

Salem Area Mass Transit District

**BOARD OF DIRECTORS MEETING**

Thursday, January 26, 2017

**Executive Session 6:00 PM**

**Regular Meeting 6:30 PM**

Courthouse Square – Senator Hearing Room  
555 Court Street NE, Salem, Oregon 97301

**AGENDA**

**EXECUTIVE SESSION**

1. Pursuant to ORS 192.610(a)(f)

**REGULAR BOARD MEETING**

**A. CALL TO ORDER & NOTE OF ATTENDANCE**

**B. PLEDGE OF ALLEGIANCE – Director John Hammill, Board Secretary**

**C. ANNOUNCEMENTS & CHANGES TO AGENDA**

**D. PRESENTATION – FY2016 Auditors Report presented by Grove, Mueller & Swank, P.C. 1**

**E. PUBLIC COMMENT - Each person's comments are limited to three (3) minutes.**

**F. CONSENT CALENDAR**

1. **Approval of Minutes [Action]**

- a. Board Meeting of December 8, 2016 ..... 7

**G. ITEMS DEFERRED FROM THE CONSENT CALENDAR**

**H. ACTION ITEMS**

1. Adoption of 2017 Legislative Agenda ..... 17  
2. Approval of the Regional Service Plan ..... 31

**I. INFORMATION ITEMS**

**J. REPORTS**

1. Board Subcommittee Reports and Minutes [*Receive and File*] ..... 337  
a. November 14, 2016 Board Work Session ..... 339  
b. December 8, 2016 Web Design Subcommittee Meeting ..... 345

**K. BOARD & MANAGEMENT ISSUES**

1. General Manager  
2. Board President  
3. Board of Directors

**L. ADJOURNMENT**

**Next Regular Board Meeting Date: Thursday, February 23, 2017**

### BOARD MEETING PROCEDURES

- **SPECIAL ACCOMMODATIONS** The facility used for this meeting is wheelchair accessible. Those individuals needing special physical or language accommodations such as sign or other language interpreters, or alternative formats of printed materials to participate in the Board meeting may request such services at least 48 hours or more prior to the meeting. Please direct your request to the Clerk of the Board in the General Manager's Office at 503-588-2424. Individuals with a hearing impairment may call Oregon Telecommunications Relay Service, 711.
- **ADAPTACIONES ESPECIALES** de la instalación utilizada para esta reunión es accesible en silla de ruedas. Aquellas personas que necesitan física especial o alojamiento, lenguaje como signo o intérpretes de la lengua o formatos alternativos de materiales impresos para participar en la reunión de la Junta podrán solicitar que tales servicios en menos de 48 horas o más antes de la reunión. Por favor dirija su solicitud a la Secretaria de la Junta en la oficina del Gerente General en 503-588-2424. Personas con discapacidad auditiva pueden llamar Oregon servicio de retransmisión de telecomunicaciones, 711.

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SAMTD Board of Directors Email: [Board@cherriots.org](mailto:Board@cherriots.org)  
General Manager's Office / Salem-Keizer Transit  
555 Court Street NE, Suite 5230 / Salem, OR 97301  
Phone (503) 588-2424 / Website: [cherriots.org/board](http://cherriots.org/board)

Salem Area Mass Transit District

Board of Directors

~ **EXECUTIVE SESSION** ~

Thursday, January 26, 2017

6:00 PM - 6:30 PM

Courthouse Square – Salem Conference Room

555 Court Street NE, Salem, Oregon 97301

**EXECUTIVE SESSION - ORS 192.660(2)(a)(f)**

The SAMTD Board of Directors will meet in Executive Session prior to the regularly scheduled Board of Directors meeting to consider information and records that are exempt by law from public inspection; and to consider the employment of a public officer, employee, staff member or individual agent.

Representatives of the news media and designated staff shall be allowed to attend the executive sessions pursuant to ORS 192.660(4).

Representatives of the news media are specifically directed not to report on any of the deliberations during the executive session, except to state the general subject of the session as previously announced.

