

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH
TRANSIT AUTHORITY APPROVING THE TITLE VI SERVICE EQUITY
ANALYSIS FOR APRIL 2022 CHANGE DAY**

R2022-03-04

March 23, 2022

WHEREAS, the Utah Transit Authority (the “Authority”) is a large public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Local Districts Act and the Utah Public Transit District Act; and

WHEREAS, the Board of Trustees of the Authority (the “Board”), in keeping with the Federal Transit Administration’s requirements for public transit agencies and the Civil Rights Act of 1964 has considered and reviewed the Service Equity Analysis of the April 2022 Change Day (“Title VI Equity Analysis”) prepared by Authority staff; and

WHEREAS, the Board has desires to approve the Title VI Service Equity Analysis.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Authority:

1. That the Title VI Service Equity Analysis prepared by Authority staff, a copy of which is attached hereto as Exhibit A, is hereby approved by the Authority.
2. That the Board hereby ratifies any and all actions taken by the Authority’s Executive Director, staff, and counsel in furtherance of and effectuating the intent of this Resolution.
3. That a copy of this Resolution shall be submitted to the Federal Transit Administration.
4. That the corporate seal be attached hereto.

Approved and adopted this 23rd day of March 2022

DocuSigned by:

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Carlton Christensen, Chair
Board of Trustees

ATTEST:

DocuSigned by:

8D8A6B67F3AA459

Secretary of the Authority

(Corporate Seal)



Approved As To Form:

DocuSigned by:

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Legal Counsel

Exhibit A

APRIL 2022 TITLE VI SERVICE EQUITY ANALYSIS



Title VI Service Equity Analysis

April 2022

Utah Transit Authority

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Introduction

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. The Utah Transit Authority has committed to the Federal Transit Administration's (FTA) Title VI objectives set forth in Circular 4702.1B by ensuring that UTA's services are equitably offered, and resources distributed without regard to race, color, or national origin.

The following analysis is of proposed changes to be implemented in April of 2022. These changes are being proposed to protect public funds and improve functionality of the system. Though the proposed changes are facially neutral, this analysis, in accordance with FTA requirements, will ensure that these changes will not have disproportionately negative impact on minority and low-income populations within UTA's service area. If these changes are found to be potentially discriminatory, UTA will take all prescribed and prudent steps to ensure services are equitable and compliant with federal guidelines and requirements.

Summary of Proposed Changes

UTA has proposed a major change to route 834 during the April Change Day. With the opening of a new FrontRunner station in the city of Vineyard, UTA has proposed to extend the existing alignment of the 834 to provide a bus connection to the station and increase frequency from 60 minutes to 30 minutes. This addition exceeds 25% of the alignment's original mileage which constitutes a major change.

Summary of Findings

The alignment change would provide service to a previously unserved area. The population it would serve has greater low-income and minority populations than the system average. As such, there were no Title VI concerns or findings with the proposed alignment change.

UTA Policy and Definitions

UTA has developed corporate policy 1.1.28 Title VI Compliance Policy to define and evaluate the impacts of proposed major services changes on minority and low-income populations in conjunction with a public outreach process. In developing this policy, UTA solicited feedback through publications within the service area, published on UTA's website (rideuta.com), and Utah's government website in the public notices section (Utah.gov) which provides translation options. In conjunction with the Salt Lake County Office of Diversity Affairs, which maintains an email list of local entities and individuals with interest in diversity issues, UTA sent an email notification soliciting feedback in the development of this policy. Additional targeted outreach was done, which included mailing a letter and the policy or sending emails to community organizations that work with minority or low-income populations.

The following references to policy are from subsections of corporate policy 1.1.28 and were created to ensure that all equity analyses are performed using the same parameters and are in line with FTA Circular 4702.1B.

