,317

Transportation

Mean travel time to work (minutes), workers age 16 years+, 2011-2015	23	22
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Income and Poverty

Median household income (in 2015 dollars), 2011-2015	55,038	60,727
Per capita income in past 12 months (in 2013 dollars), 2011-2015	21,748	24,686
Persons in poverty, percent	8	11

Businesses	Box Elder County, Utah	Utah
Total employer establishments, 2014	1038	73,375
Total employment, 2014	16,753	1,148,251
Total annual payroll, 2014	787,729	47,913,387
Total employment, percent change, 2013-2014	2	4.2
Total non-employer establishments, 2014	3,042	209,643
All firms, 2012	3,682	251,419
Men-owned firms, 2012	1,929	132,163
Women-owned firms, 2012	1188	76,269

COUNTY QUICK FACTS

BOX ELDER
COUNTY,
UTAH

UTAH

Minority-owned firms, 2012	119	24,423
Nonminority-owned firms, 2012	3,427	218,826
Veteran-owned firms, 2012	306	18,754
Nonveteran-owned firms, 2012	3,157	219,807

Geography	Box Elder County, Utah	Utah
Population per square mile, 2010	9	34
Land area in square miles, 2010	5,746	82,170
FIPS Code	"49003"	"49"

This geographic level of poverty and health estimates are not comparable to other geographic levels of these estimates

Some estimates presented here come from sample data, and thus have sampling errors that may render some apparent differences between geographies statistically indistinguishable.

The vintage year (e.g., V2014) refers to the final year of the series (2010 thru 2014). Different vintage years of estimates are not comparable.

(1) Data may be subject to publication minimums that vary by industry and geography.

(2) Includes data not distributed by county.

(a) Includes persons reporting only one race

(b) Hispanics may be of any race, so also are included in applicable race categories

(c) Economic Census - Puerto Rico data are not comparable to U.S. Economic Census data

D: Suppressed to avoid disclosure of confidential information

F: Fewer than 25 firms

FN: Footnote on this item in place of data

NA: Not available

S: Suppressed; does not meet publication standards

X: Not applicable

Z: Value greater than zero but less than half unit of measure shown

QuickFacts data are derived from: Population Estimates, American Community Survey, Census of Population and Housing, Current Population Survey, Small Area Health Insurance Estimates, Small Area Income and Poverty Estimates, State and County Housing Unit Estimates, County Business Patterns, Non-employer Statistics, Economic Census, Survey of Business Owners, Building Permits.

COUNTY QUICK FACTS

Cache County,
Utah

Utah

Population

Population estimates, July 1, 2016, (V2016)	122,753	3,051,217
Population estimates, July 1, 2015, (V2015)	120,783	2,995,919
Population estimates base, April 1, 2010, (V2016)	112,656	2,763,888
Population estimates base, April 1, 2010, (V2016)	112,656	2,763,885
Population, percent change - April 1, 2010 (estimates base) to July 1, 2016, (V2016)	9	10
Population, percent change - April 1, 2010 (estimates base) to July 1, 2015, (V2015)	7	8
Population, Census, April 1, 2010	112,656	2,763,885

Age and Sex

Persons under 5 years, percent, July 1, 2015, (V2015)	9	8
Persons under 5 years, percent, April 1, 2010	10	10
Persons under 18 years, percent, July 1, 2015, (V2015)	31	31
Persons under 18 years, percent, April 1, 2010	32	32

COUNTY QUICK FACTS	Cache County,	
	Utah	Utah
Persons 65 years and over, percent, July 1, 2015, (V2015)	9	10
Persons 65 years and over, percent, April 1, 2010	8	9
Female persons, percent, July 1, 2015, (V2015)	49	50
Female persons, percent, April 1, 2010	50	50
<i>Race and Hispanic Origin</i>		
White alone, percent, July 1, 2015, (V2015) (a)	93	91
White alone, percent, April 1, 2010 (a)	89	86
Black or African American alone, percent, July 1, 2015, (V2015) (a)	1	1
Black or African American alone, percent, April 1, 2010 (a)	1	1
American Indian and Alaska Native alone, percent, July 1, 2015, (V2015) (a)	1	2
American Indian and Alaska Native alone, percent, April 1, 2010 (a)	1	1
Asian alone, percent, July 1, 2015, (V2015) (a)	3	3
Asian alone, percent, April 1, 2010 (a)	2	2
Native Hawaiian and Other Pacific Islander alone, percent, July 1, 2015, (V2015) (a)	1	1
Native Hawaiian and Other Pacific Islander alone, percent, April 1, 2010 (a)	0	1
Two or More Races, percent, July 1, 2015, (V2015)	2	2
Two or More Races, percent, April 1, 2010	2	3
Hispanic or Latino, percent, July 1, 2015, (V2015) (b)	11	14
Hispanic or Latino, percent, April 1, 2010 (b)	10	13
White alone, not Hispanic or Latino, percent, July 1, 2015, (V2015)	84	80
White alone, not Hispanic or Latino, percent, April 1, 2010	86	80
<i>Population Characteristics</i>		
Veterans, 2011-2015	3,907	134,332
Foreign born persons, percent, 2009-2013	7	8
<i>Housing</i>		
Housing units, July 1, 2015, (V2015)	39,745	1,038,003
Housing units, April 1, 2010	37,024	979,709
Owner-occupied housing unit rate, 2011-2015	65	70
Median value of owner-occupied housing units, 2011-2015	191,900	215,900
Median selected monthly owner costs -with a mortgage, 2011-2015	1,260	1,428
Median selected monthly owner costs -without a mortgage, 2011-2015	360	388
Median gross rent, 2011-2015	686	887
Building permits, 2015	562	18,297
<i>Families and Living Arrangements</i>		
Households, 2011-2015	35,685	906,292
Persons per household, 2011-2015	3	3
Living in same house 1 year ago, percent of persons age 1 year+, 2011-2015	79	83
Language other than English spoken at home, percent of persons age 5 years+, 2011-2015	13	15
<i>Education</i>		
High school graduate or higher, percent of persons age 25 years+, 2011-2015	93	91
Bachelor's degree or higher, percent of persons age 25 years+, 2011-2015	36	31
<i>Health</i>		

COUNTY QUICK FACTS	Cache County,	
	Utah	Utah
With a disability, under age 65 years, percent, 2011-2015	7	7
Persons without health insurance, under age 65 years, percent	10	12
Economy		
In civilian labor force, total, percent of population age 16 years+, 2011-2015	68	68
In civilian labor force, female, percent of population age 16 years+, 2011-2015	60	60
Total accommodation and food services sales, 2012 (\$1,000) (c)	125,146	4,789,281
Total health care and social assistance receipts/revenue, 2012 (\$1,000) (c)	494,294	14,521,857
Total manufacturers shipments, 2012 (\$1,000) (c)	4,516,580	50,046,429
Total merchant wholesaler sales, 2012 (\$1,000) (c)	D	30,927,885
Total retail sales, 2012 (\$1,000) (c)	1,154,177	38,024,486
Total retail sales per capita, 2012 (c)	9,991	13,317
Transportation		
Mean travel time to work (minutes), workers age 16 years+, 2011-2015	17	22
Income and Poverty		
Median household income (in 2015 dollars), 2011-2015	50,497	60,727
Per capita income in past 12 months (in 2015 dollars), 2011-2015	20,223	24,686
Persons in poverty, percent	16	11
Businesses	Cache County,	
	Utah	Utah
Total employer establishments, 2014	3,109	73,375
Total employment, 2014	39,326	1,148,251
Total annual payroll, 2014 (\$1,000)	1,244,079	47,913,387
Total employment, percent change, 2013-2014	1	4.2
Total non-employer establishments, 2014	8,132	209,643
All firms, 2012	10,330	251,419
Men-owned firms, 2012	5,278	132,163
Women-owned firms, 2012	2,934	76,269
Minority-owned firms, 2012	506	24,269
Nonminority-owned firms, 2012	9,458	218,826
Veteran-owned firms, 2012	586	18,754
Nonveteran-owned firms, 2012	9,022	219,807
Geography	Cache County,	
	Utah	Utah
Population per square mile, 2010	97	34
Land area in square miles, 2010	1,165	82,170
FIPS Code	"49005"	"49"

This geographic level of poverty and health estimates are not comparable to other geographic levels of these estimates

Some estimates presented here come from sample data, and thus have sampling errors that may render some apparent differences between geographies statistically indistinguishable.

The vintage year (e.g., V2014) refers to the final year of the series (2010 thru 2014). Different vintage years of estimates are not comparable.

(1) Data may be subject to publication minimums that vary by industry and geography.

(2) Includes data not distributed by county.

(a) Includes persons reporting only one race

(b) Hispanics may be of any race, so also are included in applicable race categories

COUNTY QUICK FACTS

Cache County,
Utah

Utah

(c) Economic Census - Puerto Rico data are not comparable to U.S. Economic Census data

D: Suppressed to avoid disclosure of confidential information

F: Fewer than 25 firms

FN: Footnote on this item in place of data

NA: Not available

S: Suppressed; does not meet publication standards

X: Not applicable

Z: Value greater than zero but less than half unit of measure shown

QuickFacts data are derived from: Population Estimates, American Community Survey, Census of Population and Housing, Current Population Survey, Small Area Health Insurance Estimates, Small Area Income and Poverty Estimates, State and County Housing Unit Estimates, County Business Patterns, Non-employer Statistics, Economic Census, Survey of Business Owners, Building Permits.