**ADJOURN EXECUTIVE SESSION**





**MEMO TO: BOARD OF DIRECTORS**

**FROM: JARED ISAKSEN, FINANCE MANAGER  
PAULA DIXON, DIRECTOR OF ADMINISTRATION**

**THRU: ALLAN POLLOCK, GENERAL MANAGER**

**SUBJECT: AUDIT REPORTS FOR THE FY2015-16 COMPREHENSIVE ANNUAL  
FINANCIAL REPORT**

**Issue**

Presentation of the Audit Reports and FY2015-16 Comprehensive Annual Financial Report.

**Background and Findings**

According to Oregon Statutes, Salem Area Mass Transit District (District) is required to publish a complete set of financial statements presented in conformance with generally accepted accounting principles (GAAP), and audited in accordance with generally accepted auditing standards by a firm of licensed certified public accountants. For the fifth year in a row, the District prepared a Comprehensive Annual Financial Report in compliance with the rigorous guidelines for financial reporting as defined by the Governmental Finance Officers Association (GFOA). The report was submitted to GFOA's Certificate of Achievement for Excellence in Financial Reporting Program and if received will be the fifth year in a row receiving this prestigious certificate.

The financial report was prepared in accordance with the Governmental Accounting Standards Board (GASB) Statement No. 34, "Basic Financial Statements and Management's Discussion and Analysis for State and Local Governments."

Grove, Mueller & Swank, P.C., a firm of licensed certified public accountants, audited the District's financial statements. The goal of this independent audit was to provide reasonable assurance that the financial statements are free of material misstatements. The auditors from Grove, Mueller & Swank concluded, based upon the audit, that there was a reasonable basis for rendering an unqualified opinion that the District's basic financial statements for the fiscal year ended June 30, 2016 are fairly presented in material respects in conformity with GAAP.

Chuck Swank and Ryan Pasquarella will present the audit report to the Board (Attachment A), and answer any questions the Board may have regarding the reports.

**Financial Impact**

None

**Recommendation**

Information only

**Proposed Motion**

**None**



## GROVE, MUELLER & SWANK, P.C.

CERTIFIED PUBLIC ACCOUNTANTS AND CONSULTANTS  
475 Cottage Street NE, Suite 200, Salem, Oregon 97301  
(503) 581-7788

December 21, 2016

Board of Directors  
Salem Area Mass Transit  
555 Court St NE, Suite 5230  
Salem, Oregon 97301-3980

We have audited the financial statements of Salem Area Mass Transit (the District) for the year ended June 30, 2016. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards, *Government Auditing Standards* and the Uniform Guidance, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our letter to you dated May 18, 2016. Professional standards also require that we communicate to you the following information related to our audit.

### Significant Audit Findings

#### *Qualitative Aspects of Accounting Practices*

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the District are described in the notes to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during the fiscal year ended June 30, 2016. We noted no transactions entered into by the District during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting the District's financial statements were:

- Management's estimate of the net pension liability for the District's future payments for its active and retired bargaining and non-bargaining defined benefit eligible employees. The estimate was based on an actuarial study performed by an independent actuarial firm and based on the requirements of GASB 68 and GASB 71.
- Management's estimate of other post-employment benefits is based on an actuarial study performed by an independent actuarial firm and based on the requirements of GASB 45.
- Management's estimate of inventory costing is based on the average-cost methodology. Management's estimate of obsolete inventory is based on analysis of inventory aging as well as historical experience.
- Management's estimate of the depreciable life of the capital assets is based on management's determination of the useful lives and future economic benefit of the assets. During the year management realized that the land for the Del Webb facility was included with buildings and subsequently depreciated. Management has since corrected this and it resulted in an increase in net position for July 1, 2014 by \$775,323.
- Management's estimate that an allowance for doubtful accounts is not necessary is based on the nature of the receivables and past history for collections.

We evaluated the key factors and assumptions used to develop the estimates in determining that they are reasonable in relation to the financial statements taken as a whole.

The financial statement disclosures are neutral, consistent, and clear.