Definitions

- A. *"Disparate Impact"* refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin.
- B. *"Disproportionate Burden"* refers to a neutral policy or practice that disproportionately affects the low-income population more than non-low-income populations.
- C. *"Flex Route"* refers to a route that, upon request, can deviate from its fixed route to provide a curbside pick-up or drop-off of up to $\frac{3}{4}$ of a mile around the fixed route. Deviations from the fixed route cost an additional \$1.25.
- D. *"Low-income Population"* refers to any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/ transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed FTA program, policy or activity.
- E. *"Minority Person"* include the following:

1. American Indian or Alaska Native, which refers to people having origins in any of the original peoples of North and South America (including Central America), and who maintain tribal affiliation or community attachment.
 2. Asian, which refers to people having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent, including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.
 3. Black or African American, which refers to people having origins in any of the Black racial groups of Africa.
 4. Hispanic or Latino, which includes persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race.
 5. Native Hawaiian or Other Pacific Islander, which refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.
- F. *"Minority Population"* means any readily identifiable group of minority persons who live in geographic proximity.
- G. *"National Origin"* means the particular nation in which a person was born, or where the person's parents or ancestors were born.
- H. *"Ridership Data"* The ridership data is the information gathered through the onboard survey showing the demographics of the people using a fare type and/or riding on a specific route. This data is used when analyzing proposed changes to fares and commuter routes. See below for the current ridership demographic gathered in 2019.

<i>Low-Income Ridership Average:</i>	
Population:	13,417
Low-Income Population:	4,515
Percent Low-income:	33.7%

<i>Minority Ridership Average:</i>	
Population:	13,378
Minority Population:	3,459
Percent Minority:	25.9%

- I. *"System Average"* The system average is the averages of minorities and low-income persons within the total populous of the geographic regions UTA serves. The present system averages are expressed below in tabular format using 2015-2019 5-year population estimates provided by the American Community Survey (ACS).

<i>Low-Income System Average:</i>	
Population:	2,395,604
Low-Income Population:	387,141
Percent Low-income:	16.2%

<i>Minority System Average:</i>	
Population:	2,431,465
Minority Population:	565,563
Percent Minority:	23.3%

Major Service Change

UTA will consider the following types of changes to be “major changes”, which require public input and a Title VI equity analysis in compliance with FTA’s Circular 4702.1B

- a) The addition of service;
- b) A proposed service level reduction in miles, hours, or trips of thirty three percent (33%) or more of any route;
- c) The elimination of all service during a time period (peak, midday, evening, Saturday, or Sunday);
- d) A proposed twenty-five (25%) or greater change in route alignment;
- e) A proposed fare change.

Evaluation and Analysis of Service and Fare Changes

1. UTA will analyze proposed major changes to service and any proposed fare changes in accordance with FTA's Circular C 4702.1B as amended.
2. UTA will evaluate the impacts of all major service changes cumulatively when there is more than one route being affected for a service change period
3. UTA will primarily utilize American Community Survey (ACS) Data, block group data and/ or ridership data to evaluate and analyze any proposed major service and fare changes. This data will be analyzed with Geographic Information System (GIS) software.
4. UTA will rely on population data and use the smallest geographic area that reasonably has access to the stop or station effected by the proposed major service change. This will be translated into a one-quarter mile radius to a bus stop, one-half mile to a light rail station and three miles to a commuter rail station.

Disparate Impact and Disproportionate Burden

1. UTA will measure the burdens of service and fare changes on minority riders to determine when minority riders are bearing a disparate impact from the change between the existing service or fare and the proposed service or fare.
2. UTA will measure the burdens of service and fare changes on low-income riders to determine when low-income riders are bearing a disproportionate burden of the change between the existing service or fare and the proposed service or fare.
3. A threshold of 5% will be used to determine disparate impact on minority populations and disproportionate burden on low-income populations. This 5% is based on the margin of error from the US Census data that UTA uses to determine the populations in the service area. This means that if the burden of the service or fare change on minority

or low-income populations is more than 5% worse than it is for the non-protected populations, then the change will be considered either a disparate impact or a disproportionate burden.

Finding a Disparate Impact

1. At the conclusion of UTA's Analysis, if UTA finds a disparate impact on the basis of race, color, or national origin, UTA shall seek to modify the proposed changes in a way that will mitigate the adverse effects that are disproportionately borne by minorities. Modifications made to the proposed changes must be reanalyzed in order to determine whether the modifications actually removed the potential disparate impacts.
2. If UTA chooses not to alter the proposed service changes despite the potential disparate impact on minority populations, or if UTA finds, even after the revisions, that minority riders will continue to bear a disproportionate share of the proposed service or fare change, UTA may implement the change only if:
 - a. UTA has substantial legitimate justification for the proposed change; and
 - b. UTA can show that there are no alternatives that would have a less disparate impact on the minority riders but would still accomplish the transit provider's legitimate program goals. In order to show this, UTA must consider and analyze alternatives to determine whether those alternatives would have less of a disparate impact on the basis of race, color, or national origin, and then implement the least discriminatory alternative