COUNTY QUICK FACTS

Rich County,
Utah

Utah

Population

Population estimates, July 1, 2016, (V2016)	2,319	3,051,217
Population estimates, July 1, 2015, (V2015)	2,311	2,995,919
Population estimates base, April 1, 2010, (V2016)	2,264	2,763,888
Population estimates base, April 1, 2010, (V2016)	2,264	2,763,888
Population, percent change - April 1, 2010 (estimates base) to July 1, 2016, (V2016)	2	11
Population, percent change - April 1, 2010 (estimates base) to July 1, 2015, (V2015)	2	8
Population, Census, April 1, 2010	2,264	2,763,885

Age and Sex

Persons under 5 years, percent, July 1, 2015, (V2015)	7	8
Persons under 5 years, percent, April 1, 2010	10	10
Persons under 18 years, percent, July 1, 2015, (V2015)	30	31
Persons under 18 years, percent, April 1, 2010	31	32
Persons 65 years and over, percent, July 1, 2015, (V2015)	17	10
Persons 65 years and over, percent, April 1, 2010	15	10
Female persons, percent, July 1, 2015, (V2015)	49	50
Female persons, percent, April 1, 2010	48	50

Race and Hispanic Origin

White alone, percent, July 1, 2015, (V2015) (a)	97	91
White alone, percent, April 1, 2010 (a)	97	86
Black or African American alone, percent, July 1, 2015, (V2015) (a)	0	1
Black or African American alone, percent, April 1, 2010 (a)	0	1
American Indian and Alaska Native alone, percent, July 1, 2015, (V2015) (a)	1	2
American Indian and Alaska Native alone, percent, April 1, 2010 (a)	1	1
Asian alone, percent, July 1, 2015, (V2015) (a)	0	2
Asian alone, percent, April 1, 2010 (a)	0	2
Native Hawaiian and Other Pacific Islander alone, percent, July 1, 2015, (V2015) (a)	Z	1
Native Hawaiian and Other Pacific Islander alone, percent, April 1, 2010 (a)	Z	1
Two or More Races, percent, July 1, 2015, (V2015)	1	2
Two or More Races, percent, April 1, 2010	1	3

COUNTY QUICK FACTS	Rich County, Utah	Utah
Hispanic or Latino, percent, July 1, 2015, (V2015) (b)	6	14
Hispanic or Latino, percent, April 1, 2010 (b)	4	13
White alone, not Hispanic or Latino, percent, July 1, 2015, (V2015)	92	79
White alone, not Hispanic or Latino, percent, April 1, 2010	94	80
Population Characteristics		
Veterans, 2011-2015	173	134,332
Foreign born persons, percent, 2011-2015	1	8
Housing		
Housing units, July 1, 2015, (V2015)	2,932	1,038,003
Housing 2011-2015 units, April 1, 2010	2,834	979,709
Owner-occupied housing unit rate, 2011-2015	79	70
Median value of owner-occupied housing units, 2011-2015	173,500	215,900
Median selected monthly owner costs -with a mortgage, 2011-2015	1,163	1,428
Median selected monthly owner costs -without a mortgage, 2011-2015	314	388
Median gross rent, 2009-2013	614	856
Building permits, 2014	47	18,297
Families and Living Arrangements		
Households, 2011-2015	640	906,292
Persons per household, 2011-2015	4	3
Living in same house 1 year ago, percent of persons age 1 year+, 2011-2015	86	83
Language other than English spoken at home, percent of persons age 5 years+, 2009-2013	4	15
Education		
High school graduate or higher, percent of persons age 25 years+, 2011-2015	97	91
Bachelor's degree or higher, percent of persons age 25 years+, 2011-2015	19	31
Health		
With a disability, under age 65 years, percent, 2011-2015	13	7
Persons without health insurance, under age 65 years, percent	13	12
Economy		
In civilian labor force, total, percent of population age 16 years+, 2011-2015	49	68
In civilian labor force, female, percent of population age 16 years+, 2011-2015	35	60
Total accommodation and food services sales, 2012 (\$1,000) (c)	9,487	4,789,281
Total health care and social assistance receipts/revenue, 2012 (\$1,000) (c)	D	14,521,857
Total manufacturers shipments, 2012 (\$1,000) (c)	0	50,046,429
Total merchant wholesaler sales, 2012 (\$1,000) (c)	D	30,927,885
Total retail sales, 2012 (\$1,000) (c)	9,629	38,024,486
Total retail sales per capita, 2012 (c)	4,247	13,317
Transportation		
Mean travel time to work (minutes), workers age 16 years+, 2009-2013	22	22
Income and Poverty		
Median household income (in 2013 dollars), 2009-2013	50,781	60,727
Per capita income in past 12 months (in 2013 dollars), 2009-2013	19,168	24,686
Persons in poverty, percent	9	11

COUNTY QUICK FACTS

	Rich County, Utah	Utah
Businesses	Rich County, Utah	Utah
Total employer establishments, 2013	82	73,375
Total employment, 2013	389	1,148,251
Total annual payroll, 2013	13,124	47,913,387
Total employment, percent change, 2012-2013	1	4
Total non-employer establishments, 2011 ⁴	229	209,643
All firms, 2012	335	251,419
Men-owned firms, 2012	154	132,163
Women-owned firms, 2012	75	76,269
Minority-owned firms, 2012	F	24,423
Nonminority-owned firms, 2012	320	215,536
Veteran-owned firms, 2012	F	18,754
Nonveteran-owned firms, 2012	294	219,807
Geography	Rich County, Utah	Utah
Population per square mile, 2010	2	34
Land area in square miles, 2010	1,029	82,170
FIPS Code	"49033"	"49"

This geographic level of poverty and health estimates are not comparable to other geographic levels of these estimates

Some estimates presented here come from sample data, and thus have sampling errors that may render some apparent differences between geographies statistically indistinguishable.

The vintage year (e.g., V2014) refers to the final year of the series (2010 thru 2014). Different vintage years of estimates are not comparable.

(1) Data may be subject to publication minimums that vary by industry and geography.

(2) Includes data not distributed by county.

(a) Includes persons reporting only one race

(b) Hispanics may be of any race, so also are included in applicable race categories

(c) Economic Census - Puerto Rico data are not comparable to U.S. Economic Census data

D: Suppressed to avoid disclosure of confidential information

F: Fewer than 25 firms

FN: Footnote on this item in place of data

NA: Not available

S: Suppressed; does not meet publication standards

X: Not applicable

Z: Value greater than zero but less than half unit of measure shown

QuickFacts data are derived from: Population Estimates, American Community Survey, Census of Population and Housing, Current Population Survey, Small Area Health Insurance Estimates, Small Area Income and Poverty Estimates, State and County Housing Unit Estimates, County Business Patterns, Non-employer Statistics, Economic Census, Survey of Business Owners, Building Permits.

APPENDIX D - ELLIGIBLE AND APPROVED MOBILITY PROJECT TYPES

Traditional FTA Section 5310 project types:

- Capital purchases of vehicles, lifts, ramps and wheelchair securement devices
- Operations costs for paratransit services
- Vehicle maintenance and repairs
- Purchase or construction of vehicle shelters
- Transit-related computer hardware and software and other ITS needs
- Mobility management programs
- Acquisition of transportation services under contract, lease, or other arrangement

Other eligible 5310 project types:

- Public transportation projects that exceed the requirement of the ADA
- Curb Cuts or sidewalks
- Accessible pathways to bus stops, pedestrian signals or other accessible features
- Volunteer Driver Programs
- Voucher Programs (Ex: Wyoming Transportation Check Program, Alliance for Community Transport., NH)
- Administrative Expenses
- Public transportation projects that improve access to fixed-route service and decrease reliance on paratransit
- Alternatives to public transportation projects that assist seniors and individuals with disabilities with transportation
- Mobility Management as part of hospital discharge/medical appt. planning (Ex: San Diego Association of Gov't., Vermont Agency of Transportation)

UDOT approved Section 5310 project types:

- Travel training**
- Staffing of regional and/or local coordinating councils**
- Capital vehicle purchases
- Creating and maintaining a volunteer driver pool for agencies**
- Agency operating funds for transit services
- Technology for improving transit efficiency
- Agency staff assistants for specific client needs
- Creating/updating mobility management website and information/referral service**
- Dispatch center
- Coordination of transit services between agencies

***BRAG activities as approved by UDOT Staff. This list is not representative of FTA approved project types that address actual needs in the Bear River Region. Rather, they are the project types that UDOT PTT staff will approve based solely on UDOT priorities.*

APPENDIX E – GAP ANALYSIS MAPS AND DETIALS

The Human Service Transportation Provider maps delineate service areas for the following agencies in the region:

- Brigham City Senior Center
- Bear River Valley Senior Center
- Cache County Senior Center
- Cache Employment and Training Center (CETC)
- USU Developmental Skills Laboratory (DSL)
- Like Skills and Individual Needs Center (LINC)
- Options for Independence
- Rich County Senior Center

For the purpose of the geographic gap analysis, a service area is defined as $\frac{3}{4}$ of a mile from either side of a road, with a total width of 1 $\frac{1}{2}$ miles. The service routes are the most efficient routes an agency would travel to reach a client's residents (origin). The most efficient routes were calculated by considering road speed and distance.