#### *Difficulties Encountered in Performing the Audit*

We encountered no significant difficulties in dealing with management in performing and completing our audit.

#### *Corrected and Uncorrected Misstatements*

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. Management has corrected all such misstatements. In addition, none of the misstatements detected as a result of audit procedures and corrected by management were material, either individually or in the aggregate, to the financial statements taken as a whole.

#### *Disagreements with Management*

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

#### *Management Representations*

We have requested certain representations from management that are included in the management representation letter dated December 21, 2016.

#### *Management Consultations with Other Independent Accountants*

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the District's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

#### *Other Audit Findings or Issues*

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the District's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

#### Other Matters

We applied certain limited procedures to management's discussion and analysis, schedule of employer contributions – defined benefit plan – non-bargaining, schedule of changes in the net pension liability and related ratios – non-bargaining, schedule of changes in net pension liability and related ratios – bargaining, schedule of employer contributions – defined benefit plan – bargaining, and schedule of OPEB funding progress, which are required supplementary information (RSI) that supplements the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

We were engaged to report on the supplementary information which accompanies the financial statements, but are not RSI. With respect to this supplementary information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

We were not engaged to report on the transmittal letter and statistical section, which accompany the financial statements but are not RSI. We did not audit or perform other procedures on this other information and we do not express an opinion or provide any assurance on it.

Restriction on Use

This information is intended solely for the information and use of the Board of Directors and management of the District and is not intended to be, and should not be, used by anyone other than these specified parties.

Very truly yours,

  
CERTIFIED PUBLIC ACCOUNTANTS



**Salem Area Mass Transit District  
BOARD OF DIRECTORS**

**December 8, 2016**

**Index of Board Actions**

<b><u>Action</u></b>	<b><u>Page</u></b>
Moved to approve the Consent Calendar: .....	<b>4-5</b>
1. <u>Approval of Minutes</u>	
a. Regular Board meeting of October 27, 2016	
b. Special Meeting of October 10, 2016	
2. <u>Routine Business</u>	
a. Approval of Citizen Member Appointments to the Budget Committee for a Term Ending June 30, 2019	
b. Approval of Amendment No. 3 to the Agreement between SAMTD and CFM Strategic Communications, Inc. for Legislative Advocacy Services	
c. Authorize the General Manager to execute a contract with OMBU to redevelop the SAMTD website	
d. Adopt Resolution #2016-07 for Revisions to the General Manager’s Performance Evaluation and Compensation Change Policy	
Moved to appoint Ron Harding to fill the vacancy left in Position #1 beginning January 1, 2017 and ending on December 31, 2018; re-appoint Marja Byers to a second two-year term in Position #3 from January 1, 2017 to December 31, 2018; and accept the resignation of Gerald Heffner who filled Position #2, effective immediately. ....	<b>5</b>
Moved to authorize the General Manager to enter into an Intergovernmental Agreement with the City of Keizer to establish cost-sharing requirements for the construction of a signalized intersection, and adjacent required traffic improvements needed to improve access to the Keizer Transit Center. ....	<b>5-6</b>
Moved to authorize the General Manager to negotiate a sole source contract with Kittleson and Associates, Inc. for additional design, engineering, and National Environmental Protection Act (NEPA) work needed for the construction of a signalized intersection at the entrance of the Keizer Transit Center at a cost not to exceed \$145,000. ....	<b>6</b>
Moved to adopt Resolution #2016-08 to establish Policy #117 for Advertising on District Property; thereby rescinding and replacing Resolution #10-08 adopted on December 9, 2010. ....	<b>7</b>

Regular Board meetings are video recorded and are available for viewing on the CCTV website at [www.cctvsalem.org](http://www.cctvsalem.org).