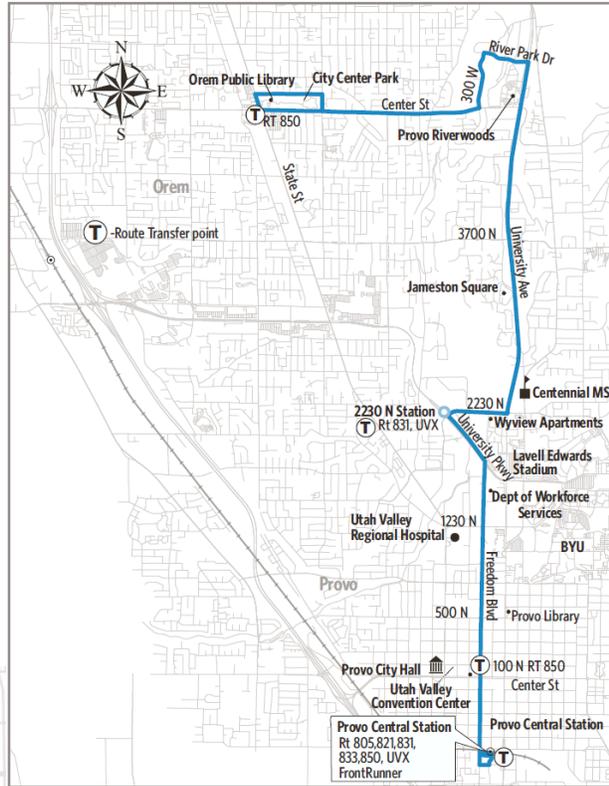
Finding a Disproportionate Burden

If at the conclusion of the analysis, UTA finds that low-income populations will bear a disproportionate burden of the proposed major service change, UTA will take steps to avoid, minimize, or mitigate impacts where practicable. UTA will also describe alternatives available to low-income passengers affected by the service changes.

Proposed Changes

Route 834

Route 834 provides connections from Provo Central Station through downtown Provo and to retail locations in the Northern side of Provo and Western Orem. It performs a circuit around the Orem Public Library and City Center Park at present. The proposal would forego the circuit section in Orem and add further routing Eastward into Vineyard to the new FrontRunner station being opened. The frequency on the 834 would also increase from 60-minute service to 30-minute service.