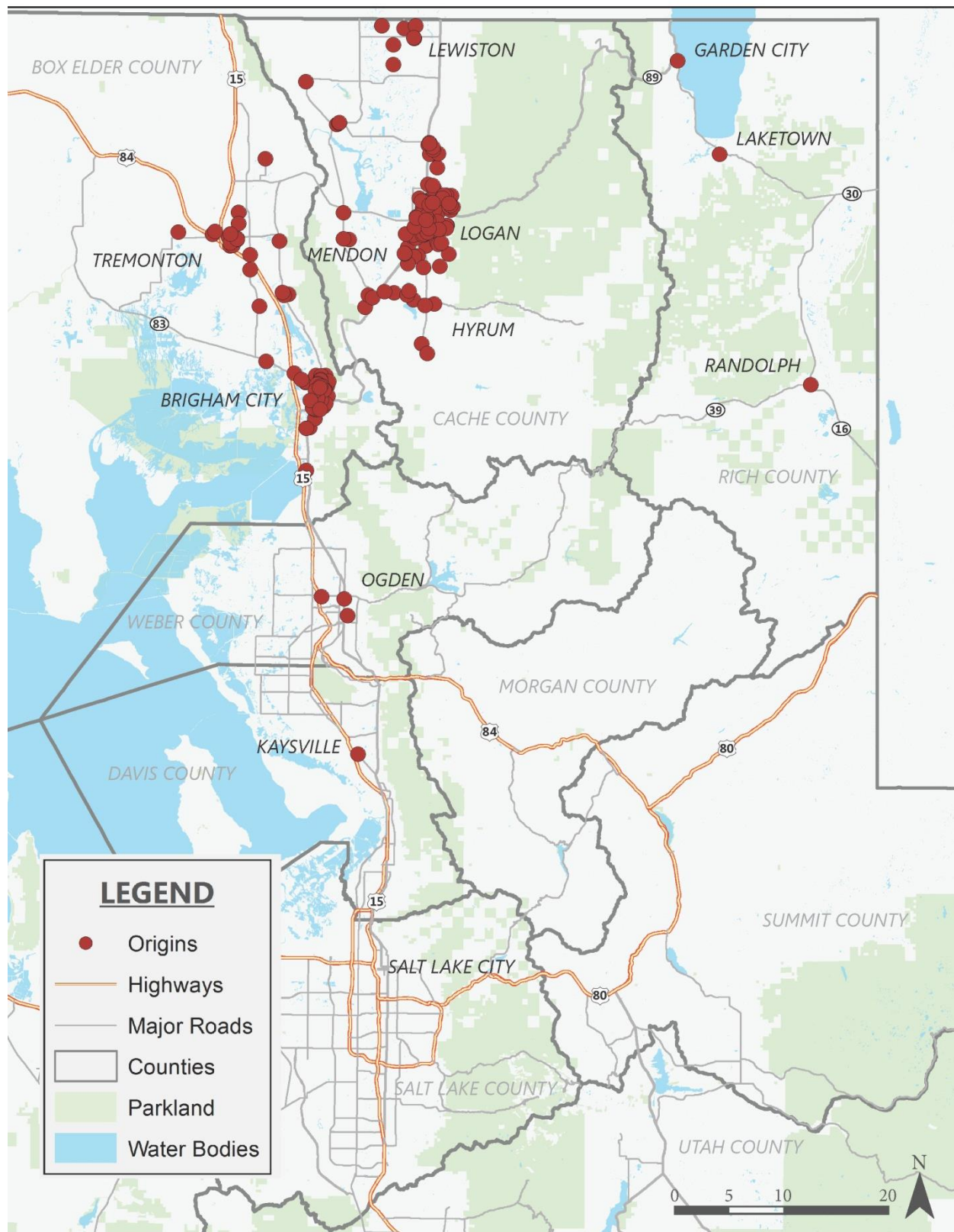
On the geographic gap analysis maps, darker purples indicate more agency use on that portion of road when picking up clients. In addition to each agency route and approximate client locations, Mobility Voucher Program (MVP) clients are shown. The orange dots represent the approximate location of MVP clients. Lastly, the map shows paratransit services areas for the Utah Transit Authority (UTA) and Cache Valley Transit District (CVTD). A service area is $\frac{3}{4}$ of a mile on either side of a transit line. CVTD is outlined in yellow and UTA is outline in red.

Data Notes: Data for client locations and agency locations were obtained from each agency and digitized in ArcGIS. Transit lines for Utah Transit Authority (UTA) and for the base map (lakes, parks, roads, municipal boundaries) were collected from the Utah Automated Geographic Reference Center (AGRC). Cache Valley Transit District (CVTD) transit lines were digitized from their area service map. All data was overlaid and analyzed using ArcGIS. Agency service routes were calculated using the closest facility tool in ArcGIS.

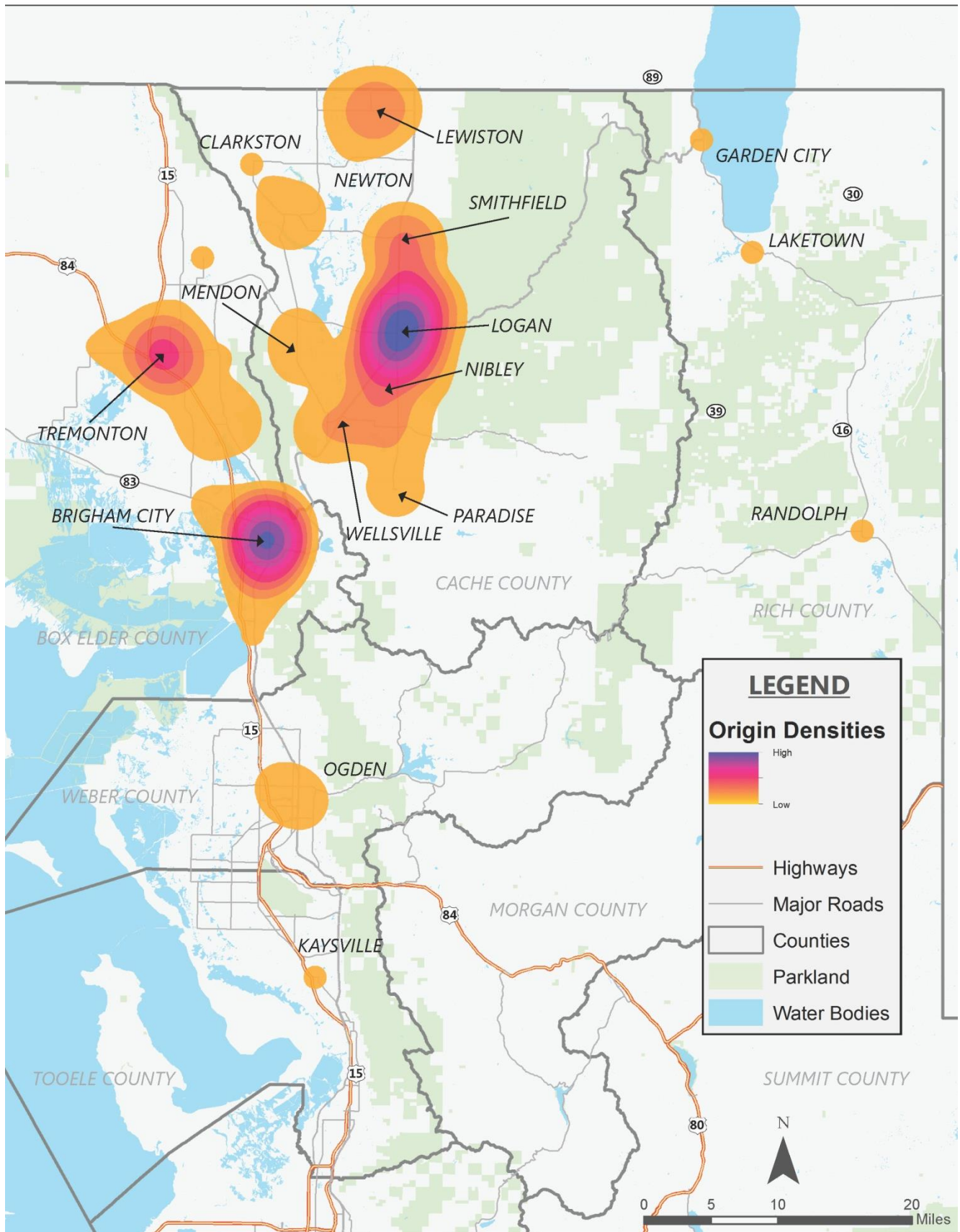
Please see the maps on the following pages for a geographic representation of origins and destinations for human service transportation providers, medical voucher program (MVP) origins and destinations, a geographic overlay of all provider services, and other related information. The following maps are included:

