



Title VI Service and Fare Equity Analysis

April 2025 Change Day

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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 2025. 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 a 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 Service Changes

UTA has analyzed the potential impact of major service changes on low-income and minority populations. The proposed service changes were analyzed based on stops and stations serviced by the impacted route within a one-quarter mile radius for bus and a half-mile radius for bus rapid transit (BRT) and rail stations.

For April Change Day 2025, UTA is proposing multiple service changes, which are listed below.

- 3 routes in Salt Lake County, which had emergency service reductions in December 2022, are proposed to be restored to their previous service levels
 - Routes 39, 201, 218
- Addition of 4 new routes and 1 new Innovative Mobility Zone (IMZ)
 - Salt Lake County: 126, 219
 - Salt Lake and Davis Counties: 417
 - Utah County: 823, 518 (IMZ)
- Changes to route alignments
 - Major changes
 - Davis County: 627, 628
 - Minor changes
 - Davis County: 470
 - Salt Lake County: 217
 - Utah County: 871

In Table 1 below, each service change is classified as being a major change or not. Only major changes will move on to be analyzed for potential disparate impact or disproportionate burden. A definition of what qualifies as a major service change can be found on page 9 of this document.

Area	Route Number	Change Type	Route Minority	Route Low-Income	Minority Difference	Low Income Difference
Salt Lake	39	Service Restoration	38.4%	18.7%	13.5%	4.5%
Salt Lake	201	Service Restoration	32.2%	14.8%	7.3%	0.6%
Salt Lake	218	Service Restoration	27.4%	11.1%	2.5%	-3.1%
Salt Lake	126	New Service	18.8%	7.5%	-6.1%	-6.7%
Salt Lake	219	New Service	18.9%	11.0%	-6.0%	-4.2%
Salt Lake & Davis	417	New Service	53.8%	21.1%	28.9%	6.9%
Utah	823	New Service	29.3%	21.1%	4.4%	10.5%
Utah	581 IMZ	New Microtransit Service*	37.2%	23.0%	12.3%	8.8%
Salt Lake	703	New Light Rail Station*	21.3%	6.6%	-3.6%**	-7.6%**
Davis	627	Alignment Change	25.9%	15.6%	1.0%	1.4%
Davis	628	Alignment Change	30.5%	24.9%	5.6%	10.7%
Davis	470	Alignment Change	Route alignment change is below threshold to be considered a major service change			
Salt Lake	217	Alignment Change	Route alignment change is below threshold to be considered a major service change			
Utah	871	Alignment Change	Route alignment change is below threshold to be considered a major service change			

Table 1. Summary of April 2025 Proposed Service Changes. Items are color coded to indicate if route is above or below system averages for minority and/or low-income populations. Black indicates within system averages, blue indicates above, and orange indicates below.

* Microtransit service and addition of rail stations are not specifically articulated in UTA's current Title VI Policy.

** Light rail station analysis based on 1/2 mile access around proposed new station rather than entire route.

Summary of Findings for Proposed Service Changes

Prioritization of new service on routes 126 and 219 over restoration of previously reduced service in areas with higher minority and low-income populations results in a finding. UTA is taking steps to restore previously reduced service in other areas before adding more service to areas with limited minority and low-income populations.

Changes to route 628 show potential findings. UTA has provided mitigation to these impacts by realigning routes 627 and 470 to serve portions of route 628 and by providing additional transit access in the area.

Summary of Proposed Fare Changes

UTA has analyzed the potential impact of fare changes on low-income and minority populations. The proposed fare changes were analyzed based on geographic analysis to assess the potential impacts on low-income and minority populations.

For April Change Day 2025, the Route 628 Zero Fare Midtown Trolley in Davis County is proposed to begin charging regular fare (\$2.50).

Area	Route Number	Change Type	Route Minority	Route Low-Income	Minority Difference	Low Income Difference
Davis	628	Fare Charge	30.5%	24.9%	5.6%	10.7%

Table 2. Summary of April 2025 Proposed Fare Changes. Items are color coded to indicate if route is above or below system averages for minority and/or low-income populations. Black indicates within system averages, blue indicates above, and orange indicates below.