Salem Area Mass Transit District  
BOARD OF DIRECTORS MEETING  
August 25, 2016  
Courthouse Square – Senator Hearing Room  
555 Court Street NE, Salem, Oregon 97301

**MINUTES**

<b>PRESENT:</b>	President Robert Krebs; Directors John Hammill, Colleen Busch, Marcia Kelley,
<b>Board</b>	Jerry Thompson, Kathy Lincoln and Steve Evans
<b>Staff</b>	Allan Pollock, General Manager; David Trimble, Chief Operating Officer; Paula Dixon, Director of Administration; Steve Dickey, Director of Transportation Development; Patricia Feeny, Director of Communications; Jared Isaksen, Finance Manager; Wendy Feth, Accountant; Roxanne Rolls, Rideshare & Outreach Coordinator; Jenny Furniss, Marketing/Social Media Specialist; Linda Galeazzi, Executive Assistant; Ben Fetherston, SAMTD Legal Counsel
<b>Guests</b>	Diane Lace, Vice-Chair, Special Transportation Fund Advisory Committee (STFAC); Mike Jaffe, Transportation Program Director, Mid-Willamette Valley Council of Governments (MWVCOG); Bill Holmstrom, Chair, SAMTD Budget Committee

**A. CALL TO ORDER AND NOTE OF ATTENDANCE 6:30 PM**

President Krebs called the meeting to order and a quorum was present.

**B. PLEDGE OF ALLEGIANCE** led by Director Kathy Lincoln

**C. ANNOUNCEMENTS AND CHANGES TO THE AGENDA** - None

**D. PRESENTATION** - None

**E. PUBLIC COMMENT**

**Mike Jaffe, MWVCOG** – Mr. Jaffe announced the results of recent discussions between ODOT, SKATS and Central Lane MPO regarding an allocation they have been working hard to obtain through the Congestion Mitigation Air Quality (CMAQ) Program since the Federal Highway Administration (FHWA) identified Salem/Keizer’s eligibility in 2009 and Eugene/Springfield in 2013. The allocation (based on a letter received from the ODOT Director Matt Garrett dated November 10, 2016) totaled \$14.331 million. The funding is based on the populations of Salem/Keizer and Eugene/Springfield and would be dispersed through SKATS and Central Lane MPO. Funds would be divided at \$7.542 million and \$6.789 million respectively over three years from 2016-2018; \$4.2 million of the funding for Salem/Keizer is proposed for buses; 20% of the funds would be used for transit-related projects and ancillary transit/multi-modal projects, i.e., sidewalks. This

proposed allocation will be taken to the Oregon Transportation Commission (OTC) for consideration and approval next month. The OTC has full authority for how all CMAQ funds are allocated and used within Oregon.

Mr. Jaffe also spoke in support of the Board's consideration of establishing a policy for advertising on District vehicles and facilities. He shared his concern about pedestrian deaths as a result of vehicle crashes in the Salem Keizer urbanized area. He felt it was an opportunity to partner with the District in an outreach strategy to bring this issue to the public and improve safety with the use of advertisements on the back of buses that could alert drivers to the potential presence of pedestrians. He provided a chart that identified 109 fatalities as a result of vehicle crashes in the Salem Keizer urbanized area between 2007 and 2015; 500 people were seriously hurt and 33 were pedestrian-related deaths. Federal Highway Administration Transportation Performance Management (FHWA TPM) regulations stress that performance measures include pedestrian safety goals with demonstrated efficiency and safety measures to bring these numbers down.

Director Kelley thanked Mr. Jaffe for the reminder that advertising can help with things like that. She has seen some of the other Districts advertise "...if you walk or ride your bike..." have a safety feature that can be seen.

Director Lincoln agreed that pedestrian safety was a serious concern. This issue has been discussed at Keizer's Traffic Safety, Bikeways & Pedestrian Committee. She said there is a cost to putting up posters and posting safety reminders on the website and wondered if there were funds available for groups that want to get that word out.

Mr. Jaffe responded that there is funding available. Groups will need to work together to gather support and put a grant together. They would also need in-kind funding, etc., to expand the state's Travel Options program.

Director Thompson said the District was in debt to Mr. Jaffe and thanked him for being responsible for this issue.