Analysis of Proposed Changes

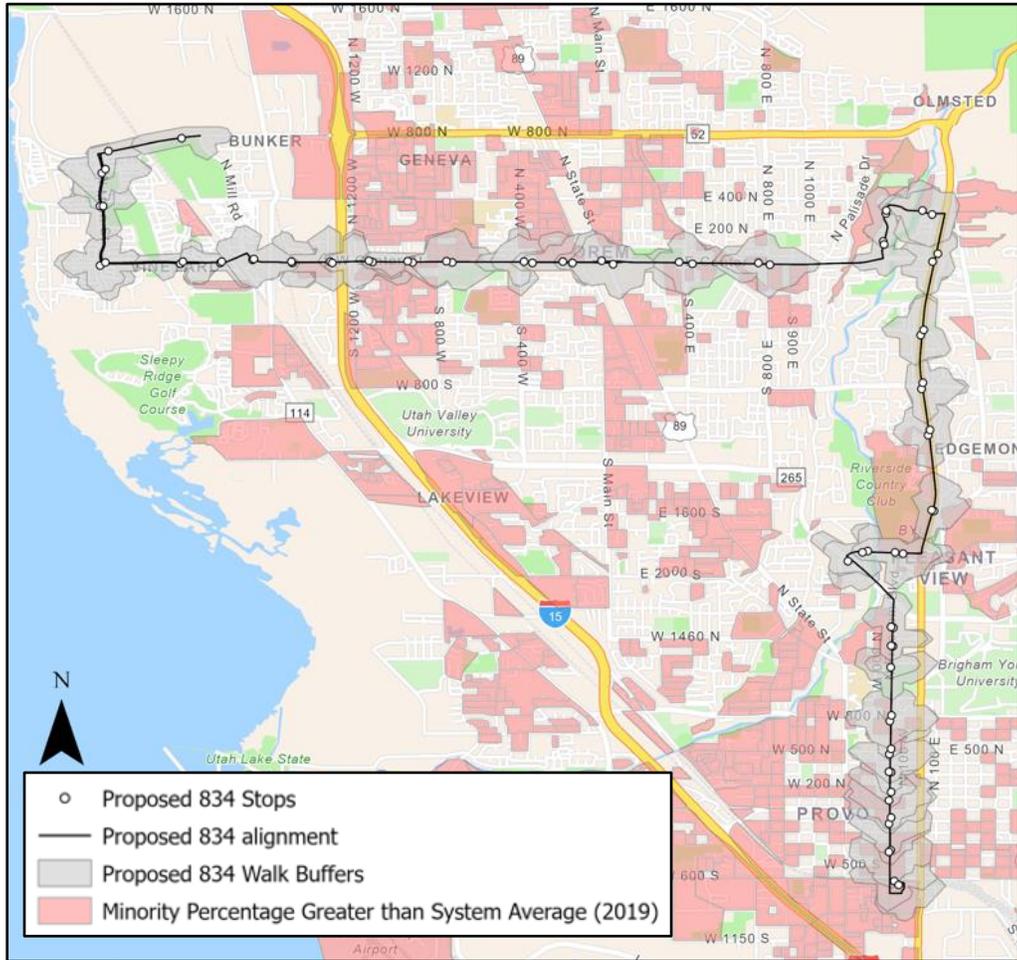
UTA has analyzed the potential impacts of any major service change as it relates to low-income and minority populations and evaluated the potential for adverse impact on these groups. To this end, UTA has created the maps, tables and related data found in this section. The data in this section was compiled utilizing American Community Survey (ACS) 2019 5-year estimates, which was dispersed into census blocks, in lieu of the larger block groups to use the smallest geographic area possible for the analysis. The distribution was dictated by population ratios from 2010 Census Data. Proposed service changes were analyzed based on the stops, flex route radii, and stations serviced by the impacted route. Some stop locations are approximate and may be in a different location once land is acquired or permissions are granted for land use. All bus stop locations have had a one quarter mile walkability radius applied to them, which was based on the actual accessibility of the stop or station by road. If applicable, Flex routes have a three-quarter mile radius attached to the alignment due to the deviation capabilities of that service type. Any census block that was overlapped by any of these radii had its population included as those impacted by the proposed changes. These aggregated numbers were compiled as a comparison group to the service area average to determine whether there would be a disparate impact on minority populations and/or a disproportionate burden borne by low-income populations.

Total low-income population was calculated using ACS household income data which excludes certain housing types where a “household” does not reflect those within certain types of living quarters (e.g., prisons, college dormitories, etc.). For this reason, the total minority population and the total low-income population differed at varying degrees contingent upon the number of this household type within the impacted area.

The maps in this section show the route, individual stops, flex route radii and census blocks with concentrations of low-income households or minority individuals above the system average shaded.

Route 834

Minority Analysis



The tables below show the current alignment’s population, the overall proposed new alignment’s impacted population, and the demographics of the people within the new service area being added to the route. Percentages in parenthesis are the system average difference.