- ALL ORGANIZATION ORIGINS (AGENCY CLIENT LOCATIONS)
- ALL ORGANIZATION ORIGIN DENSITIES
- ALL ORGANIZATION DESTINATIONS (AGENCY BUILDING, SPECIAL EVENT LOCATIONS, AND MVP CLIENT DESTINATIONS)
- ALL ORGANIZATION DESTINATION DENSITIES
- INDIVIDUAL HUMAN SERVICE TRANSPORTATION PROVIDER SERVICE AREAS
- OVERLAY ANALYSIS SHOWING GEOGRAPHIC GAP ANALYSIS
- OVERLAY ANALYSIS DETAILS
- MEDICAL VOUCHER PROGRAM (MVP) ORIGINS (CLIENT LOCATIONS)
- MVP ORIGIN DENSITIES
- MVP DESTINATIONS (MOSTLY MEDICAL APPOINTMENTS)
- MVP DESTINATION DENSITIES
- MVP TRIP SUMMARY TABLE

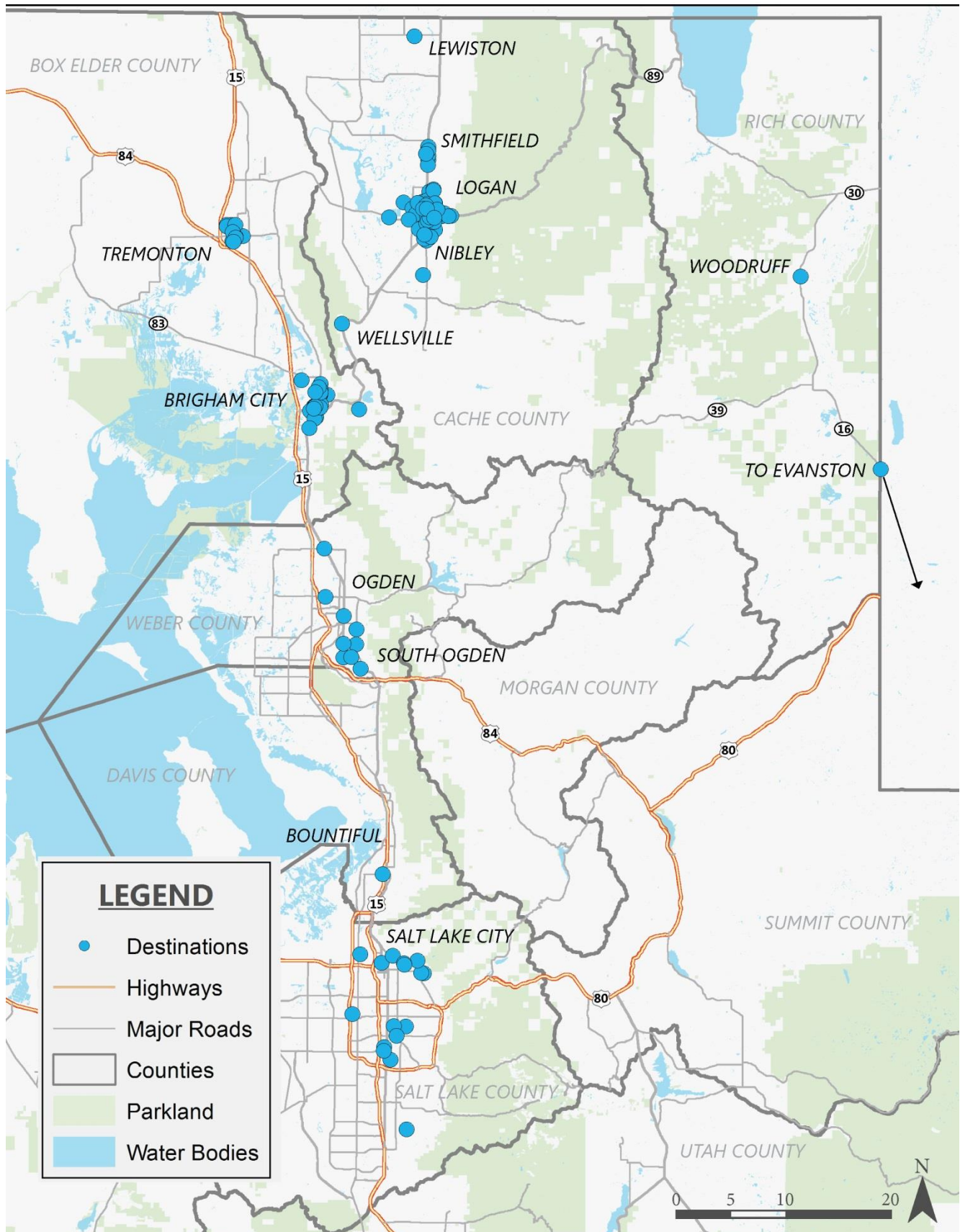
ORGANIZATIONS: CLIENT ORIGINS



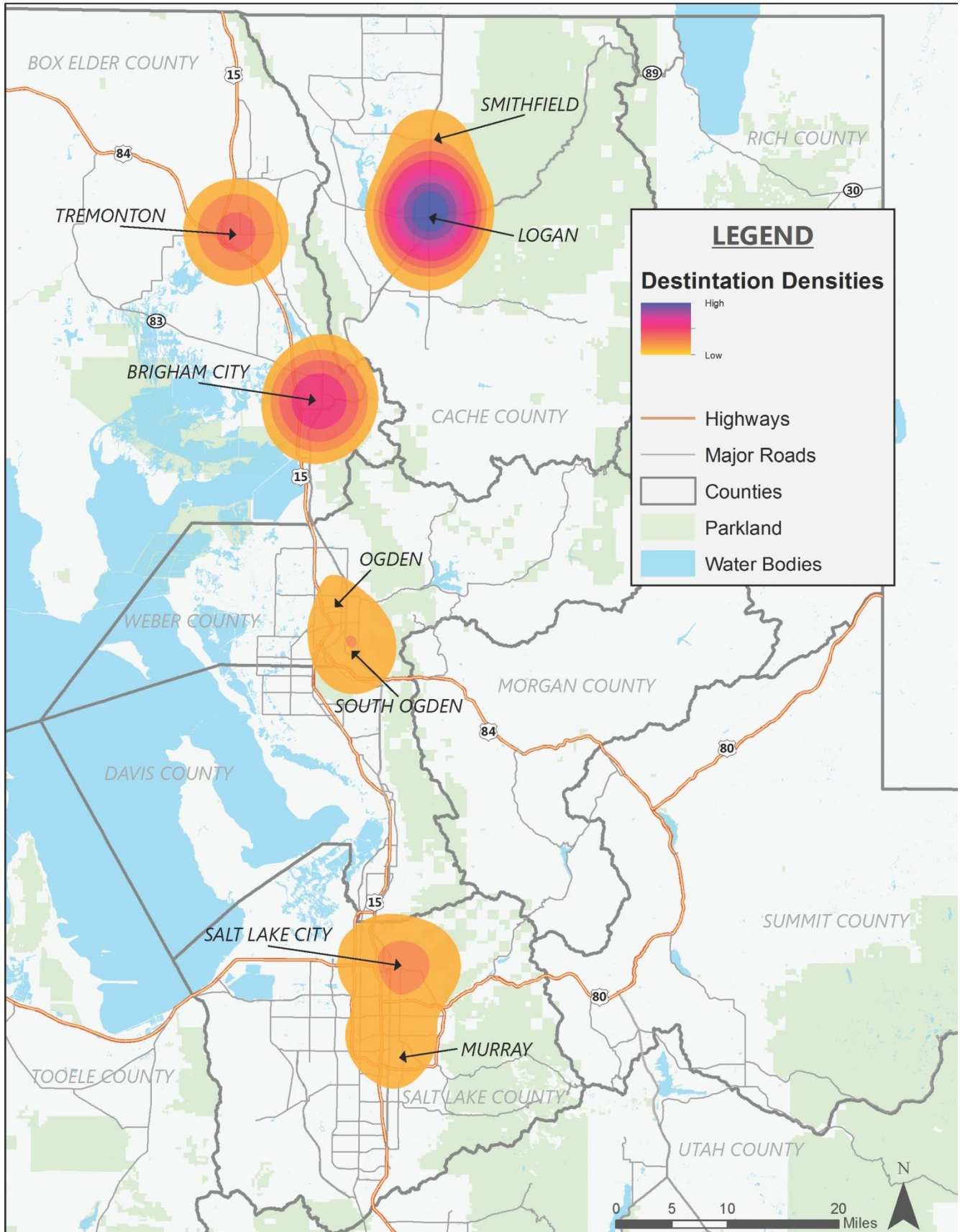
ORGANIZATIONS: ORIGIN DENSITIES



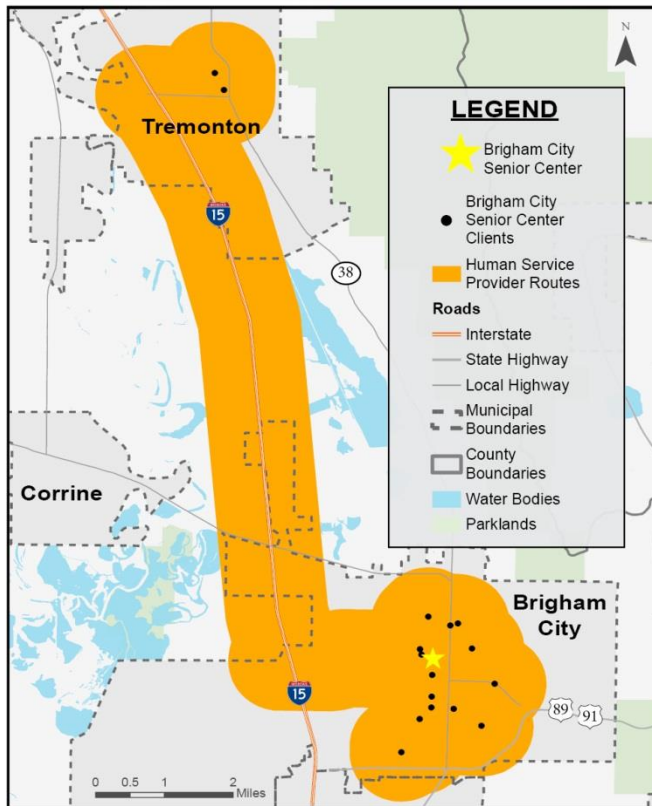
ORGANIZATIONS: CLIENT DESTINATIONS



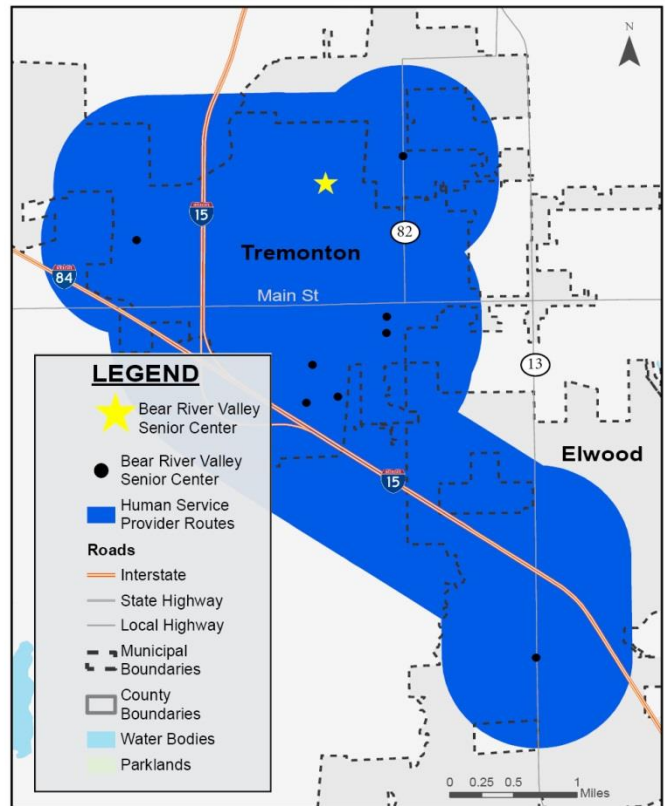
ORGANIZATIONS: DESTINATION DENSITIES



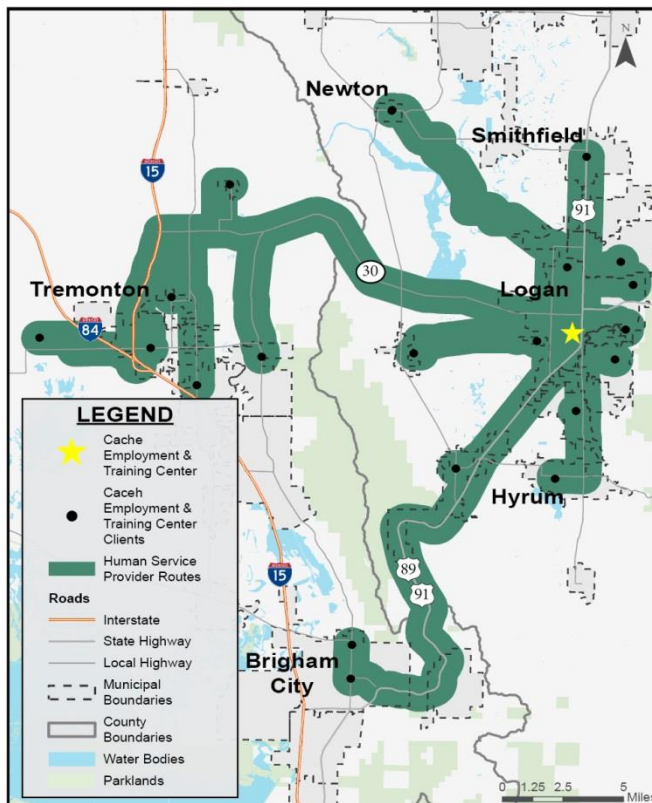
Brigham City Senior Center



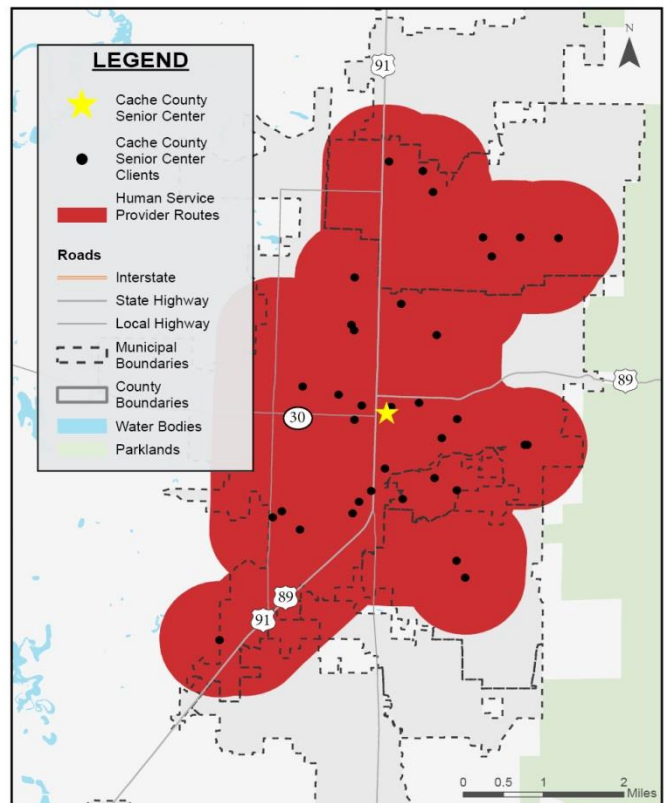
Bear River Valley Senior Center



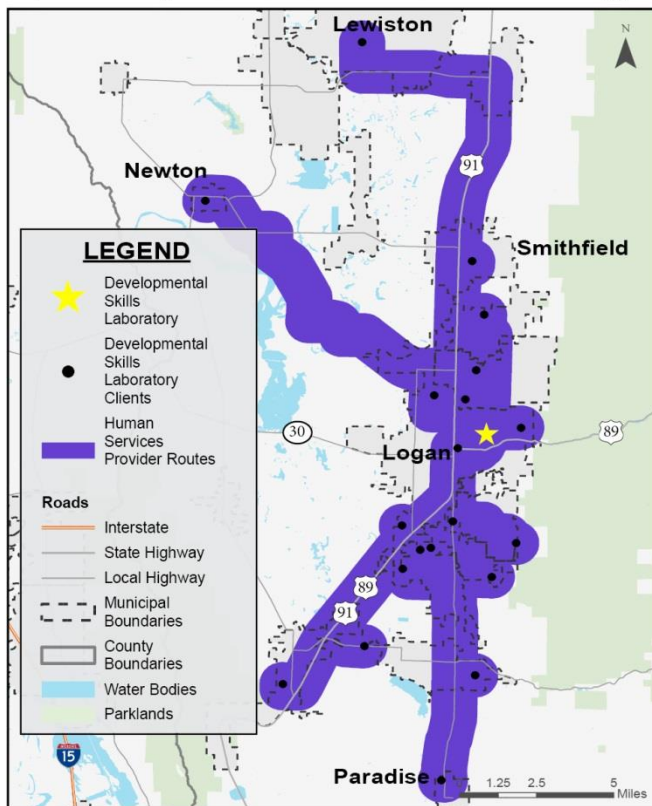
Cache Employment & Training Center