## **F. CONSENT CALENDAR**

**6:40 PM**

**Motion:**

**Moved to approve the Consent Calendar:**

**3. Approval of Minutes**

**a. Regular Board meeting of October 27, 2016**

**b. Special Meeting of October 10, 2016**

**4. Routine Business**

**a. Approval of Citizen Member Appointments to the Budget Committee for a Term Ending June 30, 2019**

**b. Approval of Amendment No. 3 to the Agreement between SAMTD and CFM Strategic Communications, Inc. for Legislative Advocacy Services**

- c. **Authorize the General Manager to execute a contract with OMBU to redevelop the SAMTD website**
- d. **Adopt Resolution #2016-07 Revising the General Manager's Performance Evaluation and Compensation Change Policy**

**Motion by:** Director Marcia Kelley  
**Seconded:** Director Jerry Thompson  
**Discussion:** No items were deferred from the Consent Calendar.  
**Vote:** Motion passed unanimously by those present (7)

**G. ITEMS DEFERRED FROM THE CONSENT CALENDAR - None**

**H. ACTION ITEMS**

**1. Appoint Citizen Member to the Budget Committee 6:41 PM**

**Staff report:** Pages 41-52 of the agenda  
 Presented by the STFAC Vice-Chair, Diane Lace

**Motion:** **Moved to appoint Ron Harding to fill the vacancy left in Position #1 beginning January 1, 2017 and ending on December 31, 2018; re-appoint Marja Byers to a second two-year term in Position #3 from January 1, 2017 to December 31, 2018; and accept the resignation of Gerald Heffner who filled Position #2, effective immediately.**

**Motion by:** Director John Hammill  
**Seconded:** Director Kathy Lincoln  
**Vote:** Motion passed unanimously by those present (7)

**2. Approval of IGA with the City of Keizer for the Construction of a Signalized Intersection 6:44 PM**

**Staff report:** Pages 53-72 of the agenda  
 Presented by Steve Dickey, Director of Transportation Development

**Comments:** President Krebs asked who will be responsible to run and maintain the signal once it has been installed.

Mr. Dickey advised that street improvements are a part of the City of Keizer's jurisdiction for signals; however, the City of Salem operates the controls and sequence of the signals. He will find out for clarification who the responsible party will be for maintenance.

**Motion:** **Moved to authorize the General Manager to enter into an Intergovernmental Agreement with the City of Keizer to establish cost-sharing requirements for the construction of a signalized intersection, and adjacent required traffic improvements needed to improve access to the Keizer Transit Center.**

**Motion by:** Director Colleen Busch

**Seconded:** Director Steve Evans  
**Vote:** Motion passed unanimously by those present (6)

**3. Authorize the General Manager to Negotiate a Sole Source Contract for Additional Design of the Keizer Transit Center Signalized Intersection** **6:52 PM**

**Staff report:** Pages 73-74 of the agenda  
Presented by Steve Dickey, Director of Transportation Development  
**Comments:** Director Kelley asked if the sole source contract had gone through legal counsel.

Mr. Dickey said sole source contracts are awarded first on qualifications and then prices are negotiated according to the Brooks Act.

Mr. Fetherston advised that the District routinely goes into sole source contracts without legal counsel.

Mr. Pollock added that the District goes through the approval process with a full justification packet.

**Motion:** **Moved to authorize the General Manager to negotiate a sole source contract with Kittleson and Associates, Inc. for additional design, engineering, and National Environmental Protection Act (NEPA) work needed for the construction of a signalized intersection at the entrance of the Keizer Transit Center at a cost not to exceed \$145,000.**

**Motion by:** Director John Hammill  
**Seconded:** Director Kathy Lincoln  
**Vote:** Motion Passed Unanimously (7)

**4. Adopt Resolution No. 2016-08 to Revise the District's Advertising Policy** **6:59 PM**

**Staff report:** Pages 75-84 of the agenda  
Presented by Patricia Feeny, Director of Communication  
**Comments:** Director Busch stated that a lot of work had been done on the policy and resolution with the purpose to bring in extra funds. There were points in the policy that she felt were not clear, that she was uncomfortable with in the Advertising Content Standards in Section 117.05(e)(k) that state SAMTD will limit advertising messages to those that do not include any content that: (e) Contains an image or description which, if furnished or sent to a minor would give rise to a violation of ORS 167.070 or 167.080, and as such law may be amended, modified or supplemented; and in (k)

Promotes gambling activity or any establishment whose primary business or primary income is derived from the conduct of gambling with the exception of the Oregon Lottery whose funds are transferred to the state of Oregon to help fund critical programs that support education, economic development and natural resources.