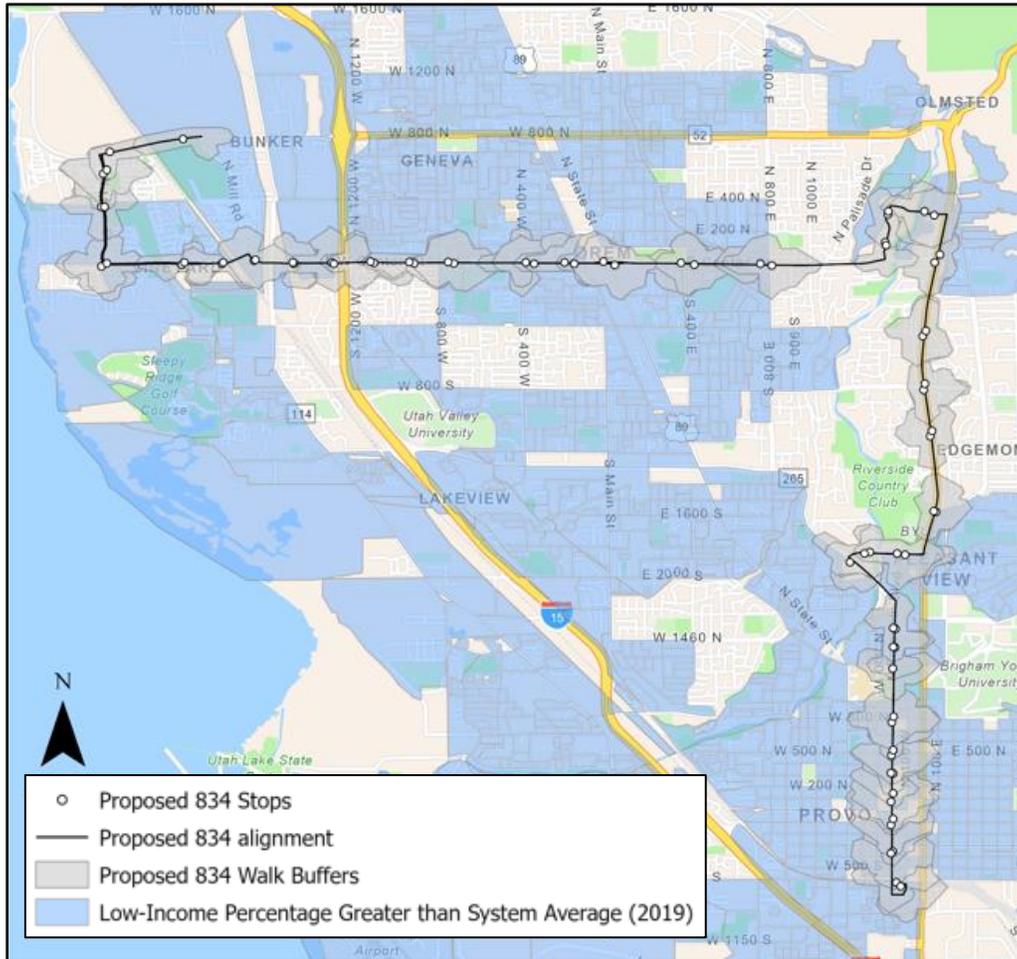
Minority System Average	
Total Population:	2,431,465
Minority Population:	565,563
Percent Minority:	23.3%

Route 834 – Current	
Total Population:	29,396
Minority Population:	6,412
Percent Minority:	21.8% (-1.5%)

Route 834 – Proposed New Alignment	
Total Population:	37,451
Minority Population:	9,069
Percent Minority:	24.2% (.9%)

Route 834 – New Service Area	
Total Population:	8,055
Minority Population:	2,657
Percent Minority:	33% (9.7%)

Low-Income Analysis



The tables below show the current alignment’s population, the overall proposed new alignment’s impacted population, and the demographics of the people within the new service area being added to the route. Percentages in parenthesis are the system average difference.

Low-income System Average	
Total Population:	2,395,604
Low-income Population:	387,141
Percent low-income:	16.2%

Route 834 – Current	
Total Population:	25,439
Low-income Population:	10,008
Percent low-income:	39.3% (23.1%)

Route 834 – Proposed New Alignment	
Total Population:	33,479
Low-income Population:	11,671
Percent low-income:	34.9% (18.7%)

Route 834 – New Service Area	
Total Population:	8,039
Low-income Population:	1,663
Percent low-income:	20.7% (4.5%)

Conclusion

There were no findings of a disparate impact or disproportionate burden in the proposed alignment change to the 834. The impacted population from the change have a high number of minorities and an above average number of low-income individuals which results in a net gain for the population being served.

Appendix A – April 2022 Change Day Public Comment Report

April 2022 Change Day – Public Involvement Report

Updated 02.28.22

Introduction

The Utah Transit Authority (UTA) proposed one major change to transit service for implementation on April Change Day (April 17). The change affects Route 834 in Utah County. Details are as follows:

- The frequency on Route 834 would increase from 60-minute service to 30-minute service on weekdays only (Saturday service will continue at 60-minute).
- The proposed modified routing includes an extension to the west to serve the new Vineyard FrontRunner Station. A small portion of the current Route 834 is proposed to be discontinued along 100 North in Orem. The rest of the route will remain the same.



The agency held a 30-day public comment period from January 11 through February 10 with multiple opportunities for the public to engage in the input process, including a virtual public meeting on January 26. This report details public involvement and feedback on the proposed changes.

