



# Utah Transit Authority

## Board of Trustees

### MEETING MINUTES - Final

669 West 200 South  
Salt Lake City, UT 84101

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**Wednesday, July 10, 2024**

**9:00 AM**

**FrontLines Headquarters**

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**Present:** Chair Carlton Christensen  
Trustee Beth Holbrook  
Trustee Jeff Acerson

Also attending were UTA staff and interested community members.

**1. Call to Order and Opening Remarks**

Chair Carlton Christensen welcomed attendees and called the meeting to order at 9:00 a.m.

**2. Pledge of Allegiance**

Attendees recited the Pledge of Allegiance.

**3. Safety First Minute**

Jay Fox, UTA Executive Director, delivered a brief safety message.

**4. Public Comment**

**In Person/Virtual Comment**

(To view public comment in its entirety, see the meeting video located at  
[https://rideuta.granicus.com/player/clip/308?view\\_id=1&redirect=true](https://rideuta.granicus.com/player/clip/308?view_id=1&redirect=true).)

Public comment was given by Rone Tempest, Rob Martin, Bob Tyrrell, Deen Chatterjee, Donna Dinsdale, Scott Carrier, Lexi Hoggan, Penelope Hebrew, Linke Hebrew, and Mark Sarfati.

Rone Tempest: Tempest is a fifth-generation resident of the Salt Lake Avenues. He spoke about problems with and solutions to the “ill-advised” 2.1-mile extension of route 209 in the Avenues. Tempest has researched the extension thoroughly over the past two years. The main issue is equipment. Tempest thanked UTA for adding electric buses to the fleet mix used in the Avenues. The electric buses solve the issue of noise, vibration, and other environmental disruptions, including air pollution, and were designed to handle the steep grades in the Avenues that sometimes exceed 12%. The electric buses have been tested by the Federal Transit Administration to handle grades of up to 14%. Diesel and natural gas buses were tested and shown to operate efficiently at a maximum grade of 9%, which means they struggle noisily and shake violently to get up the hill [in the Avenues]. There is also the problem of axle weight on all the buses, electric included. The State of Utah limits axle weight on commercial vehicles

to 20,000 lbs. Public transit, including school buses, is exempt from this law, but there is a reason the law exists. An axle weight above 20,000 lbs. can be very destructive to road surfaces. UTA buses have a rear axle weight of over 30,000 lbs., not including passengers “which you don’t have.” The result is the rapid destruction of streets. The solution is changing the equipment either by using smaller buses on the Avenues extension or decoupling the Avenues from the older route 209 between downtown and Fashion Place. This, for a lot of reasons, including population density and low ridership, is a “very bad marriage.” University of Utah civil engineering professor and international expert Pedro Romero, after walking the route with Tempest, said “These buses are not right for the road and the road is not right for these buses.” Tempest challenged the board to find “anyone in your agency” who will tell them the 40-foot, 20-ton buses are appropriate for the Avenues. He said his research shows UTA is averaging fewer than two passengers per bus and a “disturbing number” run completely empty, especially late at night. One observation by a member of the Greater Avenues Community Council, who also happens to be a part-time bus driver, is Fed Ex and UPS have big 18-wheelers that they use on the highways, but when they are making deliveries to residential neighborhoods, they switch to smaller vehicles.

Rob Martin: According to the National Association of Realtors, the average length of home ownership is 12 years. Martin and his wife have lived in the Avenues more than twice that long and his neighbors have lived there even longer. They stay because the neighborhood is peaceful. “With massive, roaring buses negotiating their way up [their] comparatively narrow street 23 hours a day, loudly blasting the fact of their arrival at various points along the way, peace is no longer possible to experience.” Martin and his neighbors “each would willingly sacrifice that peace and quiet if doing so meaningfully served the greater good” and “if the buses were actually facilitating the transport of a significant number of passengers” but “that is most definitely not the case.” It is rare to see more than one rider on any bus and often they are completely empty. He asked, “If there are next to no riders, whose interests are being served?” Martin said the congestion created by buses is dangerous, especially at the turn at L Street and South Temple. It is an impediment to firetrucks. The noise from the buses is disruptive and was loud enough to knock a painting off a shelf and he got cracks in a brick wall and a lath and plaster wall. He hopes something can be done to put smaller buses on the streets.

