

1 **Regular Board Meeting Minutes**
2 **Cache Valley Transit District**
3 **dba Connect Transit**
4 **Wednesday, January 22, 2025**
5 **5:30 pm**
6 **Logan Library**
7 **285 N. Main St., Logan, Utah**
8 **Community Room A**
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11 *Present:* Lieren Hansen, David Geary, Patrick Jenkins, Ron Bushman, Flor Estrada, Glen
12 Schmidt, Shaun Bushman, and Jeff Turley

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14 *Excused:* Mike Arnold

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16 *Others:* Todd Beutler, Curtis Roberts, and Charise VanDyke
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18 **Regular Meeting Agenda**

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20 1. *Call to order:* Board Chair Lieren Hansen
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22 2. Pledge of Allegiance led by Lieren Hansen
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24 3. Consent Agenda: Lieren Hansen asked for a motion to approve the modified consent
25 agenda (item 6C added to the agenda). Jeff Turley moved; Dave Geary seconded.
26 Vote unanimous.
27 A. Approval of Agenda
28 B. Acceptance of Minutes – December 11, 2024
29 C. Next Board Meeting – February 26, 2025
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31 4. Public comments: No comments or questions.
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33 **Board Business**

34 **5. Board Business:**

- 35 A. Presentation of Fraud Risk Assessment - Curtis Roberts, Administration Director:
36 The Fraud Risk Assessment is a required annual assessment for every government
37 entity in Utah (this is the assessment was completed in December 2024).
38 According to this measurement, we have a Low risk level. Connect does more
39 than what's identified on this score sheet to deter fraud. Discussion about the
40 Fraud Risk Assessment. This is separate from the financial audit that is conducted
41 every year; the financial auditors do a separate, more comprehensive audit.
42

Approved 02/26/2025

43 B. Presentation of Zero-Emission Transition Study - Erik Mumm, Kimley-Horn:
44 Interest in zero emission vehicles has been on the rise in the industry. This study
45 looked at the market to see what technology was out there, did deep dive case
46 studies on peer systems (4 total), and evaluated the pros and cons of zero emission
47 use. The two prevalent technologies currently out there right now are battery
48 electric buses and fuel cell electric buses (hydrogen buses). Important
49 considerations of both technologies are what infrastructure is involved and what
50 employee skills are needed to transition vehicle types. The infrastructure needed
51 for electric buses is electric chargers and dispensers. For hydrogen buses, whether
52 you source the hydrogen or make the hydrogen onsite needs to be considered with
53 the infrastructure dependent on which choice is made. Currently the places that
54 produce hydrogen aren't scaling very quickly. Transit systems can make their
55 own onsite, but it requires more of an upfront investment. There are economies of
56 scale associated with the new technologies, so whether battery electric buses or
57 hydrogen buses would cost more depends on fleet size. Hydrogen buses are cost
58 prohibitive for a transit system the size of Connect Transit. Range is an important
59 consideration, particularly considering Connect's longer county routes. In terms
60 of range, battery electric buses have the lowest; hydrogen buses have a better
61 range, but not as good as diesel. Range continues to increase, and batteries are
62 getting better, but there's a limit to how many batteries you can put on a bus.
63 Discussion about electric buses. Buses cannot be retrofitted to run on electric, so
64 they'd be new bus purchases. Temperature has a large impact on how far electric
65 buses can go on a charge. Employees are required to do high voltage training,
66 particular to battery electric buses, to work on them (a specialized training); peer
67 systems have gone so far as to fly a group of mechanics to a location to get hands
68 on experience. With the significant decrease in range for electric buses, there
69 would have to be a significant change to operations to give the same level of
70 service. Batteries degrade over time, which also affects range. The cost per bus
71 for a diesel bus is about a half million dollars and for a zero-emission bus it's one
72 million dollars plus per bus (this doesn't include the additional infrastructure
73 needed to run them). When selecting the peer systems to study, climate was an
74 important consideration (high heat in summer and cold temperatures in winter), as
75 well as fleet size and range. Some of the agencies examined were new to zero
76 emission vehicles, while others have been doing it for longer. Mountain Line (in
77 Missoula, Montana) has a similar climate and fleet size. They were motivated to
78 switch because of federal funding and to improve air quality (their area has air
79 quality issues). They've had to increase their fleet size in order to meet service
80 because of the range of battery electric buses; in winter they're seeing the range
81 half in comparison to the range they get in better weather. The battery electric
82 system's auxiliary and propulsion both use the same source for power (electric),
83 so in the winter they must use a diesel generator to heat the buses because of the
84 demand that both put on the electric system. When considering vehicle type, it is

85 best to model off the worst weather day when planning. Discussion about
86 maintenance costs. Many agencies haven't had the zero emissions buses long
87 enough to know what the long-term maintenance costs are or experienced what
88 the disposal of batteries would cost. Mass Transit District (in Champaign-Urbana,
89 Illinois) is larger than Connect, but uses the hydrogen buses. They produce the
90 hydrogen fuel onsite with a solar-powered electrolyzer. High Valley Transit (in
91 Wasatch Back, Utah) has some experience with battery electric buses. They've
92 found that the buses can handle hills; the primary issue they face is buses going a
93 range of only 80 miles some days. Mountain Line (in Flagstaff, Arizona) only has
94 2 buses. They've also observed that the range is quite low on the battery electric
95 buses. They're also seeing a difference day to day. Overall, the general takeaways
96 are that a transition to battery electric buses would require changes to operations
97 (schedule, switching vehicles, etc.); a zero-emission bus transition is expensive
98 (vehicles cost roughly double that of diesel); and hydrogen buses have longer
99 ranges but the infrastructure is cost prohibitive at Connect's fleet size. While there
100 have been a lot of cautions about zero emission vehicles in this presentation there
101 are places to be optimistic about them; the best thing to do is to keep an eye on
102 developments and maintain a cautious approach as Connect has been doing.

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104 C. Discuss Board Committee Assignments - Lieren Hansen, Board Chair: Board
105 members have been emailed their new committee assignments. Committees
106 usually meet once a quarter or more if needed.

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108 **6. Management Report:**

- 109 A. Legislative update - Todd Beutler, CEO\General Manager: The state legislative
110 session started on Tuesday; there is nothing that Connect Transit is trying to
111 accomplish this session. The board chair's and general manager's visit to
112 Washington DC is planned for March.

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114 B. Update on facility transition – Jody Kimball, Operations Manager: The transition
115 plan will take the next 9 weeks. There will be 6 weeks to train employees. There
116 is still some active construction going on; there's also some things on back order
117 because of the disruptions caused by the fires and such. Right now, the plan is to
118 be completely in the new building by March 31.

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120 C. Presentation of Conflict of Interest - Todd Beutler, CEO\General Manager: The
121 state legislature passed a law requiring board members to fill out a conflict of
122 interest disclosure by January 31 every year. Board members have all been
123 emailed a form to fill out; the form mirrors the law and links to the specific code.
124 Patrick Jenkins chose to resign (effective immediately) over this change because
125 he's careful about what information he puts online.

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7. **Board Chair Report:**
 - A. Recognition of employee anniversaries - Lieren Hansen, Board Chair: Patrick Jenkins did a lot for both the Board and the community as board chair; we really appreciate all his hard work while he was on the Board. Employee anniversaries include 18 years for Curtis Roberts (Administration Director), 8 years for Roger Beus (driver), and 5 years for Joshua Achatz.
 8. Public comments: No questions or comments.
 9. **Adjourn:** Board Chair Lieren Hansen adjourned the meeting.