Part 1: Public Engagement Efforts

Engagement Overview

Component	Dates	Additional Detail
Public Notice	January 11	A public notice was published across major news publications in areas with the proposed major change and on the Utah Public Notice Website.
Public comment period	January 11-February 10	30-day period was required. Public notice was published. Comment was accepted via email, mail, online form, and phone.
Public meeting (Virtual)	January 26	15 days after public comment period announced, this public hearing was held virtually over Zoom. UTA staff presented information about proposed changes and answered questions. Registered participants were invited to provide public comment during the meeting. A recording was made available following the event.
Virtual engagement	January 11-February 10	Available throughout the comment period online, included virtually accessible information and feedback opportunities through OpenUTA. (Rideuta.com/ChangeDay)

Information on proposed changes was shared widely via newspapers of general circulation in the service area, UTA's website, and UTA's social media platforms, including Instagram, Facebook, and Twitter, as well as Vineyard City communication channels.

Public Hearing Notice

A detailed public hearing notice was distributed via newspapers of general circulation for publication on January 11, including the Daily Herald, Deseret News, and the Salt Lake Tribune. The public notice was also shared via the Utah Public Notice Website.

Virtual Public Hearing

The virtual public hearing was held on Wednesday, January 26 at 6pm. The event was held over Zoom webinars. One individual from the public registered and attended the live event to make a comment on the broadcast. A recording of the virtual public hearing was also available for viewing following the events on the UTA Facebook and YouTube channel.

Facebook:

- 929 People Reached
- 19 Engagements
- 0 Comments
- Link to the event on Facebook:
<https://www.facebook.com/RideUTA/posts/5532200996809302>

YouTube:

- 79 Views
- 2 Likes
- 0 Comments

- Link to the event on YouTube:
<https://www.youtube.com/watch?v=oEu6dTw4jHc>

Virtual Engagement

Detailed information was shared via UTA's website, along with a feedback form. A carousel on the main page directed the public to detailed information on the proposed changes at rideuta.com/ChangeDay. The public hearing information was also included on the public hearing page of the UTA website.

Information was also shared on UTA's social media channels to alert followers of the proposed changes and opportunities to provide feedback.

Part 2: Public Comment Analysis

Engagement by the Numbers

Mode	Comments (#)
Email	1
Mail	0
Customer Service	2
OpenUTA	27
Virtual Public Hearing	2
Total	32

Public Comment Overview

Comments received during the 30-day comment period expressed support for the addition of service to Vineyard and connection on the 834. There were also several comments referring to increasing frequency and span of service on multiple routes, as well as facilitating better transit connections. A complete list of public comments can be found in Appendix 1.

Comment Themes

Theme	Detail	Comments (#)
About Route 834/Vineyard Station?	Comment is regarding the proposed changes on Route 834 and the new Vineyard Station specifically	14
Route 834/Vineyard Support	Comment supports the changes proposed to Route 834	5
Route 834/Vineyard Oppose	Comment opposes the changes proposed to Route 834	1
Span of Service	Comment refers to span of service on various routes (times of day and days of the week)	4
Frequency	Comment refers to frequency of service on various routes	8
Connections	Comment suggests improved transit connections on various routes	7
Service Restoration	Comment refers to service that has been reduced or suspended	11
Routes Referenced	Comment refers to a specific route	16
2X	<i>Service Restoration</i>	1
39	<i>Connections: Route 509, West Valley</i>	1

47	<i>Frequency</i>	1
54	<i>Frequency</i>	1
205	<i>Frequency, Span of Service</i>	2
307	<i>Service Restoration</i>	2
354	<i>Service Restoration</i>	1
509	<i>Connections: Route 39, West Valley</i>	1
F504	<i>Service Restoration</i>	1
F556	<i>Span of Service</i>	1
806	<i>Connections: FrontRunner</i>	1
UVX	<i>Connections: Vineyard FR station/Route 834</i>	1
Ski	<i>Connections: Utah County Ski bus connections to Vineyard station</i>	1
FrontRunner	<i>Frequency, Span of Service, Connections</i>	4
TRAX	<i>Frequency</i>	1
Questions/Follow Up	<i>Question or need for follow up</i>	7

The summary above provides an overview of the major themes and topics expressed in the comments. Each comment was individually coded for themes. As noted in the table above, about half of the comments were specific to the proposed changes to Route 834 and service to the new Vineyard FrontRunner Station. Additionally, about half of the comments referred to other routes (not those with proposed major changes) and included requests for service to be restored or changed (increased frequency, increased span of service, etc.) on specific bus routes, TRAX, and FrontRunner.