Summary of Findings for Proposed Fare Changes

Discontinuing the zero-fare policy on Route 628 (Midtown Trolley) shows a finding of disproportionate burden on low-income populations and disparate impact on minority populations. Geographic analysis indicates above systemwide averages for minority and low-income populations.

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 UTA 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 2024, by estimated number of trips and by survey respondents.¹

WEEKDAY

<i>Estimated Trips by Low-Income Populations:</i>		<i>Estimated Trips by Minority Populations:</i>	
Total Valid Trips:	82,713	Total Valid Trips:	92,153
Low-Income Population Trips:	45,961	Minority Population Trips:	38,273
Percent Low-Income:	55.6%	Percent Minority:	41.5%
<i>Response Count by Low-Income Populations:</i>			
<i>Response Count by Low-Income Populations:</i>		<i>Response Count by Minority Populations:</i>	
Total Valid:	10,689	Total Valid:	11,889
Low-Income Population:	5,720	Minority Population:	4,862
Percent Low-Income:	53.5%	Percent Minority:	40.9%

SATURDAY

<i>Estimated Trips by Low-Income Populations:</i>		<i>Estimated Trips by Minority Populations:</i>	
Total Valid Trips:	45,581	Total Valid Trips:	51,375
Low-Income Population Trips:	27,553	Minority Population Trips:	22,222
Percent Low-Income:	60.4%	Percent Minority:	43.3%
<i>Response Count by Low-Income Populations:</i>			
<i>Response Count by Low-Income Populations:</i>		<i>Response Count by Minority Populations:</i>	
Total Valid:	1,160	Total Valid:	1,292
Low-Income Population:	722	Minority Population:	555
Percent Low-Income:	62.2%	Percent Minority:	43.0%

¹ Estimated trips are used for analyses using OBS 2019. Numerical estimates are presented here to a tenth of a decimal but presented as rounded whole numbers in applicable analysis sections.

SUNDAY

Estimated Trips by Low-Income Populations:		Estimated Trips by Minority Populations:	
Total Valid Trips:	21,952	Total Valid Trips:	24,022
Low-Income Population Trips:	12,520	Minority Population Trips:	10,892
Percent Low-Income:	57.0%	Percent Minority:	45.3%
Response Count by Low-Income Populations:			
Response Count by Low-Income Populations:		Response Count by Minority Populations:	
Total Valid:	419	Total Valid:	454
Low-Income Population:	261	Minority Population:	215
Percent Low-Income:	62.3%	Percent Minority:	47.4%

Table 3: Estimated Trips and Respondents among Low-Income and Minority Populations From 2024 OBS

I. "System Average" The system average is the averages of minorities and low-income persons within the total populus of the geographic regions UTA serves. The present system averages are expressed below in tabular format using 2018-2022 5-year population estimates provided by the American Community Survey (ACS).

Low-Income System Average:		Minority System Average:	
Population:	2,578,140	Population:	2,578,140
Low-Income Population:	364,914	Minority Population:	642,873
Percent Low-income:	14.2%	Percent Minority:	24.9%

Table 4: Low-Income and Minority Population System Averages From 2018-2022 ACS

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 Remix software.
4. UTA will rely on population data and use the smallest geographic area that reasonably has access to the stop or station affected by the proposed major service change. This will be translated into a one-quarter mile radius to a bus stop, light rail station, or 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 or fare 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 or fare changes.

Analysis of April 2025 Proposed Service Changes

Routes 39, 201, and 218

These routes had temporary emergency service reductions imposed in December of 2022 due to an operator shortage. These routes are proposed to have service restored to their prior frequencies. Route 39 would be restored to 15-minute frequency, and Routes 201 and 218 would be restored to 30-minute frequency.

Conclusion

Restoration of service to routes 39 and 201 would provide a benefit to areas with high levels of minority populations. Based on service area populations served, the restoration of service on these routes **does not indicate a finding of disparate impact or disproportionate burden.**

Routes 126 and 219

Routes 126 and 219 are proposed new routes identified as community priorities in Southwest Salt Lake County. These routes would add new 60-minute bus service. Both routes would operate in areas with limited minority populations and Route 126 would also operate in areas with limited low-income populations. Route 126 would serve Salt Lake Community College and Real Salt Lake Academy. It would replace portions of Route 871 in Draper. Route 219 would serve Redwood Road. Implementation of this new service is proposed to occur prior to restoring service on several routes in Salt Lake County which operate in areas with high minority and/or low-income populations that had service reduced during the pandemic, resulting in preliminary findings for these changes.

