



**Minutes of the Meeting
of the
Board of Trustees of the Utah Transit Authority (UTA)
held at UTA FrontLines Headquarters located at
669 West 200 South, Salt Lake City, Utah
October 23, 2019**

Board Members Present:

Carlton Christensen, Chair

Beth Holbrook

Kent Millington

Also attending were members of UTA staff, as well as interested citizens and members of the media.

Call to Order, Opening Remarks, and Pledge of Allegiance. Chair Christensen welcomed attendees and called the meeting to order at 9:01 a.m. Following Chair Christensen's opening remarks, the board and meeting attendees recited the Pledge of Allegiance.

Safety First Minute. Chair Christensen yielded the floor to Sheldon Shaw, UTA Acting Safety & Security Manager, for a brief safety message.

Public Comment Period. No public comment was given. It was noted that online comment received for the meeting was distributed to the board prior to the meeting and will be included as an appendix to the minutes of the meeting.

Approval of October 9, 2019 Board Meeting Minutes. A motion to approve the October 9, 2019 Board Meeting Minutes was made by Trustee Millington and seconded by Trustee Holbrook. The motion carried unanimously.

Agency Report. Carolyn Gonot, UTA Executive Director, spoke about an incident that occurred last week in which a vehicle stalled on the train tracks was hit by a FrontRunner train. Utah Highway Patrol Trooper Ruben Correa pulled the driver from the vehicle just seconds before the train made impact. Ms. Gonot expressed appreciation to Trooper Correa and also

recognized Riley Nelson, the UTA operator driving the train, for taking immediate action when the danger became apparent.

Financial Report – September 2019. Bob Biles, UTA Chief Financial Officer, reviewed the September 2019 financial report, including the monthly financial dashboard, sales tax collections, taxable sales by supersectors, taxable sales growth, expense variance by mode, and expense variance by type. Discussion ensued. Questions on sales tax collections in Utah County and parts expenses were posed by the board and answered by Mr. Biles.

Third Quarter Investment Report. Mr. Biles provided a summary of the activity in the agency's investment portfolio.

Contracts, Disbursements, and Grants.

Change Order: Bus Shelter Contract Extension (Brasco International Inc.). Mary DeLoretto, UTA Acting Chief Service Development Officer, was joined by G.J. LaBonty, UTA Manager of Customer Experience. Ms. DeLoretto summarized the change order, which exercises a one-year option on a three-year contract for the placement of shelters at bus stops with demonstrated high boarding activity. She noted the stops are selected in accordance with UTA's five-year capital improvement program. Discussion ensued. Questions on high boarding activity, geographic installation of shelters, and cost of shelters were posed by the board and answered by staff. Chair Christensen suggested standardizing the shelter models to reduce maintenance costs.

A motion to approve the change order was made by Trustee Holbrook and seconded by Trustee Millington. The motion carried unanimously.

Change Order: Paratransit/Flex Route Cutaway Vehicles (Lewis Bus Group). Eddy Cumins, UTA Chief Operating Officer, described the change order for the replacement of 25 paratransit/flex route vehicles. Discussion ensued. Questions on the inclusion of a cost pricing index in the contract and disposal of vehicles being replaced were posed by the board and answered by Mr. Cumins.

A motion to approve the change order was made by Trustee Millington and seconded by Trustee Holbrook. The motion carried unanimously.

Pre-Procurement: Forty-Five Foot Commuter Buses. Mr. Cumins explained the agency's intent to procure buses to replace the 2002 and 2004 MCI buses. Discussion ensued. Questions on intended use for the new buses (i.e., new service vs. existing service) and competitors to MCI were posed by the board and answered by Mr. Cumins.

Discussion Items.

Agency 2020 Tentative Budget. Ms. Gonot was joined by Mr. Biles. Mr. Biles reviewed the agency's 2020 tentative budget, summarizing the changes between the draft capital and operating budgets discussed during the board's September budget work sessions and the current capital and operating tentative budgets. Discussion ensued. Questions on contingency funds and the communication plan for the public hearing on the budget were posed by the board and answered by Mr. Biles.

UTA Fare Policy Update. Monica Morton, UTA Fares Director, was joined by Nichol Bourdeaux, UTA Chief Communications & Marketing Officer. Ms. Morton provided information on the UTA fare policy, low income fare initiatives, and cost of collection models. She offered to organize a pilot program using the FAREPAY card for use by persons who are homeless or low income. Questions on fare evasion and the schedule for finalizing the UTA fare policy were posed by the board and answered by Ms. Morton. During the discussion, the trustees provided feedback to staff as staff continues to refine the agency's fare policy. Specifically, the board suggested:

- Allowing children to ride free (at least on the weekends)
- Creating a pay-as-you-go option toward the purchase of a monthly pass
- Implementing a pass or reduced fare option for people leaving the criminal justice system (this pass could fit with options in either the existing or updated fare structure)
- Minimizing the number of fare scenarios (Trustee Millington mentioned a target of five)
- Instituting a policy of leniency and education for first-time fare evaders

Ms. Bourdeaux offered to provide information to the board on fare collection and fare evasion at a future meeting.

Chair Christensen expressed support for effecting a pilot for persons who are homeless or low income. Ms. Morton committed to bring a proposal to the board for review.

Other Business.

Next Meeting. The next meeting of the board will be on Wednesday, October 30, 2019 at 9:00 a.m.

Closed Session. Chair Christensen indicated there were matters to be discussed in closed session relative to pending to reasonably imminent litigation. A motion for a closed session was made by Trustee Millington and seconded by Trustee Holbrook. The motion carried unanimously and the board entered closed session at 10:08 a.m.

Open Session. A motion to return to open session was made by Trustee Holbrook and seconded by Trustee Millington. The motion carried unanimously and the board returned to open session at 10:31 a.m.

Adjournment. The meeting was adjourned at 10:32 a.m. by motion.

Transcribed by Cathie Griffiths
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This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials, audio, or video located at <https://www.utah.gov/pmn/sitemap/notice/565697.html> for entire content.

This document along with the digital recording constitute the official minutes of this meeting.

APPENDIX

Online Public Comment to the Board of Trustees of the Utah Transit Authority (UTA) Board Meeting October 23, 2019

Received October 22, 2019:

My name is Fred Elliott and I am currently the Central Garage ATU Executive Board officer.

Several of our routes have a big problem with keeping them on time, specifically routes 33, 35, and 509. These are high ridership routes and deserve some priority. Passengers complain that these routes are consistently late. Our Operators are pushed to the limit trying to keep routes on time but are unable to do so due to traffic. Not enough buses run the route during the peak hours to keep up with demand. After speaking with several people on the management team and offering suggestions on how we can improve the service, the bottom line is that we simply do not have enough money in the budget. I am writing to you today with a plea for more money to go to operations so we can fix these routes. We owe this to our public who support our business everyday, and to our operators who are doing their best at keeping the system running on time.

These routes call for better service and the only way that we can do this is with more funds. These funds would be specifically to fix the above routes and to put several other busses into the system to help with this ongoing problem of consistently running late.

Thank you so much for your time and consideration.
