



**Minutes of the Meeting
of the
Board of Trustees of the Utah Transit Authority (UTA)
held remotely via phone or video conference
and broadcast live for the public via YouTube
July 15, 2020**

Board Members Participating:

Carlton Christensen, Chair
Beth Holbrook
Kent Millington

Also participating were members of UTA staff.

Call to Order and Opening Remarks. Chair Christensen welcomed attendees and called the meeting to order at 9:00 a.m.

Public Comment. 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.

Safety First Minute. Sheldon Shaw, UTA Director of Safety & Security, provided a brief safety message.

Consent Agenda. The consent agenda was comprised of:

- a. Approval of July 1, 2020 Board Meeting Minutes

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

Agency Report.

Americans with Disabilities Act (ADA) Celebration. Carolyn Gonot, UTA Executive Director, spoke about the UTA Committee on Accessible Transportation's 30-year celebration of the passage of the ADA. Celebratory events include a UTA book club,

virtual documentary screening, and virtual grand finale event with Rachel Simon, author of “Riding the Bus with My Sister: A True Life Journey.”

Contracts, Disbursement, and Grants.

Contract: Lawncare and Landscape Services (Acer Landscape Management, LLC and The Yard Butler). Eddy Cumins, UTA Chief Operating Officer, requested approval of contracts with Acer Landscape Management, LLC and The Yard Butler to perform lawn care and associated services. Both contracts have a base term of three years with two one-year options. Acer Landscaping Management will have responsibility for 21 properties at a cost of \$105,492.80 per year and The Yard Butler will have responsibility for 8 properties at a cost of \$15,589.50 per year.

Discussion ensued. Questions on the bidding process and property oversight were posed by the board and answered by Mr. Cumins.

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

Contract: Annual Supplier Agreement for Bus Mobile Data Computer Systems (Broadcast Microwave Services). Dan Harmuth, UTA IT Director, was joined by Kyle Brimley, UTA Communications & Deployment Manager. Mr. Harmuth asked for approval of the contract, which supplies mobile data computer units, screens, mounts, and cables for new buses. The contract has a base term of one year with two one-year options. The estimated not-to-exceed value of the contract for all three years is \$450,000. Mr. Harmuth indicated that the intent of the agency is to move toward a new, less costly system of mobile computing utilizing tablets within a couple of years.

Discussion ensued. Questions on flexibility in procuring parts for the new system and installation considerations for different bus models and transportation modes were posed by the board and answered by staff.

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

Grant Agreement: Federal Transit Administration FY19 Transit-Oriented Development (TOD) Planning Grant Awards for UTA Corridors at South Utah County FrontRunner and Point of the Mountain. Mary DeLoretto, UTA Chief Service Development Officer,

described the grants, which provide funds for TOD analysis along the UTA-owned corridors from Provo to Payson and from Draper to Lehi.

A motion to accept and approve execution of the grant awards was made by Trustee Millington and seconded by Trustee Holbrook. The motion carried unanimously.

Discussion Items.

South Salt Lake County Microtransit Pilot Quarterly Report. Nichol Bourdeaux, UTA Chief Communications & Marketing Officer, was joined by Jaron Robertson, UTA Director of Innovative Mobility Solutions, and Shaina Quinn, UTA Researcher – Innovative Mobility Solutions. Mr. Robertson provided a quarterly report on the South Salt Lake County Microtransit Pilot, including effects of COVID-19 and ridership and performance metrics. Ms. Quinn presented projections in ridership and performance. Mr. Robertson then concluded by reviewing data on top pick up and drop off locations, mobility enhancements, customer experience metrics, and flex route performance.

Discussion ensued. Questions on how customers are accessing the service (e.g., app, phone, etc.), potential continuation of the program, expansion to the wider system, and future plans for flex route service were posed by the board and answered by staff.

August 2020 Change Day Service Plan Overview. Ms. DeLoretto was joined by Laura Hanson, UTA Director of Planning, and Eric Callison, UTA Manager of Service Planning. Ms. Hanson summarized the service planning objectives, successes, budget, and plans associated with the August 2020 change day. She noted the board is requesting public comment prior to its meeting on July 22, 2020.

Discussion ensued. Questions on the decision-making process for route 2X, routes with improved midday service, information posted for public comment, and timeframe for consideration of future adjustments were posed by the board and answered by staff.

Chair Christensen called for a break at 10:15 a.m.

The meeting resumed at 10:25 a.m.

Utah Transit Authority Corridor Studies with Bus Rapid Transit Alternatives. Ms. DeLoretto was joined by Janelle Robertson, UTA Project Manager II, and Hal Johnson, UTA Manager – Project Development & Systems Planning. Ms. DeLoretto outlined bus

rapid transit (BRT) corridors currently under consideration and their associated details. The projects and studies discussed include Ogden-Weber State University (WSU) BRT, Davis-Salt Lake Community Connector, Mid-Valley Connector, Southwest Salt Lake County Transit Study, Point of the Mountain Transit Study, Central Corridor Transit Study, and South Utah County Transit Analysis.

Discussion ensued. Questions on the funding gap for the Ogden-WSU BRT project, distribution of funds from the Rocky Mountain Power grant, inclusion of a connection to the University of Utah in the Davis-Salt Lake Community Connector project, capital commitments to the Mid-Valley Connector project, consideration of electric buses on the Mid-Valley Connector project, metropolitan planning organization process timeline for southwest Salt Lake County work, Lehi alignments in the Point of the Mountain Transit Study, UTA-owned right-of-way extending south of Lehi, and timeline for securing funding following the South Utah County Transit Analysis were posed by the board and answered by staff.

Other Business.

Next Meeting. The next meeting of the board will be on Wednesday, July 22, 2020 at 9:00 a.m.

Adjournment. The meeting was adjourned at 11:01 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/616549.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**

Received July 14, 2020 from George Chapman:

Comments to UTA Board of Trustees July 15 meeting

I am still against planning TODs from Draper to Lehi since UTA should not spend billions on a project that will, like LA, not provide much increased ridership. UTA still owes bus riders a restored robust bus system. Landowners should pay any rail or BRT projects.

The microtransit system now cost \$35 to \$44 per rider and should be stopped. UTA should practice better financial responsibility.

The BRT projects are wasteful and, like the Ogden BRT, are not cost effective. UTA still has no proof that BRT works. UVX, a free service, is not comparable. The best proof that BRT does not work is the 35 MAX that has never had more than 3200 passengers a day despite taking out two lanes of road that could handle 10,009 cars!