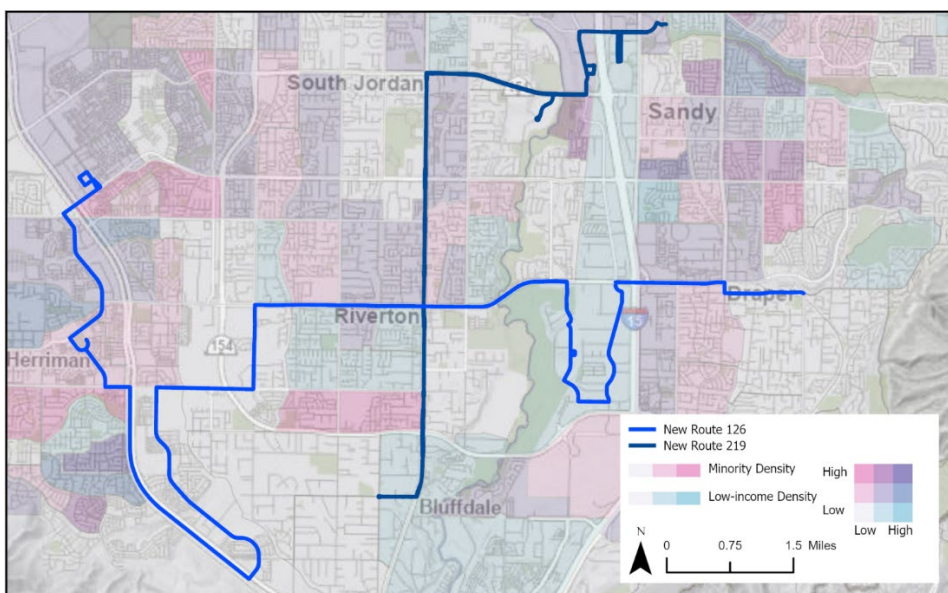


Figure 1: Map of proposed routes 126 and 219

Proposed Mitigations

- 1) UTA is proposing to operate these services at the lowest level (60-minute headways) that it operates service in order minimize the amount of resources used for these services.
- 2) UTA will seek to prioritize restoration of other service reduced during the pandemic in high minority and/or low-income areas prior to further improvements to these routes or in other areas that have limited minority and/or limited low-income populations.

Conclusion

The proposed new Route 126 would serve minority and low-income populations at a lower percentage than the UTA system average (6.1% and 6.7% lower, respectively). The proposed route 219 would serve minority populations at a lower percentage than the UTA system average (6.0% lower).

Prioritization of new service on routes 126 and 219 in areas of low-minority populations over restoration of previously reduced service in areas of high-minority populations indicates a ***finding of disparate impact on minority populations***. Prioritization of new service on route 126 in areas with limited low-income populations over restoration of previously reduced service in areas with high low-income populations indicates a ***finding of disproportionate burden on low-income populations***.

In Salt Lake County, routes 2 (in conjunction with routes 2X and 220 on 200 South), 17, 39, 45, 47, 54, 62, 201, 205, 218, 220, 223, 227, and 248 currently operate at a lower level of service than before the Covid-19 pandemic. These routes were subject to the Title VI process for August 2022 Change Day; while identified as impacts under Title VI, UTA did not restore service on these routes in August 2022. Instead, UTA noted that service restoration was not possible due to labor constraints and committed to improve service on these routes in future Five-Year Service Plans. The adopted 2025-2029 Five-Year Service Plan proposes at least partial restoration or service improvements for all these routes.

UTA believes that there is **substantial legitimate justification** to move forward with implementing these routes in April of 2025. Routes 126 and 219 were also included in the Five-Year Service Plan due to ridership and trip-pattern data from UTA On Demand service in this area highlighting issues with availability of service and on-time performance due to high passenger demand, with routes 126 and 219 (along with modified route 871) specifically designed to connect high-volume destinations within the on-demand service area. These routes were originally proposed to be implemented later in the Five-Year Service Plan; however, due to requests from state and local elected leaders within UTA's service area representing concerns that the area is not currently served by fixed-route transit, including legislation which required UTA to address the needs in these growing portions of our service area, the implementation of routes 126 and 219 were moved forward to April 2025, the first service implementation covered by the Five-Year Service Plan. UTA's Board of Trustees and executive leadership team believe that implementing these routes as soon as possible is an investment in future transit funding and expansion throughout the agency's service area.