Director Busch recommended that the allowance for the Oregon Lottery under Section 117.05(k) should be excluded from the policy because that statement goes against the statement made under Section 117.05(e).

Director Kelley understood Director Busch's concern with gambling; however, she stated that the Oregon Lottery is a legal entity and a public body; and the lottery is legal in the State of Oregon. She did not think Director Busch's limitation should keep the policy in limbo. If the Oregon Lottery chose to advertise, they could ask them to do a public service announcement.

Director Hammill concurred with Director Kelley. He appreciated Director Busch's concern but he did not feel it was sufficient enough to offer a no vote. He stated, from his view, the Oregon Lottery was pretty benign.

**Motion:** Moved to adopt Resolution #2016-08 to establish Policy #117 for Advertising on District Property; thereby rescinding and replacing Resolution #10-08 adopted on December 9, 2010.

**Motion by:** Director Marcia Kelley

**Seconded:** Director John Hammill

**Vote:** Motion Passed 6 - 1

**Aye:** Directors Marcia Kelley, John Hammill, Kathy Lincoln, Steve Evans, Jerry Thompson, President Robert Krebs (6)

**Nay:** Director Colleen Busch (1)

## I. INFORMATION ITEMS

### 1. Cherriots January 3, 2017 Service Change Update

7:05 PM

**Staff report:** Pages 85-108 of the agenda

Presented by Matt Berggren, Planning Technician

Mr. Berggren provided an explanation of the changes to the service that staff determined are required to keep the buses running on time; to fulfill the District's strategic priority to provide an exceptional transportation experience and improve connectivity. Mr. Berggren reported on the issues that consistently surfaced that were addressed with solutions that will be implemented on January 3, 2017 to include the reliability of buses on crosstown routes with 15-minute service; timed connections of transfers

between routes at the Downtown Transit Center; and the numbering system of routes which many riders found to be confusing. As these changes did not meet the definition of *Major Service Changes*, staff was not required to test for potential adverse effects, disparate impacts, and disproportionate burdens. In all cases, revenue hours either remained the same or increased, but the increases were not more than 25%.

**Comments:** President Krebs, Director Marcia Kelley, Director Kathy Lincoln

## **J. REPORTS**

### **1. Performance – First Quarter 7:24 PM**

**Staff report:** Pages 109-118 of the agenda  
Presented by Matt Berggren, Planning Technician

### **2. Finance – First Quarter 7:32 PM**

**Staff report:** Pages 128-134 of the agenda  
Presented by Wendy Feth, Accountant

### **3. Cherrlots Trip Choice (Rideshare) – First Quarter 7:40 PM**

**Staff report:** Pages 119-127 of the agenda  
Presented by Roxanne Rolls, Rideshare & Outreach Coordinator

### **I.5 Board Subcommittee Report 7:45 PM**

Board members inform the Board of transit-related issues discussed in committees they have been appointed to at the local, regional, state and national levels that are listed on page 135 of the agenda.

Minutes of the Board's October 10, 2016 Work Session on pages 137-138, and the minutes of the November 1, 2016 STF Advisory Committee meeting on pages 139-142 were received and filed.

