

1                                   **Regular Board Meeting Minutes**  
2                                   **Cache Valley Transit District**  
3                                   **DBA Connect Transit**  
4                                   **Wednesday, October 14, 2026**  
5                                   **5:30 pm**  
6                                   **Connect Administration**  
7                                   **3021 North 300 West, North Logan, Utah**  
8                                   **Connect Transit Boardroom**  
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11       *Present:* Lieren Hansen, Glen Schmidt, Paul Mortenson, Ron Bushman, Shaun Bushman,  
12       John Zsiray, Flor Estrada, and Mike Arnold  
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14       *Excused:* Emily Fletcher  
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16       *Others:* Todd Beutler, Curtis Roberts, Mindy Spackman, Kaylee Fonnesebeck, Brad  
17       Nelson, and Charise VanDyke  
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19       **Regular Meeting Agenda**  
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21       1. *Call to order:* Board Chair Lieren Hansen  
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23       2. Pledge of Allegiance  
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25       3. Consent Agenda: Lieren Hansen asked for a motion to approve the consent agenda.  
26       John Zsiray moved; Mike Arnold seconded. Vote unanimous.

27       A. Approval of Agenda

28       B. Next Board Meeting – October 28, 2026  
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30       4. Public comments: No questions or comments. Lieren took a minute to recognize  
31       Todd Beutler's 30<sup>th</sup> work anniversary.  
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33       **5. Board Business:**

34       A. Discuss the FY 2027 budget – Curtis Roberts, Administration Director: As talked  
35       about in the last meeting, there are a few key considerations for the FY 2027  
36       budget. The proposed budget includes a 75 cent per-hour increase in driver pay to  
37       support competitive recruitment and retention. The second consideration is a 9.9  
38       percent increase in health insurance costs based on the projected renewal  
39       (competitive rate). The third consideration is the addition of a full-time  
40       maintenance position because of the increased fleet mileage and the increase in  
41       repair and preventative maintenance. The fourth consideration is an increase to  
42       diesel fuel from \$3.20 to \$4.30 per gallon; this estimate can still change due to

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volatile market conditions (currently \$5.40 per gallon). The Intelligent Transportation System (ITS) needs to go out to bid next year; the preliminary budget includes funding for small equipment, software, and implementation/setup costs. The projections to year end should be ready for the October 28 board meeting. Discussion about diesel fuel. This is one number that we maybe be adjusting to the final budget because of the volatility. There's no clear solution for diesel to come back down in cost. We're contemplating going to \$5 per gallon; historically there's a little bit of a drop in winter and an uptick in spring, which is why we're contemplating \$5 per gallon versus \$5.40 per gallon. It's likely to flatten out, but not drop back to last year's amounts (\$2.16 per gallon in January 2025). There may be a budget amendment to this year's budget due to the high fuel prices; we'll likely know for the next October board meeting. Discussion about sales tax. We budgeted flat for the 2026 budget; for FY 2027 we're projecting a 3 percent increase to tax revenue. Our tax revenue actually goes up when fuel goes up (people tend to spend through inflation). We've tracked sales tax for 20 years; when gas prices were really high in 2012, we saw an uptick in sales tax. The governor's office puts out an economic forecast that we also use to project revenue for the year. Discussion about wages and benefits. In the past we've budgeted for every employee to take the family benefit; we've found that about one third take the single, one third the double, and one third the family. There's about a \$1,000 dollar difference between single and family, so this has been inflating the budget; this year we're doing a number closer in line with what is happening (taking into account turnover, etc.). Discussion about maintenance. The maintenance manager position was created this last year; they split their time to about 60 percent to the facility and 40 percent to maintenance. With facility maintenance stabilizing, it should be a 50-50 split between facility and vehicle maintenance. So, this will decrease budget in the facility maintenance. Then there's the addition of one new position in vehicle maintenance. This last year we've figured out more about what facility maintenance we can take care of in house and what things need to be contracted out (and what equipment needs to be rented). Discussion about professional services. We have been doing an annual boiler maintenance, but that has been increased to biannual; we're hoping to do more preventative maintenance so we don't have to do replacements. There's also an additional amount for adding accessibility improvements to some bus stops; the ADA laws changed that new stops need to be fully accessible with concrete from curb to sidewalk. We've identified some areas we need to improve and plan to contract that out. There are also things like HVAC inspections and bay door repairs. Discussion about planning study. Most of the cost was budgeted for this year, but some of that cost will be carried over into 2027 as the plan will be finished next year. Discussion about advertising on the buses. This will be on the agenda for the October 28 meeting. The current budget has budgeted 50 thousand dollars of revenue from advertising. Discussion about buses. The buses that will

85 be coming in 2028 are being ordered now. The price was more than what was  
86 initially thought. Management has debated the small vs large bus issue multiple  
87 times (should we do more small buses? Or stay with large buses?). Some of the  
88 key issues come down to the price not being that different; small buses have a 5-  
89 year life span and large buses have about a 10-year life span, which narrows the  
90 gap in the cost between the two. With smaller buses, it would also require running  
91 two buses during peak loads. Thus far, it doesn't make financial sense to use  
92 smaller buses. Discussion about larger buses. For large buses, the FTA standard is  
93 12 years or 500 thousand miles; with the increase in service miles, we're getting  
94 about 10 years on the life span now (before we could even go up to 14 years).  
95 Going past the recommended lifespan results in heftier repairs. Refurbished buses  
96 also don't last as well as new buses. Discussion about the indoor storage of buses.  
97 So far, the biggest savings come from startup times; it's faster to get the bus out  
98 on the street, especially for the CAR buses which were completely exposed to the  
99 elements and had to be heated or cooled internally before they hit the road. This  
100 saves gas, employee time, etc. It's too early to project the long-term cost savings  
101 this will have. Discussion about the Intelligent Transportation System (ITS).  
102 There have been dramatic improvements in technology where it can better tell the  
103 difference between objects and people. There's no facial recognition technology,  
104 but the new cameras have very clear footage. Privacy is important to us, and we  
105 have policies and procedures in place to limit access (even internally). Discussion  
106 about operating revenue vs expenses. The amount has reduced from \$384  
107 thousand to \$208 thousand to adjust for diesel fuel prices.  
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109 **6. Management Report:**

110 A. Questions for management: The Christmas board social is coming up. The date  
111 still needs to be finalized.  
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113 **7. Adjourn:** Board Chair Lieren Hansen adjourned the meeting.