To mitigate the equity impact of moving routes 126 and 219 earlier in the implementation timeline, these routes are being introduced at the lowest possible level of service, 60-minute headways Monday through Friday. This is the same level of service as current routes 17, 227, and 248, and is a lower level of service than all the other Title VI-impacted routes described above. Both routes are proposed to not improve service to 30-minute headways until April 2028, which is after restorations or improvements are proposed for all the Title VI-impacted routes described above. UTA Service Planning believes this is the approach that best mitigates equity impacts while relieving potentially damaging political pressure for the agency.

Route 417

Route 417 is a proposed new route with 30-minute weekday frequency between the North Temple corridor and Woods Cross FrontRunner Station. It was identified as a community priority and would add service to areas with high minority and low-income populations.

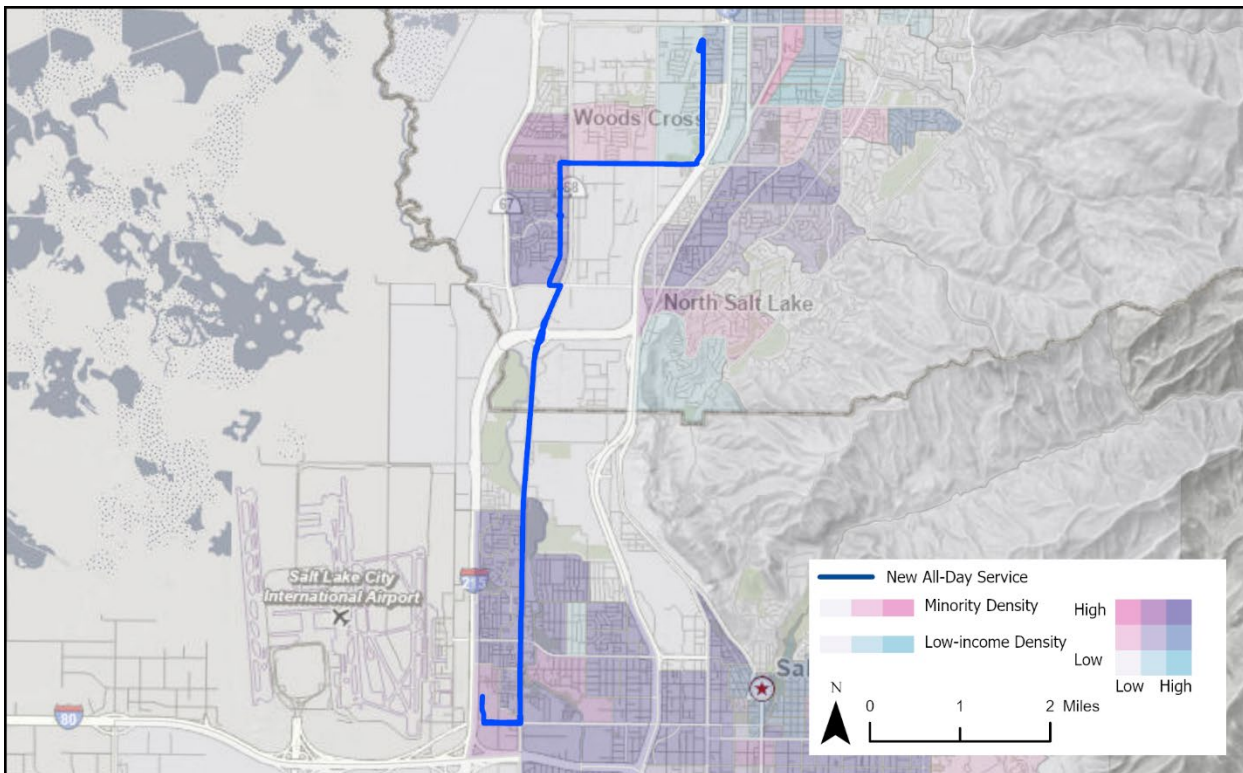


Figure 2: Map of proposed route 417

Conclusion

The addition of Route 417 would add service in areas with minority and low-income populations at rates of 28.9% and 6.9% higher than the UTA system average, respectively. This indicates ***no finding of disparate impact nor disproportionate burden.***

Route 823

Route 823 is a proposed new route serving south Utah County. It was identified as a community priority and would add service to areas with high low-income populations. This proposed change is aligned with the goal of implementing the Long-Range Transit Plan.