Bob Tyrrell: Tyrrell has lived in the Avenues for 50 years. They currently own two homes on L Street. There are certain streets, such as E, I, M, Virginia Street, and 3rd Avenue, that are busy streets. Firetrucks drive down L Street and the street is not wide enough for a firetruck and a bus. Buses turning at L Street and South Temple create congestion. There are very few people on the bus at any given time. There is a large crack on his front porch that was not there before. The large buses “go pounding through the intersection, not every time, but often.” Wise investors would not buy into a neighborhood scenario such as that.

Deen Chatterjee: Chatterjee has lived in the Avenues and taught at “the U” for over 50 years. He has seen how the Avenues have changed, especially with the addition of the route 209 extension. It is a residential area not meant for public transportation like a metropolis. Maybe small or electric buses should be an option, but large buses on L Street are not the best way to

go, especially with their size, noise, and pollution. The buses are affecting people's health. They cannot sleep in the night and he and his children are suffering for the sake of very few riders. The buses often run empty. The buses "fart" and "buck" quite often as they climb the hills in the Avenues. The buses come frequently and are a constant. The buses idle at the bus stops and pollute the air. Chatterjee believes the route is still in an experimental three-year phase. He hopes the route will change or smaller buses will be used. The route could be moved to N Street, which is wider. The residents have been raising their concerns again and again and there was no public hearing before the route was put in practice and there was no feedback solicited from residents. The residents were told what would be happening; the decision was already made, which is "extremely undemocratic." He said "our life has been made into hell" for one or two riders.

Donna Dinsdale: Dinsdale has lived on L Street for over 25 years. The quality of life has gone down over the last two years because of the 209 bus. She does not object to public transit, in fact she takes it to her job. When she rides the 209, there are hardly any people on the bus. There are very few riders on the bus, but the quality of life of people on her block and on L Street has gone down. When they were opposing this two years ago, they were told by UTA they would get used to it. They haven't gotten used to it. It is still a problem. Noise is a problem. There is a whole lot of waste and pollution going on with such large vehicles. Consider smaller vehicles or, in the minimum, electric vehicles. Most of the people who ride the bus are not being dropped off in the Avenues, they are going somewhere else. South Temple was much better; she used it, and she could walk two blocks down. The quality of life is going down in a quiet neighborhood. The "monstrous" buses are "absurd." Dinsdale is opposed and she hopes some kind of solution can be found. She said residents "felt like [they] were talking to a wall" when a representative from UTA came to their community meeting and a decision had already been made. She asked to be heard and for something to be done.

Scott Carrier: Carrier lives at 9th and J Street, which is along route 209. He agrees with everything his neighbors have said. He has a background and career as a radio producer, mainly producing stories for public radio programs. He narrates stories from his house, often outside, because of the sound environment of the city. The neighborhood is quiet. Every place has a unique sound environment or soundscape, and the soundscape in the Avenues is "special" because "you can hear the resonance of the valley." The addition of the 209 was "startling" and it made him angry because it "slashed" the environment. The buses in the Avenues are like a "tidal wave" rolling through. The streets are "otherwise quiet in a very nice way." The special soundscape is destroyed periodically by the buses going by every 7.5 minutes. It makes a difference when he can work. It is hard to stay calm when it is so upsetting. Big buses go by with nobody on them and he wonders how these decisions are being made.

Lexi Hoggan: Hoggan has spent the last two years voicing concerns and discussing this issue. She can no longer work from home. [Hoggan played the sound of buses rolling by on her phone.] She described it as "a Boeing bus landing on [her] street." Hoggan also has cracks under her original house and she had to replace all the original windows with double-paned windows so she could not hear the bus. She is willing to support public transportation if it is

serving the greater good, but it is not. She asked for help. She has not gotten used to it. She lived in London for two years and is used to loud noises, but she has never gotten used to this.

Penelope Hebrew: Penelope Hebrew lives on 9th Avenue and has lived in her home for 35 years. Her passion is gardening and if you drive by her house, you will see that. Her “biggest opposition” is the buses are speeding down 9th Avenue. Operators know her because she is in her yard every day, at different times of the day. She waves at them and indicates they should slow down. Some buses pay attention. Some never look over. One bus slowed down when she waved for it to slow, but then sped up after it passed her. It is not a safe scenario for residents or for kids on bikes or electric scooters. She is opposed to the noise she is subjected to on a daily basis. The bay window in her bathroom shakes while she is sitting on the toilet. There is not a part of her life that has not been affected. She is angry. She used to sit in her backyard in the evenings, but when the buses started up, they could not even hold a conversation and went inside. She closed by saying, “How dare you.”