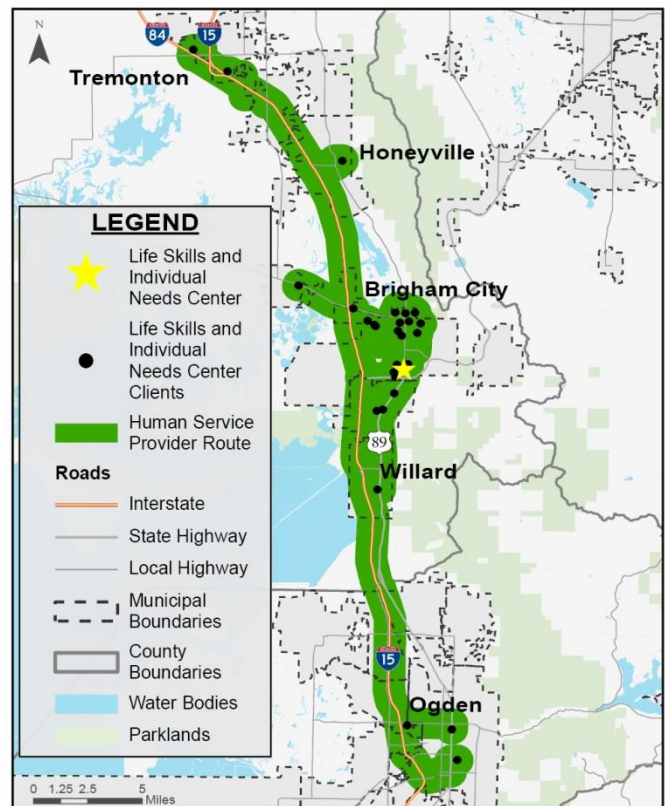
Cache County Senior Center



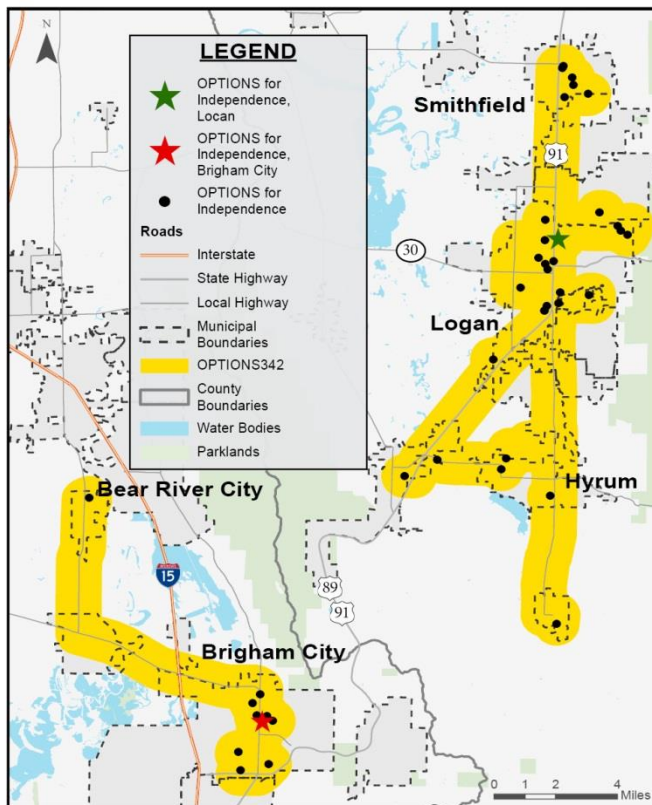
Developmental Skills Laboratory



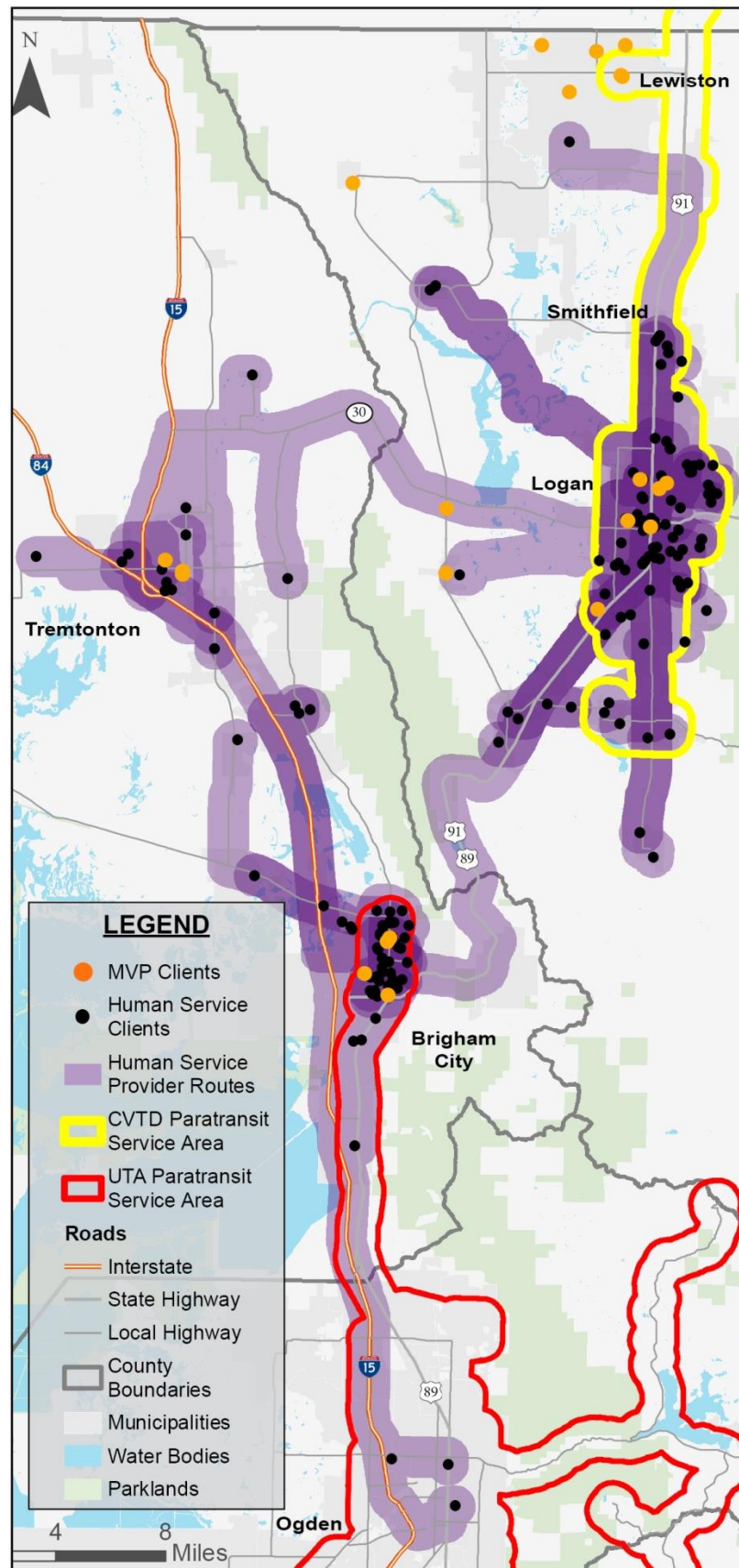
Life Skills and Individual Needs Center

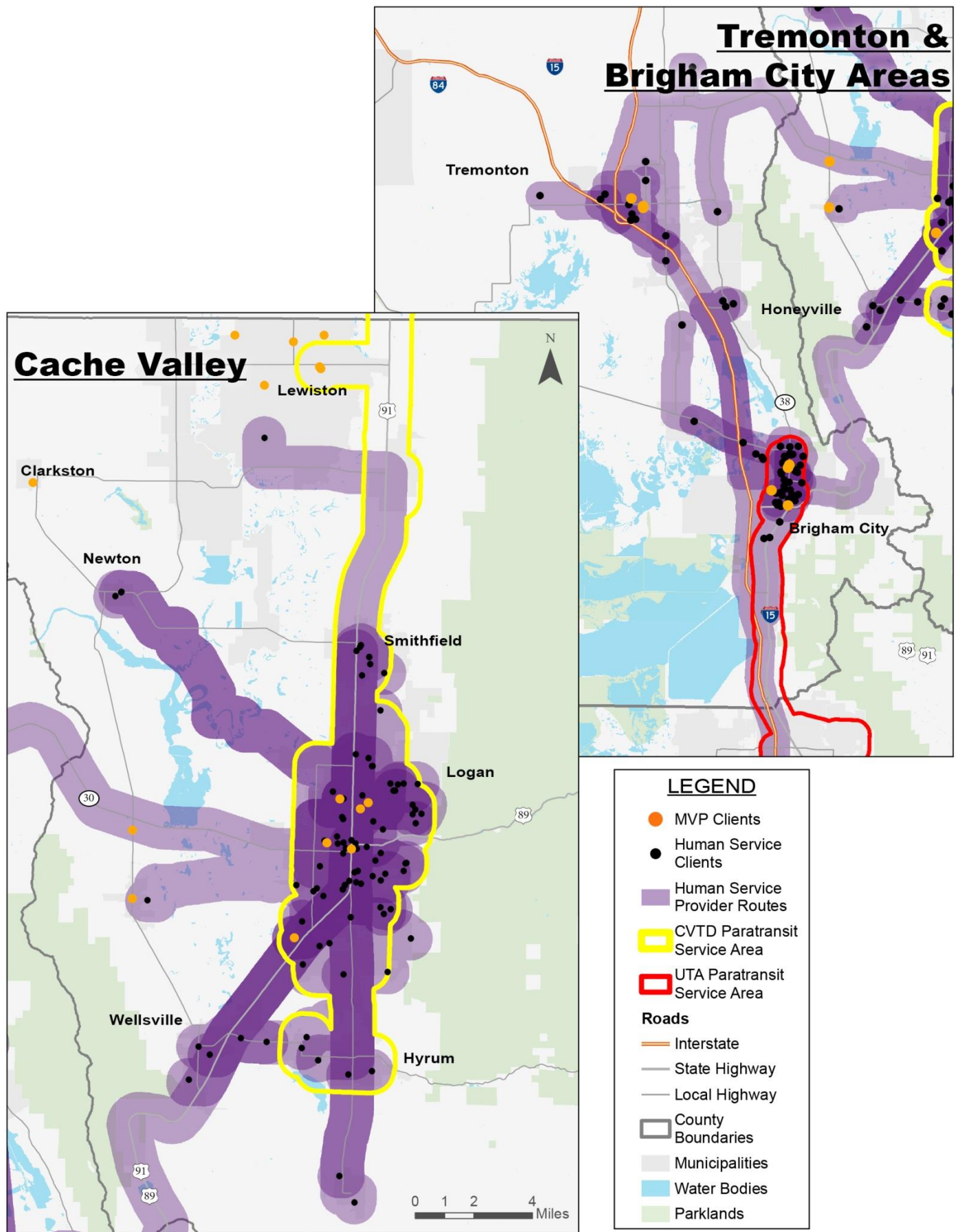


OPTIONS for Independence

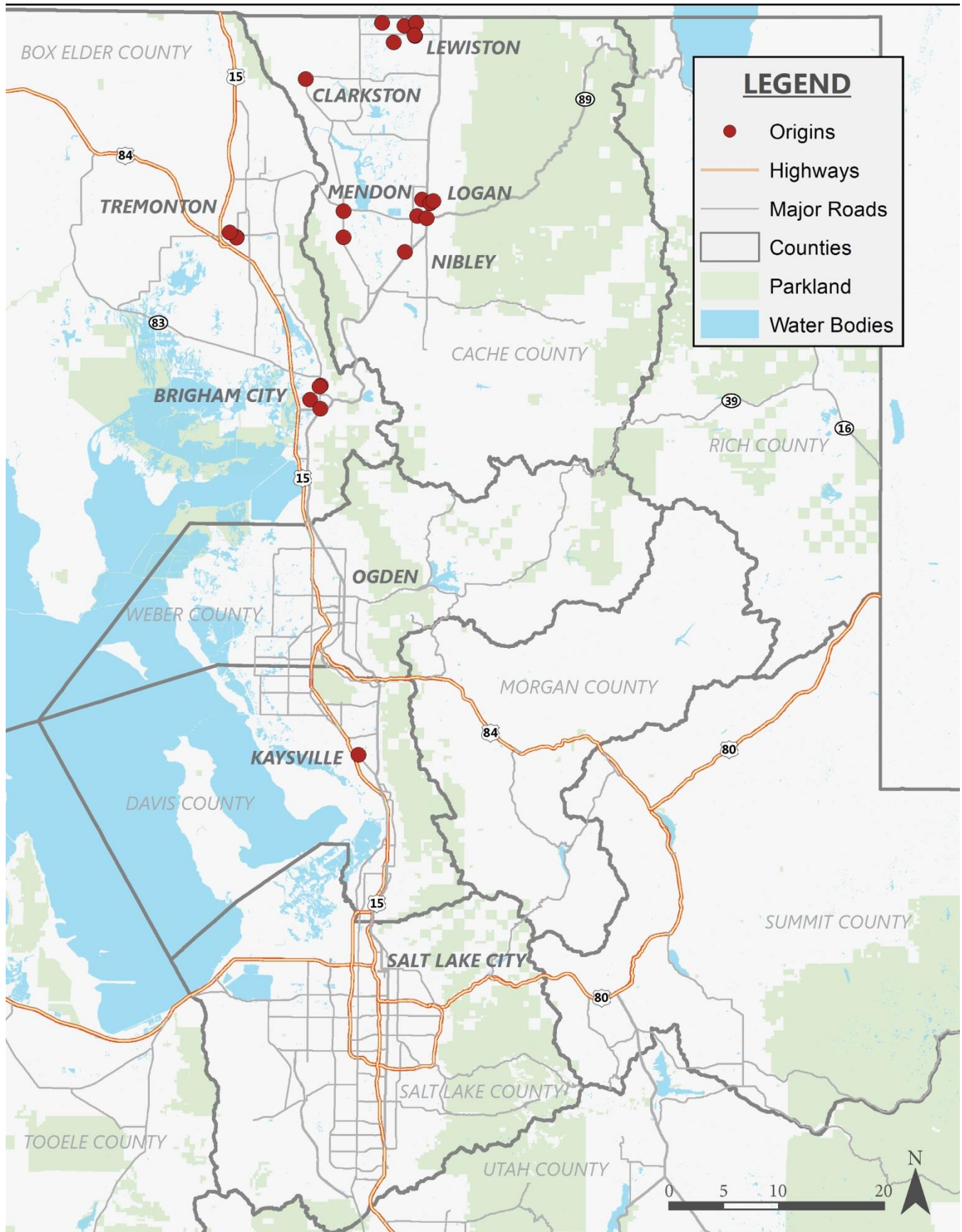


GEOGRAPHIC GAP ANALYSIS - REGIONAL PROVIDER SERVICE AREAS

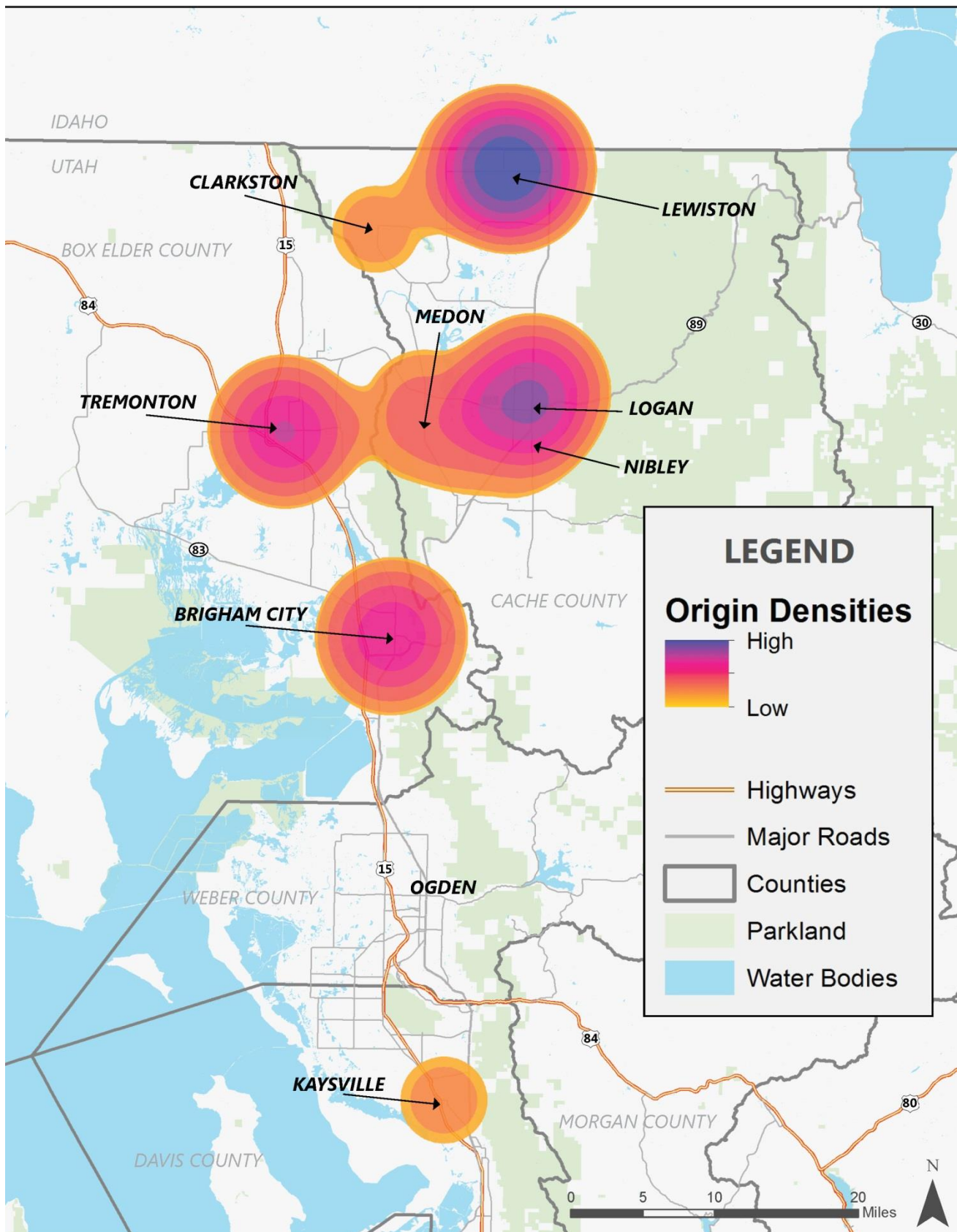




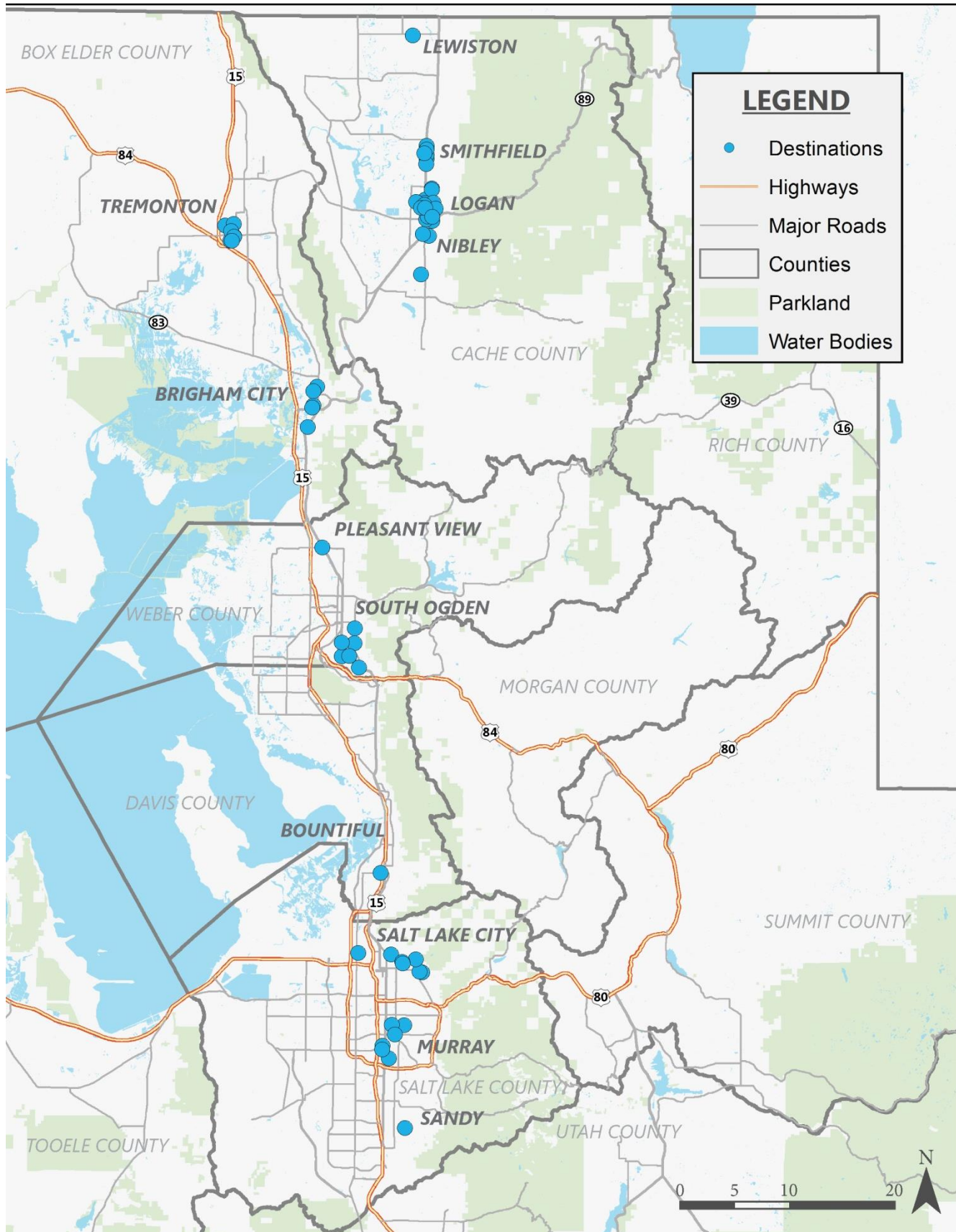
MVP: CLIENT ORIGINS



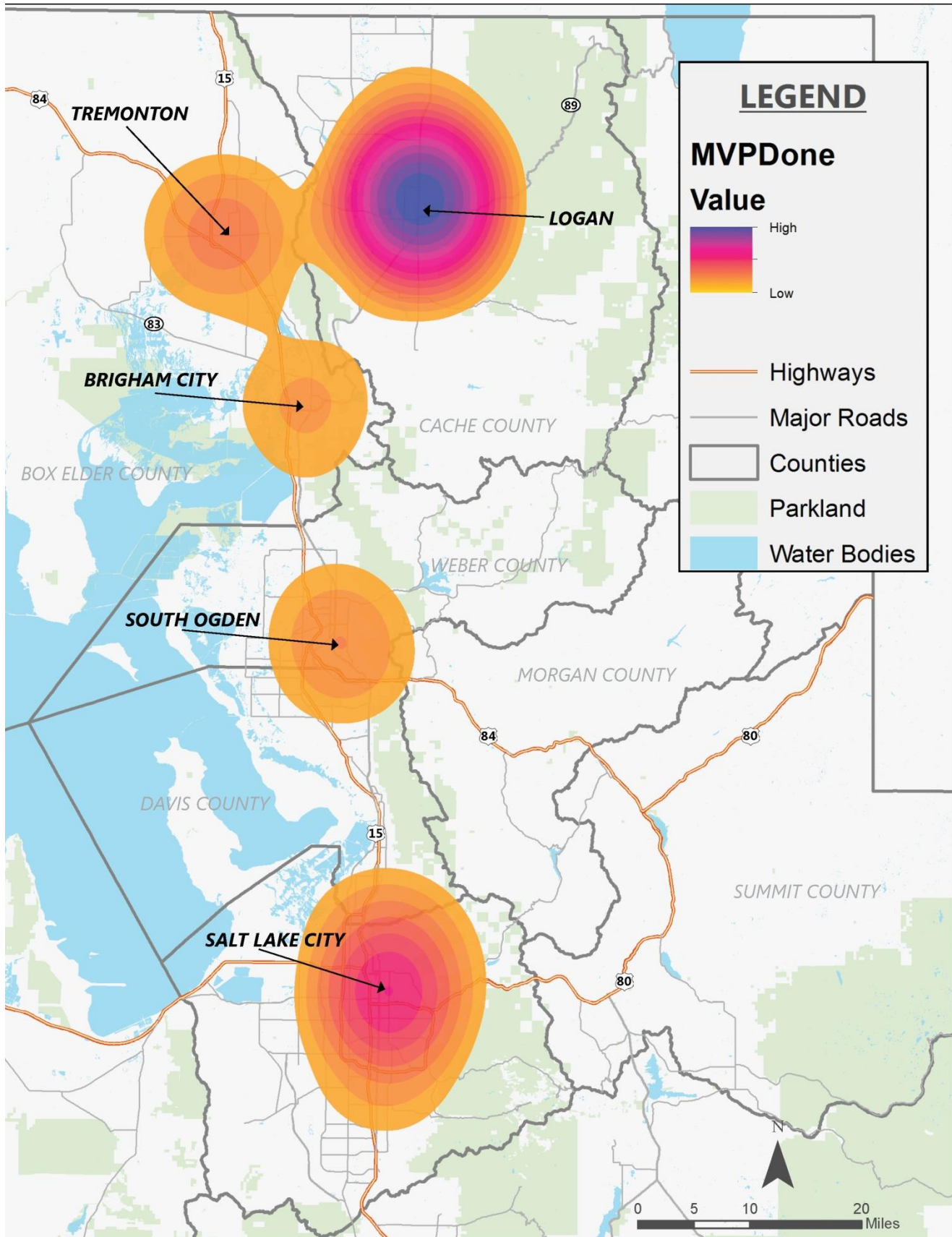