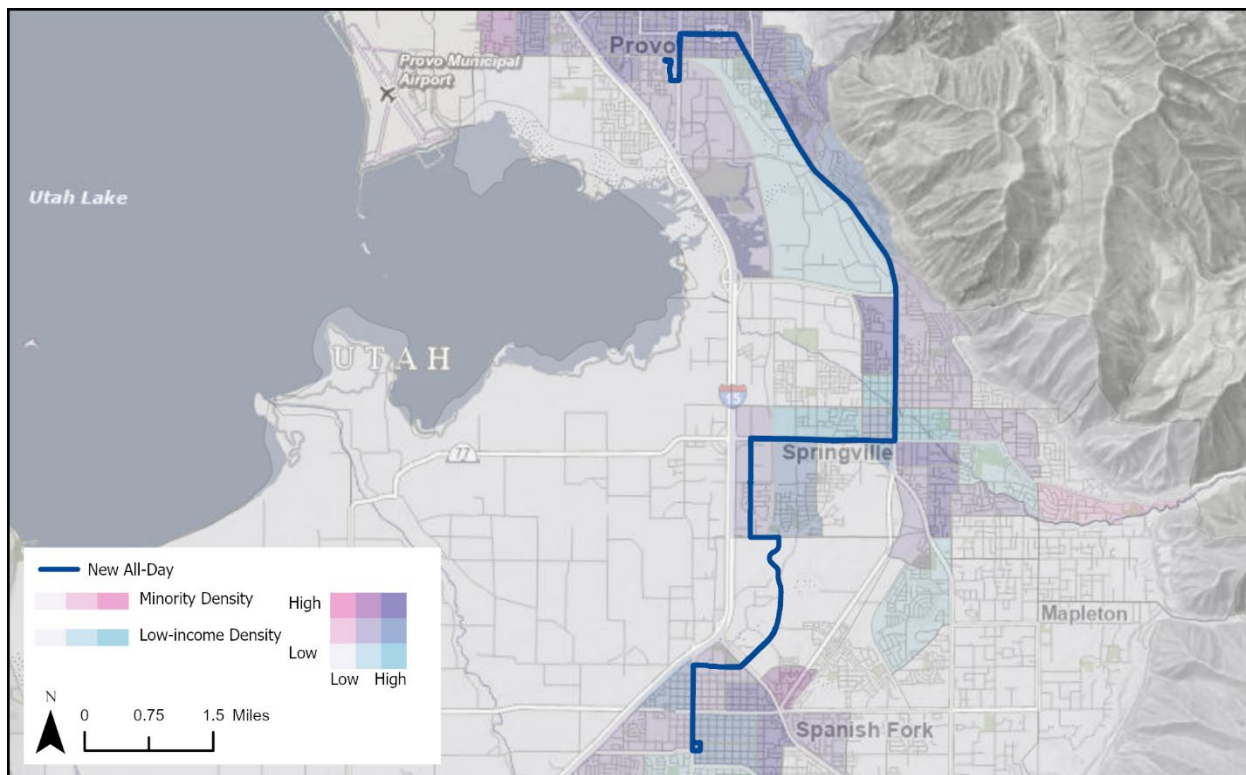


Figure 3: Map of proposed route 823

Conclusion

The addition of Route 823 would add service in an area with minority populations within system averages (4.9% above) and low-income populations at 10.6% higher than the UTA system averages. This indicates a potential benefit to low-income populations and ***no finding of disparate impact nor disproportionate burden.***

IMZ 581: West Provo Innovative Mobility Zone

There is a proposed new Innovative Mobility Zone (IMZ) planned for West Provo, including the Provo Airport. This area is proposed to be served by on-demand microtransit service.