**Note: the counts per theme in the table above will add up to more than 30; this is because multiple comments expressed more than one theme.*

Summary of Findings

Through the public engagement process, 32 official public comments were received.

- The proposed changes to Route 834 drew comments and questions from the public; five in support, one opposed, and others with questions or suggestions for serving the area.
- Comments also referred to other routes beyond those with proposed major changes for April Change Day, largely to request service restoration, increased frequency, and improved span of service.

Appendix 1 – Public Comments

A complete list of the 32 public comments received.

#	Comment
1	Please consider adding later bus times on the 500 E. bus. People depend upon this to get to work and cannot to get home from work due to the early stop being of the service. The only other closer ones to get into the valley is 900 E. or State Street and that's ridiculous. Having to take an Uber home at 11 o'clock at night or walking to 900 E. and then walking back to 500 E. in the dark is just unacceptable. This city is growing and there is a lot of people that can use more transportation. I am from Portland Oregon he didn't have to walk more than two or three blocks for a bus up until one in the morning at least consider having to 500 E. bus until the end of the 900 east bus timeframe thank you this is really a safety issue
2	I want to propose the 54 go back to 15 minute service. No matter what time of day it's crowded. We at least need peak times at 15 minutes on weekdays.
3	As one of the people in charge of coordinating Qualtrics' pre-pandemic commuter program [for our Provo Headquarters], I am heartened to see this proposed change, as it addresses the core of one of the biggest flaws in Utah County's current transit network (from the perspective of employees who must commute from the transit corridor at Frontrunner/I-15 all the way to the northeast corner of Provo at Riverwoods). As the transit network is currently configured, there is no efficient way to move commuters from Salt Lake County and northern Utah County to the Riverwoods business park without sending them all the way down to Provo and then north 20-35 minutes on the 834. Having the 834 connected at Vineyard and/or Orem would remove about 30 minutes from each direction for commuters who currently must go to Provo Central to make the connection. As long as a commuter can step off of the Frontrunner on a weekday to find a quick connection to the 834 bus, I fully support this change! Please reach out to me if you have any other questions about our situation! I would be happy to discuss in further detail.
4	The proposed new route would be a significant improvement to my commute, and the commutes of ~150 colleagues. I currently drive to work on I15. This proposed route would allow me to commute to via the frontrunner + this bus line.
5	I love that there is expanded bus service in Vineyard. I think where possible the route should service the apartments and condos on Mill Road and near the Vineyard Connector. It would also be great if this could connect with other bus hubs that have Sundance Ski Bus service or can connect to UVX. I'd REALLY love it if UVX was extended to Vineyard once the UVU campus opens here.
6	I would like to know if there will be any routes that run from the new station up and down Geneva Road. If "No," will there be consideration of routes along it in the future?
7	Thank you so much for the changes to be, made! What about the route that goes to Orem, Utah 400 East and Center Street? I go there at least once per month! It would be better if the 834 runs every 30 minutes and LESS (NOT MORE, LIKE 60 MINUTES!!!!) In my opinion, 60 minutes is way, way, WAY too long for waitin to get on the bus/train! Please, please, PLEASE DO NOT have the buses/train to run every 60 minutes again! I think ALL the buses/trains should run 15 minutes and LESS! tHANK YOU, AND HAVE A great WEEK!