Linke Hebrew: Linke Hebrew has not heard anyone say “thank you” for the 209 extension. He has lived at 9th Avenue for 35 years. He is an emergency physician with 35 years in practice. He reviewed some “negative bullet points”:

- There is a 20 MPH speed limit on 9th. The buses drive faster than that.
- The buses cause the glass shelves and the bed in their house to shake.
- The buses are nearly empty.
- The ambience in their yard has been ruined.
- The buses are too frequent, and the hours of service are too long.
- They have had superficial cracks in their plaster develop or worsen since route 209 was implemented. The houses were not constructed for the weight of the vehicles.
- As an emergency doctor, he needs sleep.
- The buses are a safety hazard; there are no bicycle lanes on 9th Avenue and there is a lot of bike traffic.
- There is road damage on L Street.

There are a lot of negatives for 209 extension. UTA should go to smaller buses to “support the ridership that you have, which is so low.”

Mark Sarfati: Sarfati read comments he submitted electronically prior to the meeting, which are included in Appendix A to these minutes.

#### **Online Comment**

Online comments received were distributed to the board for review prior to the meeting and are included in Appendix A to these minutes.

**5. Consent****a. Approval of June 26, 2024 Board Meeting Minutes**

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, to approve the consent agenda. The motion carried by a unanimous vote.

**6. Reports****a. Executive Director Report**

- **Strategic Plan Minute: Customer Expectations - Detours and Disruptions**
- **Warm Springs Stormwater Update**
- **Executive Director Team Award: UTAPD Canine Unit**
- **Recognition of Cherryl Beveridge**

**Strategic Plan Minute: Customer Expectations - Detours and Disruptions**

Jay Fox said staff has been meeting with other transit agencies to learn more about their processes for communicating detours and disruptions and will be assembling recommendations for improvements at UTA.

**Warm Springs Stormwater Update**

Jay Fox was joined by David Hancock, UTA Chief Capital Services Officer, and Patti Garver, UTA Manager of Environmental Compliance & Sustainability.

Garver provided an update on stormwater mitigation efforts at the Warm Springs facility. Repairs have been completed and inspected by the city. The cost was \$191,000 for sleeving and \$145,000 for additional mitigation efforts, for a total of \$336,000.

Discussion ensued. Questions on ground contamination and Union Pacific repairs were posed by the board and answered by Garver.

**Ridership**

Fox reported ridership is up more than 18% year-over-year through June 2024.

**Executive Director Team Award: UTAPD Canine Unit**

Jay Fox was joined by Dalan Taylor, UTA Chief of Police & Public Safety Manager, and Robert Zubal, UTA Police Sergeant.

Taylor highlighted the work of the UTA Police Department Canine Unit. The canine unit consists of:

- Officer Preston Fenwick and Canine Choco
- Officer Nicole Ravens and Canine Harley
- Officer Dale Rodeback and Canine Kailo
- Sergeant Robert Zubal and Canine Marvin
- Officer Andrew Bryson and Canine Lucca

Fox presented members of the canine unit with the Executive Director Team Award.

**Recognition of Cherryl Beveridge**

Jay Fox was joined by Cherryl Beveridge, former UTA Chief Operating Officer; Andres Colman, UTA General Manager - Salt Lake Business Unit; Camille Glenn - UTA General Manager - Mt. Ogden Business Unit; Ryan Taylor, UTA Special Services General Manager; and Patrick Preusser, UTA Chief Operating Officer.

Fox recognized Beveridge, who retired from the agency after 45 years of service.

Beveridge spoke about some of her key contributions to UTA, and was followed by Colman, Glenn, Taylor, and Preusser, who shared how Beveridge's leadership influenced their work.

Chair Christensen called for a recess at 10:28 a.m.

The meeting reconvened at 10:36 a.m.

**b. Financial Report - May 2024**

Viola Miller, UTA Chief Financial Officer, who participated in the meeting electronically, was joined by Brad Armstrong, UTA Director of Budget & Financial Strategy, and Greg Andrews, UTA Senior Financial Analyst.

Staff reviewed the following:

- Financial dashboard
- Sales tax revenue
- Sales tax collections by county
- Sales tax growth and passenger revenues
- Full-time equivalent (FTE) staffing
- Operating financial results
- Capital spending by chief office

Discussion ensued. A question on anticipated capital spenddowns was posed by the board and answered by staff.