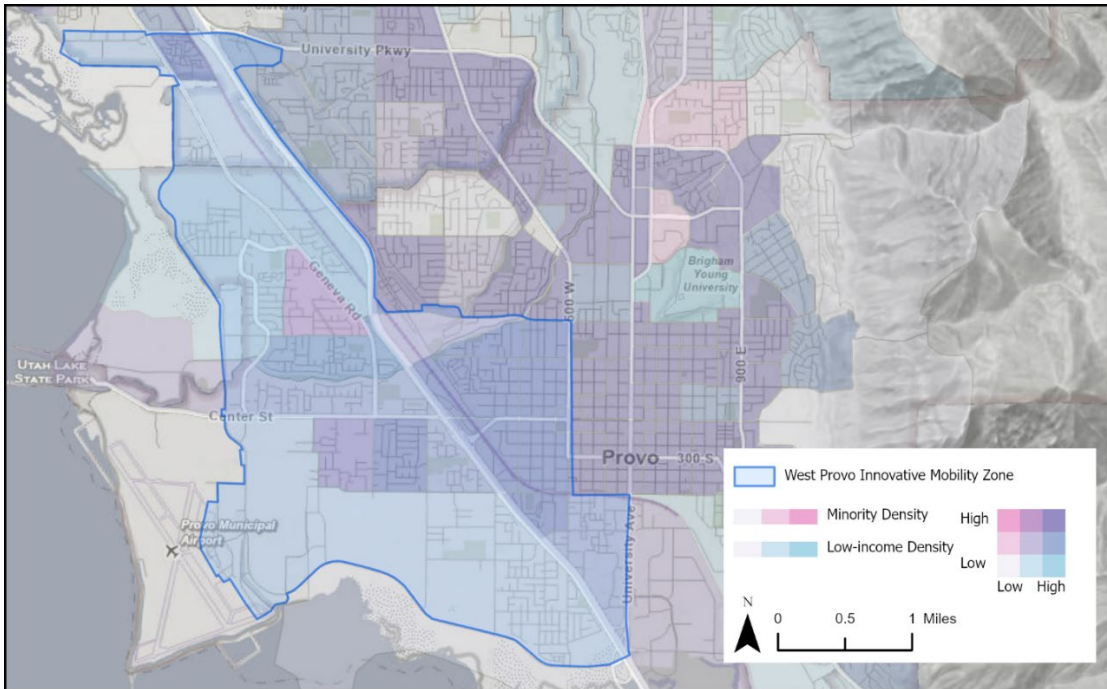


Figure 4: Map of proposed IMZ 581

Conclusion

UTA’s current Title VI policy does not include consideration of microtransit. This new IMZ would add service to areas with higher than system average minority (12.3% above) and low-income (8.8% above) populations.

Route 703: New TRAX Light Rail Station

There is a proposed new TRAX Light Rail Station planned to begin operations in April of 2025.

Conclusion

UTA’s current Title VI policy does not include consideration of new rail stations. This new station would increase access in areas with minority populations within system average (-3.6% below) and lower than system average low-income populations (-7.6% below).

Routes 627 and 628

Route 628 is proposed to be realigned to serve Main St between Clearfield Station and Midtown Crossing. It would replace portions of Route 470, and portions of route 470 would be replaced by modified Route 628. Route 628 is proposed to be realigned to serve WSU Davis/NUAMES and Hill AFB South Gate. It would replace portions of Route 627, and portions of it would be replaced by modified Route 470.