8	Hello, I have been a regular commuter on Frontrunner for over 10 years on the Clearfield to downtown Salt Lake City route. Ever since Covid hit, I've been anxiously awaiting your return of the 6:30pm Salt Lake Central/North Temple route north back to Clearfield. In the past few months you have restored and even added several new half hour routes, just not the 6:30pm one. If possible, I am requesting on behalf of myself and the decent number of commuters that used to catch this 6:30pm northbound Frontrunner route that you would now consider re-instating this particular route for us. Thank you for your time.
9	I like this proposal. This will let a lot of vineyard residents able to get to Orem or Provo without driving. Especially looks like it will pass by the Orem recreation center and Orem city center and groceries store on center street. I'm sure a lot of vineyard residents or students will use this bus route.
10	Very excited for this. This will allow several members of my household to take the bus to work and school.
11	Please add a bus stop going north and south on Main St and 400 N. In Vineyard. It is preferred that the bus arrival at Vineyard Station is timed to be 5 - 10 minutes before train departure at Vineyard station for trains leaving every 60 minutes and the half hour departure times. Thank you. This service will be used by us to travel to downtown SLC.
12	Please add SUNDAY service for Frontrunner!!! It is extremely disappointing that people can't get anywhere from Utah Co. Just because it's Sunday.
13	When will route 47 go back to every 15 min?
14	Will the new 834 stop somewhere on E Mill Rd, like Bus Stop 830311?
15	Please adjust the 509 to 39 connection at the West Valley hub... it is impossible to make the connection now.
16	Would like to see the 205 go back to every 15 minutes instead of every half hour it's hard for me to get to school when it start way
17	Have F556 turn into 256 run everyday until 11PM including Sundays
18	This regards Provo, specifically the Lakeview area, north of Provo River, and West of Geneva Road. Please: we really, really need a bus in this neighborhood, that runs east - west, and goes directly downtown, a direct east-west shot. Please run a bus east-west starting all the way back at from Lakeshore Drive (or maybe even from the Provo high school) and then east-west along 620 N and then under I-15, then keep going east-west along 800 N and then straight until at a minimum University Avenue, where it could T into Un.Ave. This would give our whole neighborhood (and the high schoolers) a realistically convenient way to get downtown, to shop (we have no grocery stores here, it is just a huge residential neighborhood), it would alleviate high school traffic for students, staff and teachers. Elderly people and disabled people would love a way to get downtown from Lakeview. But not going all the way down to the Provo FrontRunner station first. We would really like a straight east-west shot into town along 620 and 800 N. Thank you for reading this.
19	Can you bring back the 307 Cottonwood Heights? It was stopped at the beginning of the pandemic, but now that people are starting to return to the office, it would very helpful to me and others I know. Thank you
20	Que regrese a dar servicio la ruta 2X. La cual es necesaria para llegar a la U of U mas rapido
21	What happened to the the RT F504 that was in effect on Change Day April 18, 2021 ?

22	<p>This new route should not be goin through Main Street in Vineyard. There are multiple school zones, parks and lots of kids out all the time. This would make way more sense to go down mill road pass apartments and the theater and business area than to go through single family homes. This route ABSOLUTELY needs to change. We cannot have the risk of big busses running through the middle of this quiet residential area with children all around. People that live in apartments are far more likely to use the UTA busses and having the route go through the business and shopping area by the theater on mill road will be much better for access to those things and for those businesses.</p> <p>Please do not go forward with the current route plan right through the areas where children are always out. I am sick to think of the tragedy that would happen if there are busses going on the proposed route.</p>
23	I think it is time to bring 20 or 15 minute frequency to TRAX on Saturdays. I ride almost every week to go to work and the trains are normally crowded
24	Can you please reinstate the 307, Cottonwood Heights? It has been almost two years since it was discontinued due to the pandemic and now that people are going back to work, there are numerous people in my neighborhood who would benefit from this service.
25	I like the new routes and free fare day I would do blue to u of u with the red line and green to the airport/salt lake central with the blue line
26	Have bus 806 align with fronrunner schedule going North and South bound.
27	I'm commenting on the absence of updates for east-side/south-side routes like the 354 that have been "suspended" for a long time. When is this or similar route coming back? I have extremely poor options for getting to the U, and it's very frustrating at this point. I've not seen that UTA is currently under budget cuts, and seems to be expanding service elsewhere. So, frustrating that the east side fast busses are all still gone.
28	Will there be a bus stop in walking distance for residents near N Mill Rd?
29	When will FrontRunner go back to it's original schedule?
30	Customer would like to suggest that the 834 run every 15 minutes instead of every hour. There are people who need this bus and would like to have more flexibility when getting the bus.
31	The customer would like to request the 834 to be every 30 minutes instead of hourly. If it ran more frequently, they would have more riders.
32	<p>1. Can you please add street names to the map showing the proposed changes? As is, the map is vague.</p> <p>2. How early in the morning and how late in the evening would the route run? Currently, it begins too late and ends too early for my needs, and I would definitely welcome longer hours.</p>

