

CEDAR AREA TRANSPORTATION ADVISORY BOARD MEETING  
JULY 8, 2019

A regular meeting of the Cedar Area Transportation Advisory Board was held on Monday, July 8, 2019 at 4:00 PM in the Cedar City Conference Room located at 10 North Main, Cedar City, Utah.

PRESENT:

Brody Johnson, Member  
Paul Cozzens, Member  
Tom Jett, Member  
Craig Corry, Member  
Ryan Marshall, Public Works Director  
Anna Hernandez, CATS Co-Manager/Dispatch  
Kristi Fulbright, Co-Manager/Dispatch  
Kathy Dahl, Executive Secretary

APPROVAL OF MINUTES

Johnson moved, Corry seconded, and motion carried unanimously that the minutes from the April 8, 2019 meeting be approved.

STAFF REPORT

Marshall reported to the board on ridership numbers for both Fixed Route and Dial-A-Ride for the last quarter.

<u>2019</u>	<u>Fixed Route</u>	<u>Dial-A-Ride</u>	<u>Combined</u>
April	1211	581	1792
May	1370	598	1968
June	1390	573	1963

  

<u>2018</u>	<u>Fixed Route</u>	<u>Dial-A-Ride</u>	<u>Combined</u>
April	1187	586	1773
May	1187	608	1795
June	1185	541	1726

Marshall reported that the bus shelter at Stop 18-B, 171 East Fiddler’s Canyon Road, had a glass panel broken out. Hernandez reported that she contacted Jones Paint & Glass and they will be replacing it. The bus shelter at Wal-Mart that was hit by the private snowplow has been repaired. The City’s legal department is working with the person’s insurance company to get restitution.

Marshall reported on the status of the Fleet/CATS maintenance building. He reminded the board that the engineering estimate for the construction was approximately \$956,000.00, but the bids came in almost double that amount, so the construction was

put on hold. The original funding was \$750,000.00 from the City and a \$205,000.00 grant from FTA. The City just went through a new budget cycle and an additional \$918,000.00 was committed from the City through Enterprise funds and the General fund. We also requested an additional grant from FTA where they had surplus funding for construction projects, and we received \$322,000.00. The project will be rebid, and

we would like to start on it as soon as possible. This building will enable our mechanics to lift the large City equipment, including the CATS buses, to allow them to work on them without having to low crawl beneath them. In answer to query from Jett, Marshall stated that the funding from FTA can only be used for construction projects, and this building will be for the maintenance and repair of all City vehicles and equipment, not just the CATS buses.

Marshall reported that every 3 years we are required to update our Title VI Plan. Title VI requires that the Cedar Area Transportation Service will not exclude from participation in, deny the benefits of, or subject to discrimination anyone on the grounds of race, color, national origin, sex, age or disability. We basically had to just update our contact information for CATS and the State of Utah for any complainants. The updated plan has been approved and signed by the Mayor and will be good for the next 3 years.

Marshall reported that we are putting together the final quarterly reimbursement request for FY 2019. We receive subsidy for our transit expenses from the FTA through the UDOT through the 5311 funding. Our operational expenses are reimbursed at 50% and our administration and capital expenses are reimbursed at 80%. The final reimbursement request for FY 2019 has to be in to UDOT by July 15, 2019. They won't reimburse for any FY 2019 expenses after that date.

Marshall reported that CATS will have a booth and a bus parked adjacent to their booth at the July Jamboree. Hernandez stated that there will be pamphlets and information available about CATS.

There was a discussion concerning the new Adult Expansion Medicaid Plan. Hernandez stated that at the present time, we have not had any new clients apply for Dial-A-Ride that are on Medicaid and as far as we know, no new Fixed Route riders. Johnson stated that he is sure that this new program does not cover transportation for doctor visits and retrieving prescriptions like the original program and is afraid that CATS could be losing payment on rides under this new plan. Hernandez stated that we can verify clients that use Dial-A-Ride and our drivers know which type of Medicaid card is acceptable for riders that we can get reimbursed for their trips. Marshall stated that we haven't seen

anything from the FTA on this and because it is only in Utah, we probably won't. We will check into this further to make sure we don't lose revenue from accepting the wrong type of Medicaid cards.

Corry asked for a clarification on the ¼% sales tax issue that was discussed at the last meeting. Marshall stated that this tax was first approved by the State Legislature as a ballot initiative for the counties. It has since been amended to allow either a county or a city to implement the tax. A certain percentage is earmarked for transportation with the remainder going toward road maintenance. The ballot initiative was never put before Iron County voters. Since the change was made by the State Legislature, 60% of the cities and counties in Utah have implemented it. It was just implemented in Washington County. It would be up to the county commission or a city council to implement this tax. Though not positive, Marshall thinks that an agreement could be created that could change the percentage split between the transit and roads. If this was implemented in Cedar City, we could revamp our system and create additional routes and reduce our headways. Right now, our headway is 60 minutes, the time it takes the bus to complete a route. If you reduce that headway to 15-20 minutes, ridership will increase. SUU has requested a route around campus, but the 60-minute headway does not work for them. We have been approached to put in a commuter route to Brian Head. There are many studies that have been done showing that if you put funding toward transportation, and reduce the headways, you will get more ridership, but that is hard to do when you don't have the ridership at the present time. In answer to query from Corry, Marshall stated that transit is never a profitable venture. It will almost always have to be subsidized. UTA is subsidized through FTA. Cozzens asked about capacity versus ridership and would like to see those numbers. Marshall stated that you do a capacity check during your peak times because that is how you determine the size of buses you need. Fulbright stated that she does drive Fixed Route on Wednesdays and believes the buses to be about 50% full most of the day, with several routes at capacity.

#### OLD BUSINESS

Johnson again asked that a stop at the new housing complex behind IFA be added to the route. The complex is not yet full, but he thinks it will be by the end of the year. Half of the people in this housing complex are low income and/or disabled. Marshall stated that we have also received a request from TURN and the housing complex out by the golf course for stops. Right now, if we added any additional stops, the buses would never be on time. Especially for the complex behind IFA where there is no through road and the bus would have to turn around at the facility. Johnson understands the concerns but would like staff to keep this in mind. Marshall stated that if we do restructure the route we will look into adding these stops in the future.

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NEXT MEETING DATE

Our next meeting will be scheduled for October 7, 2019 at 4:00 PM.

ADJOURNMENT

Johnson moved, Corry seconded, and motion carried unanimously that the meeting be adjourned at 4:34 PM.