**7. Contracts, Disbursements and Grants****a. Contract: Task Ordering Agreement for Recruiting Services Pool (Tryfacta, Inc.)**

Greg Gerber, UTA Director of Talent Acquisition, requested the board approve a group of five contracts for a recruiting services pool. The pool of contracts has a not-to-exceed value of \$500,000 and a term of five years. Included in the pool are Tryfacta, Inc., Millennium Solutions Group LLC, Enterprise Solutions Inc., 22nd Century Technologies, Inc., and Compunnel Software Group, Inc.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this contract be approved. The motion carried by a unanimous vote.

**b. Contract: Task Ordering Agreement for Recruiting Services Pool (Millennium Solutions Group LLC)**

See agenda item 7.a.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this contract be approved. The motion carried by a unanimous vote.

**c. Contract: Task Ordering Agreement for Recruiting Services Pool (Enterprise Solutions Inc.)**

See agenda item 7.a.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this contract be approved. The motion carried by a unanimous vote.

**d. Contract: Task Ordering Agreement for Recruiting Services Pool (22nd Century Technologies, Inc.)**

See agenda item 7.a.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this contract be approved. The motion carried by a unanimous vote.

**e. Contract: Task Ordering Agreement for Recruiting Services Pool (Compunnel Software Group, Inc.)**

See agenda item 7.a.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this contract be approved. The motion carried by a unanimous vote.

**f. Contract: Rideshare/Vanpool Vehicle Preventative Maintenance Program (BMLC Investments, LLC, DBA Tire World)**

Michael Goldman, UTA Special Services Program Manager, was joined by Michael Romero, UTA Vanpool Fleet Maintenance Supervisor.

Goldman requested the board approve a series of contracts for a pool of vendors to provide services for the rideshare/vanpool vehicle preventative maintenance program. The pool of contracts has a not-to-exceed value of \$1,895,713 and a term of five years. Included in the pool are BMLC Investments, LLC, DBA Tire World; Utah Tire Holdings, DBA Hillside Tire and Service; Donald E and Michael A Gallegher, DBA D&M Automotive; Florence Enterprises, DBA Jed's Tire Pros and Jed's Treads; Off Road Supply LLC, DBA Fat Bob's Garage; Lehi Pioneer Tire, DBA Big O Tires Lehi; Marshh Limited, DBA Big O Tires of Providence; Raw Tires Inc., DBA Big O Tires of Logan; Roy Parkinson Interprises LLC, DBA C&M Tires Clearfield; and Roy Parkinson Interprises LLC, DBA C&M Tires Roy.

Discussion ensued. Questions on vendor selection and performance were posed by the board and answered by staff.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this contract be approved. The motion carried by a unanimous vote.

- g. **Contract: Rideshare/Vanpool Vehicle Preventative Maintenance Program (Utah Tire Holdings, DBA Hillside Tire and Service)**

See agenda item 7.f.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this contract be approved. The motion carried by a unanimous vote.

- h. **Contract: Rideshare/Vanpool Vehicle Preventative Maintenance Program (Donald E and Michael A Gallegher, DBA D&M Automotive)**

See agenda item 7.f.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this contract be approved. The motion carried by a unanimous vote.

- i. **Contract: Rideshare/Vanpool Vehicle Preventative Maintenance Program (Florence Enterprises, DBA Jed's Tire Pros and Jed's Treads)**

See agenda item 7.f.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this contract be approved. The motion carried by a unanimous vote.

- j. **Contract: Rideshare/Vanpool Vehicle Preventative Maintenance Program (Off Road Supply LLC, DBA Fat Bob's Garage)**

See agenda item 7.f.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this contract be approved. The motion carried by a unanimous vote.

- k. **Contract: Rideshare/Vanpool Vehicle Preventative Maintenance Program (Lehi Pioneer Tire, DBA Big O Tires Lehi).**

See agenda item 7.f.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this contract be approved. The motion carried by a unanimous vote.

- l. **Contract: Rideshare/Vanpool Vehicle Preventative Maintenance Program (Marshh Limited, DBA Big O Tires of Providence)**

See agenda item 7.f.

A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this



- contract be approved. The motion carried by a unanimous vote.
- m. **Contract: Rideshare/Vanpool Vehicle Preventative Maintenance Program (Raw Tires Inc., DBA Big O Tires of Logan)**

See agenda item 7.f.

- A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this contract be approved. The motion carried by a unanimous vote.
- n. **Contract: Rideshare/Vanpool Vehicle Preventative Maintenance Program (Roy Parkinson Interprises LLC, DBA C&M Tires Clearfield).**

See agenda item 7.f.

- A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this contract be approved. The motion carried by a unanimous vote.
- o. **Contract: Rideshare/Vanpool Vehicle Preventative Maintenance Program (Roy Parkinson Interprises LLC, DBA C&M Tires Roy)**

See agenda item 7.f.