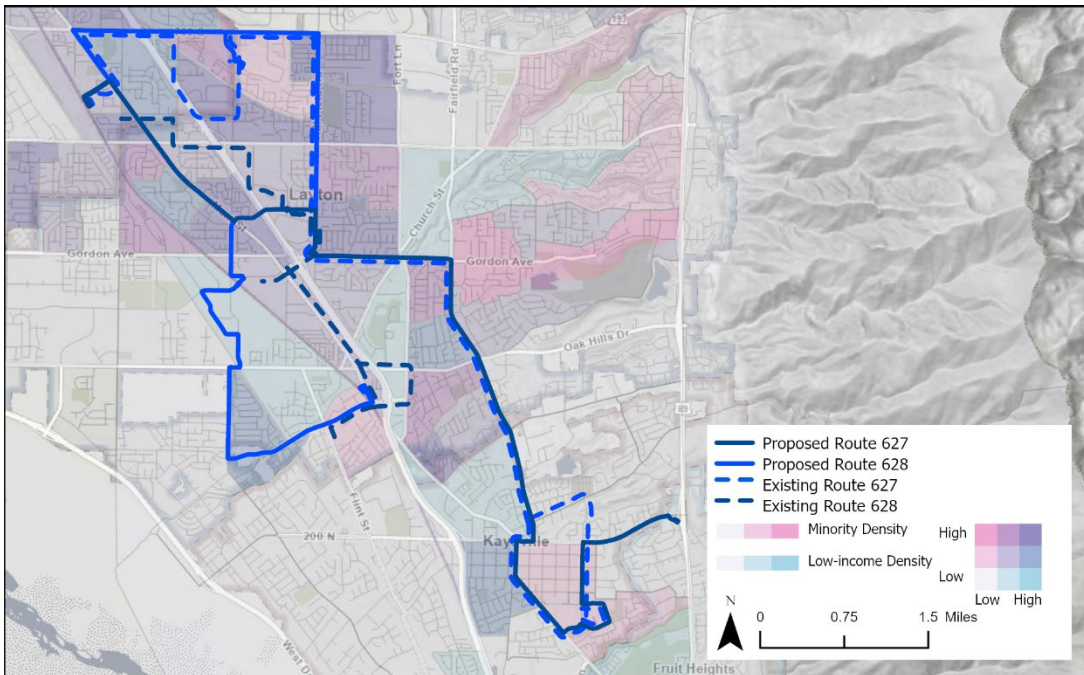


Figure 5: Proposed Route 627 and 628 Alignment Changes

Route 627 is proposed to have a substantial (approximately 50%) change in alignment. Portions of the route will be covered by changes to Routes 470 and 628. As shown in Table 5 below, minority and low-income populations served before and after the change remain similar and the route level populations served continue to be within system averages.

Route 628 is proposed to be nearly completely (approximately 82%) changed from the current alignment. Portions of the current route would be served by changes to Routes 470 and 627 and reduced transit service would still be available via existing Route 640. Some small segments of the existing route would no longer have transit service. The majority of Route 628 would serve new areas. Table 5 below shows that the proposed new Route 628 would serve a greater number of minority and low-income people, although it would reduce the percent of minority and low-income people served compared with the overall population. A small amount of minority and low-income people would lose access to service. However, a larger number would gain access to service on the new alignment.

An analysis of the cumulative effect of the changes to routes 627, 628, and 470 show that minority and low-income populations change by a nominal amount with a small increase in the amount of people served and a small decrease in the relative percentage of people served.

Route Number		Total Population	Route Minority		Route Low-Income		Minority Difference	Low Income Difference
		Number	Number	Percent	Number	Percent		
627	Before	25,686	6,658	25.9%	3,982	15.6%	1.0%	1.4%
	After	21,211	5,090	24.0%	3,856	18.2%	-0.9%	4.0%
628	Before	9,207	2,813	30.5%	2,282	24.9%	5.6%	10.7%
	After	17,303	4,668	27.0%	3,757	21.8%	2.1%	7.6%
	losing all service	438	59	13.6%	13	3.1%	-11.4%	-11.1%
	gaining new service	4,292	622	14.5%	759	17.8%	-10.5%	3.6%
470/627/628 Package	Before	67,983	21,115	31.1%	16,375	24.3%	6.1%	10.1%
	After	69,001	21,136	30.6%	16,456	24.1%	5.7%	9.9%

Table 5: Analysis of Route 627/628 Service Changes

Conclusion

Route 627: The populations served by both the existing and proposed Route 627 are within systemwide averages for both minority and low-income populations, which indicates **no finding of disparate impact or disproportionate burden**.

Route 628: Based on the populations served by Route 628, the substantial changes to routing and access indicate **a finding of disparate impact and disproportionate burden**. UTA believes that the benefits accrued through the total package of changes in this area provides **substantial legitimate justification** to move forward with the change. Mitigation to the adverse effects of this change would be provided via the modifications to route 627 and 470 as well as new connections provided by modifications to the route alignment.