MVP: ORIGIN DENSITIES



MVP: CLIENT DESTINATIONS



MVP: DESTINATION DENSITIES



Origins	Destinations	# Trips	% Trips
Lewiston	Logan	126	27.4%
Brigham City	Ogden	75	16.3%
Brigham City	Pleasant View	63	13.7%
Logan	Salt Lake City	39	8.5%
Mendon	Salt Lake City	15	3.3%
Tremonton	Tremonton	15	3.3%
Mendon	Logan	14	3.0%
Brigham City	Brigham City	13	2.8%
Lewiston	Hyde Park	13	2.8%
Clarkston	Logan	12	2.6%
Lewiston	Smithfield	7	1.5%
Logan	Murray	7	1.5%
Brigham City	Kaysville	6	1.3%
Lewiston	North Logan	6	1.3%
Lewiston	Midvale	5	1.1%
Lewiston	Salt Lake City	5	1.1%
Tremonton	Garland	5	1.1%
Brigham City	Salt Lake City	4	0.9%
Tremonton	Brigham City	4	0.9%
Tremonton	Ogden	4	0.9%
Brigham City	South Ogden	3	0.7%
Mendon	North Logan	3	0.7%
Mendon	Murray	2	0.4%
Lewiston	Nibley	1	0.2%
Brigham City	Murray	1	0.2%
Brigham City	Perry	1	0.2%
Clarkston	Murray	1	0.2%
Clarkston	North Logan	1	0.2%
Garland	Ogden	1	0.2%
Kaysville	Brigham City	1	0.2%
Lewiston	Lewiston	1	0.2%
Lewiston	Nibley	1	0.2%
Logan	Sandy	1	0.2%
Mendon	Bountiful	1	0.2%
Smithfield	Salt Lake City	1	0.2%
Tremonton	Logan	1	0.2%
Tremonton	Salt Lake City	1	0.2%