- A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this contract be approved. The motion carried by a unanimous vote.
- p. **Contract: Perry, Box Elder County Property Disposition (Eli and Brynlee Richins)**

Spencer Burgoyne, UTA Manager of Property Administration, requested the board approve a \$350,000 contract with Eli and Brynlee Richins for the disposition of UTA-owned property located at 1500 West 2950 South in Perry, Utah.

Discussion ensued. A question on the original property purchase price was posed by the board and answered by staff.

- A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, that this contract be approved. The motion carried by a unanimous vote.
- q. **Change Order: On-Call Infrastructure Maintenance Contract Task Order #24-023 - 1300 S Grade Crossing Replacement (Stacy and Witbeck, Inc.)**

Jared Scarbrough, UTA Director of Capital Design & Construction, was joined by Jacob Wouden, UTA Rail Infrastructure Project Manager.

Wouden requested the board approve a \$273,834 change order to the contract with Stacy and Witbeck, Inc. for replacement of the grade crossing located at 1300 South on the TRAX alignment. The total contract value, including the change order, is \$1,476,715.

Discussion ensued. Questions on the project timeline and traffic impacts were posed by the board and answered by staff.

A motion was made by Trustee Holbrook, and seconded by Trustee Acerson, that this change order be approved. The motion carried by a unanimous vote.

**8. Discussion Items****a. Proposed Vanpool Rates**

Patrick Preusser was joined by Michael Goldman, Lani Laumua, UTA Accountant - Rideshare), and Ryan Taylor.

Staff provided an overview of the vanpool service, its history, and rates, and depicted recent program growth and participant destinations. They then compared current rates with proposed rates and discussed potential financial risks. The new rate structure would simplify pricing and increase annual revenue.

Discussion ensued. Questions on vanpool destinations, hybrid vehicle use, vanpool revenue compared to expenses, statewide utilization, current rates for Hill Air Force Base, program marketing efforts, driving guidelines, and the communications strategy for implementing new rates were posed by the board and answered by staff.

**9. Other Business**

- a. Next Meeting: Wednesday, July 31, 2024 at 9:00 a.m.

**10. Adjourn**


A motion was made by Trustee Acerson, and seconded by Trustee Holbrook, to adjourn the meeting. The motion carried by a unanimous vote and the meeting adjourned at 11:35 a.m.

Transcribed by Cathie Griffiths  
Executive Assistant to the Board Chair  
Utah Transit Authority

This document is not intended to serve as a full transcript as additional discussion may have taken place; please refer to the meeting materials or audio located at <https://www.utah.gov/pmn/sitemap/notice/925787.html> for entire content. Meeting materials, along with a time-stamped video recording, are also accessible at [https://rideuta.granicus.com/player/clip/308?view\\_id=1&redirect=true](https://rideuta.granicus.com/player/clip/308?view_id=1&redirect=true).

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

Approved Date: July 31, 2024

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Carlton J. Christensen  
Chair, Board of Trustees

**Appendix A****Online Public Comment****From Mark Sarfati:**

My name is Mark Sarfati. I appreciate the opportunity to address the board regarding the 209 Avenues extension. My wife and I purchased our home on 9th avenue in 2000. We put down roots in this neighborhood. We raised our two children here. We have worked as health care providers at University Medical Center for the past 20-30 years. We see great value in public transportation including in the Avenues neighborhood. We do not, however, think the 209 extension is an appropriate means of providing public transportation services in our neighborhood. We have enjoyed a peaceful and quiet life in this neighborhood until recently. The 209 extension has negatively impacted our quality of life. Two buses (one eastbound and one westbound) pass our house every 15 minutes, twenty-one hours a day, seven days a week. A bus roars past our home 1,176 times per week. The bus is loud. The vibration shakes our house and rattles our windows and dishes. The bus frequently exceeds the speed limit. We have called UTA customer service multiple times to report the excess speed without a noticeable correction. Our neighborhood has many children, pets, pedestrians, and cyclists. It is only a matter of time before someone is injured. The bus is poorly utilized. We have paid close attention to the number of riders on-board and estimate an average occupancy of 0-3 passengers per bus. The bus is unnecessarily harmful to air quality. The environmental impact of a full size, nearly empty bus is unjustified. The negative impacts of the 209 extension far outweigh any benefit. This is a wasteful, irresponsible and inconsiderate use of our tax dollars. We urge UTA to come up with a solution to this problem.