## **BOARD AND MANAGEMENT ISSUES**

### **J.1 General Manager 7:53 PM**

Mr. Pollock reported on the winter American Public Transportation Association meetings he attended in Washington D.C. for the Legislative Committee, Revenue Task Force and Small Operations Committee. He reiterated that the District is now eligible for CMAQ funding. The process, however, is not yet complete for confirmation; there is still the award process. He congratulated transit operator, Rich Beebe and customer service representative, Patti Beebe on their retirement from the District. He also reminded the Board that the District will be closed on Monday, December 26, 2016 and on January 2, 2017. The District will also participate in the Keizer Holiday Parade with a decorated bus that is scheduled for Saturday, December 10<sup>th</sup>.

**J.2 Board President**

**7:57 PM**

President Krebs reports on his transit-related Board and community service activities since the last board of directors meeting.

**J.3 Board of Directors**

**7:58 PM**

Board members gave an account, both verbally and in writing, of their transit-related Board and community service activities that may be of interest to the other Board members and to the public.

Director Evans visited with Representative Post on transportation-related issues coming up and will meet with Representative Evans next week.

Director Busch is now vice-chair of the Southeast Keizer Neighborhood Association. She also attended the Latino Business Alliance meeting.

Director Lincoln attended the West Keizer Neighborhood Association meeting. She announced that Keizer was recognized with an award for Honorable Mention for starting efforts to address the need of bicyclists in their community by the League of American Bicyclists.

Directors Kelley and Thompson volunteered their time through Kiwanis Club delivering books to local schools, and as the engineer on the Carousel Express Train at Riverfront Park, respectively for festivities during the holiday season.

Director Hamill spoke with citizens about the upcoming route and service changes. He received a customer contact from a CherryLift user about their experience with the TripLink Call Center that he will pass forward to staff for a response.

**L. Meeting Adjourned**

**8:10 PM**

Respectfully submitted,

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Robert Krebs, President





**MEMO TO: BOARD OF DIRECTORS**

**FROM: ALLAN POLLOCK, GENERAL MANAGER**

**SUBJECT: 2017 LEGISLATIVE AGENDA**

**Issue**

Shall the Board adopt the District's 2017 Federal and State Legislative Agenda?

**Background and Findings**

The Board annually adopts a legislative agenda to set direction for legislative activities and projects. The agenda is used as a guide when responding to legislative matters and as a communication tool with legislators and other interested parties.

Staff developed the agenda for the District in conjunction with CFM Strategic Communications, the District's legislative consultant. The 2017 federal and state legislative agenda is included as Attachment A. The District's agenda identifies legislative priorities and projects for annual appropriations and grant opportunities.

The draft agenda was reviewed at the January 2017 Board Work Session.

**Financial Impact**

None

**Recommendation**

Staff recommends the Board adopt the 2017 federal and state legislative agenda.

**Proposed Motion**

**I move the Board adopt the 2017 state and federal legislative agenda as shown in Attachment A.**



## 2017 FEDERAL LEGISLATIVE AGENDA

### GRANT REQUESTS

#### PROJECT DESCRIPTION

#### REQUEST

Because of the significant reduction in federal funding for buses under MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century) and other factors, Salem Area Mass Transit District (SAMTD) is facing a significant bus replacement problem. SAMTD purchased 34 Orion VII CNG buses over a four year period from 2002 to 2005. Twenty-four of SAMTD's CNG buses reached the end of useful life status in 2015. To make matters more pressing, the CNG tanks on these 24 buses expire in 2017; setting a hard deadline for replacement. Thus, more than 50% of the District's fleet will need significant replacement of resources within two years or service could be severely disrupted.

Buses are a transit system's most valuable physical asset, and good customer service is dependent on the condition of the fleet. SAMTD is committed to providing a system that is both responsive, and improves and promotes environmental sustainability.

Thus, SAMTD is seeking funding for bus replacement from two FTA grant programs:

#### **Five (5) Zero Emission Buses**

**\$ 4,068,875**

SAMTD is requesting funds to purchase five (5) zero emission battery-electric buses in the Low-No FTA grant program. SAMTD's no emissions electric bus deployment will be another step in further reducing its carbon footprint, improving air quality and helping achieve energy independence. The proposed project will deploy two (2) BYD 40' K9M battery electric buses, three (3) BYD 35' K9S battery electric buses, and five 80 KW depot chargers for overnight recharging. The 2017 Low-No program will award \$55 million in federal funds to transit agencies that seek to purchase state-of-the-art buses that significantly reduce carbon emissions.

