

**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
August 12, 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 August 5, 2020 Board Meeting Minutes
- b. Complimentary Transit Passes for Utah Attorney General Staff Representing Utah Transit Authority

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

Agency Report.

August Change Day Update. Eddy Cumins, UTA Acting Executive Director, spoke about the upcoming change day on August 23, 2020. He indicated UTA will be restoring 91 percent of its pre-pandemic service on this date. Specific information related to change day is available on the UTA website, www.rideuta.com.

Discussion ensued. Questions on operator hours following change day and consideration of new travel patterns were posed by the board and answered by Mr. Cumins.

Resolutions.

R2020-08-03 Resolution Authorizing Execution of Addendum 3 to the Salt Lake City Transit Master Plan Interlocal Agreement for 2020-21 Frequent Transit Network Routes. Discussion and voting on the resolution were deferred to a future meeting.

Discussion Items.

Depot District Clean Fuels Technology Center Project Update. Mary DeLoretto, UTA Chief Service Planning Officer, was joined by David Osborn, UTA Project Manager III. Mr. Osborn reviewed the project phasing and construction progress. He then outlined reasons for cost increases and summarized the budget and schedule.

Discussion ensued. Questions on facilities in the administration building, number of overhead charging stations, return on investment for the microgrid, power generation capacity of solar panels, long-term omissions due to cost, leveraging renewable energy options, implications of project completion timeline on future service, and battery storage for solar power (e.g., for overnight charging) were posed by the board and answered by staff.

Other Business.

Next Meeting. The next meeting of the board will be on Wednesday, August 26, 2020 at 9:00 a.m.


Adjournment. The meeting was adjourned at 9:46 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/621703.html> for entire content.

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

Approved Date: August 26, 2020

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Carlton J. Christensen
Chair, Board of Trustees

Appendix

Online Public Comment
to the
Board of Trustees of the Utah Transit Authority (UTA)
Board Meeting

Received August 10, 2020 from George Chapman:

comments for August 12 Board meeting

Again, I urge the Board to lower fares on FarePay to \$1 as an experiment. These are very unusual times and standard fare elasticities do not seem to be realistic.

Increasing FarePay charges (to \$2 for bus) will increase driver/passenger interaction which I thought UTA was trying to decrease.

The riders who would be attracted to a \$1 fare are those who are unable to afford the newer and much less polluting cars and end up buying old clunkers that pollute a 100 times more than some new cars. UTA would be/could be responsible for a significant decrease in air pollution if a \$1 fare is implemented on FarePay as an experiment. FarePay also has the advantage of providing data on trips that cash is unable to provide.

In addition, UTA cost of fuel has gone down significantly since the \$2.50 fare implementation and UTA is benefiting from the new taxes.

Instead of a one off, free fare day that does not provide realistic results (FrontRunner is used as a Disneyland type ride for families during free fare day), please consider a few months, maybe to the end of the year, a \$1 fare to see what happens.