Cumulative Impact of Changes: The overall impacts of changes in this area result in nominal changes to the amount and percentages of minority and low-income populations served, indicating **no finding of disparate impact or disproportionate burden**.

Routes 470, 217, and 871

Route 470 is proposed to have a minor realignment in Davis County. A portion of the new alignment is proposed to replace service on realignments of routes 627 and 628. Route 217 has a proposed minor realignment and new terminus at 1460 West to connect to Green Line at Power Station. Route 871 has a proposed minor realignment to serve Sandy Civic Center TRAX Station. A portion of the alignment that would be discontinued in Draper would be served by the new Route 126.

Route	Current Length	Change	Percent Change
470	48.6 miles	5.2 miles removed; 3.5 miles added	10.2%
217	23.0 miles	0.7 miles removed; 1.3 miles added	4.0%
871	13.1 miles	1.6 miles removed; 3.9 miles added	22.7%

Table 6: Proposed Alignment % Changes for Routes 470, 217, and 871

Conclusion

The proposed change to Route 470 impacts 10.2% of the alignment. The proposed change to Route 217 impacts 4.0% of the alignment. The proposed change to Route 871 impacts 22.7% of the alignment. These changes do not exceed a 25% change in route alignment and are not considered major service changes subject to analysis.

System-Wide Impacts

When analyzing proposed changes, UTA monitors the overall impact that the changes have on the system as a whole. To accomplish this, UTA reviewed the pre- and post-change demographics of those that are within a quarter mile of UTA transit service. This method comprehensively assesses the service changes and ensures that UTA is making changes that are not intentionally making the system inequitable. Table 7 below takes this into account by reviewing the systemwide impacts of April 2025 Change Day proposed changes.

	Population (within ¼ mile)	Minority	Low-Income	Percent Minority	Percent Low-Income
Pre-April 25	1,530,333	429,451	244,388	28.1%	16.3%
Post-April 25	1,552,646	436,105	248,820	28.1%	16.4%

Table 7. System-wide impacts comparison

Analysis of April 2025 Proposed Fare Changes

Move Midtown Trolley (Route 628) from Zero to Paid Fare

UTA is proposing to transition from zero fare to paid fare on the Midtown Trolley in Layton, as it is proposed to be replaced with local service (Route 628). This service would mirror the rest of the UTA system at \$2.50 for a regular one-way trip.

Geographic analysis shows that minority populations served by Route 628 are 5.6% higher than overall system averages, and low-income populations served are 10.7% higher than system averages.

Proposed Mitigations

UTA has a robust Reduced Fare Program and Human Service Program. UTA staff will promote these programs to help riders to gain access to reduced fare rates, if they qualify, by the following:

- 1) UTA Fares staff will contact human services agencies along the route and share details of the programs with them.
- 2) UTA Fares staff will coordinate with the Communications/Marketing staff to implement a marketing campaign targeted at this route to provide information on the changes and on UTA's Reduced Fare Program.

UTA Fares staff will coordinate with Community Engagement staff to plan an event at a location along this route to help minority and low-income riders sign up on-site for reduced fares.

Conclusion

Geographic analysis shows that minority populations served by Route 628 are 5.6% higher than overall system averages, and low-income populations are 10.7% higher than system averages. Discontinuation of zero-fare on Route 628 shows a ***finding of disparate impact on minority populations and disproportionate burden on low-income populations***.

UTA considered two alternatives to the proposed change. The first alternative is to continue offering zero fare for the route. However, by keeping the route zero fare, UTA would not receive the required revenue to support the operation of UTA services because Layton City will no longer contribute to subsidizing fares. The second alternative considered was to charge a reduced rate. UTA operates a large service area with multiple routes and introducing multiple rates creates a fare system that would be difficult for riders to understand. To facilitate a reduced fare equitably, UTA does offer a reduced rate for individuals meeting specific requirements outlined in the Reduced Fare Program.

UTA has substantial legitimate justification to proceed with the proposal. UTA has legitimate program needs to maintain consistency in fare collection across the system. Fares for this route were subsidized as part of a service contract with Layton City. Because this contract is not being extended, this route will move from zero to paid fare. The decision to charge fare aligns this route with UTA's other bus routes, ensuring consistency across the UTA system.

Appendix A – April 2025 Change Day – Public Involvement Report

The Public Involvement Report follows.