#### **Twelve (12) CNG Replacement Buses**

**\$ 4,560,000**

SAMTD is requesting funds to replace twelve compressed natural gas buses. The timely replacement of vehicles in the fleet is one of the fundamental programs necessary for a successful transit system.

### **Regional Transit Center Construction**

**\$ 2,000,000**

The current transit and traffic network in the Salem-Keizer region needs significant improvement. Transit Centers are designed to enhance smart growth and development from both a business and residential perspective. SAMTD is proceeding with the development of three new Transit Centers to improve traffic flow, reduce commuter travel times and costs, and increase ridership options for current and future riders. Keizer Transit Center, the first of four new transit centers, was completed in 2012.

The second Transit Center scheduled for construction is the South Salem Transit Center (SSTC). The SAMTD Board has adopted a Locally Preferred Alternative in the site selection process. Depending on grant funding, construction could begin in 2018. This facility will improve transit reliability for the regular transit rider, encourage use by new riders, and improve overall efficiency of the transit service. SSTC will contribute to a more stable work force by providing an appealing, reliable, and efficient transportation system.

SSTC will link frequent corridor service to neighborhood circulators. The design of the Transit Center will incorporate various amenities which may include a 6-10 bus bay transfer center, a park and ride lot with 40 to 100 spaces, indoor passenger waiting area with restrooms and customer amenities, bicycle facilities, energy efficiency features, and opportunities for commercial development.

### **Intelligent Transportation System (ITS) Project**

**\$ 1,500,000**

Intelligent Transportation Systems (ITS) improves transit planning and the customer experience by providing rich analysis and real-time information through various web and mobile channels. ITS technology would provide valuable information for partner agencies such as data for traffic flow analysis or real-time remote access to bus security cameras for emergency situations. Additionally, ITS technology provides valuable data on vehicle diagnostics, travel patterns, and passenger ridership for computer-aided dispatch and transit planning. ITS would expand and replace current SAMTD vehicle technology which is seriously outdated, beyond useful life, and in some cases no longer supported by the manufacturer.

## **POLICY ISSUES**

### **Extend and Make Permanent the Alternative Fuels Tax Credit**

The Alternative Fuels Tax Credit was extended to December 31, 2016. The provision provides a tax credit for a portion of costs associated with alternative fuel use by transit systems. The District supports an extension through 2017, or a permanent extension of the provision as the annual impact of this legislation on operations is approximately \$170,000.

### **Health Retirement Account - VEBA**

SAMTD supports legislation that will provide northwest employees of political subdivisions, such as cities, counties, port districts, and fire districts, with more flexibility in designating beneficiaries for their Health Retirement Accounts (HRAs) when they pass away. Many political subdivisions in Washington, Oregon, and Idaho participate in voluntary employees' beneficiary association (VEBA) trusts which provide HRAs. A 2006 IRS ruling imposes rules on HRAs which cause participants in these plans to lose earned benefits if they die without a spouse or dependent. In 2008, Congress passed the Worker, Retiree, and Employer Recovery Act of 2008 (HR 7327) that addressed this situation for certain HRA plans (those created in conjunction with public retirement systems) but not all. A technical fix is needed to include plans established by or on behalf of a state or political subdivision. This is a non-controversial, technical fix to prior legislation.

Contact:

Allan Pollock, General Manager/CEO Cherriots, 503.588.2424, [allan.pollock@cherriots.org](mailto:allan.pollock@cherriots.org)

Joel Rubin, CFM Strategic Communications, 202.347.9171, [joelr@cfmdc.com](mailto:joelr@cfmdc.com)



## 2017 STATE LEGISLATIVE AGENDA

Salem Area Mass Transit District (aka Cherriots) has established as its top 2017 legislative priority the continuation of the state employee bus pass program.

### Cherriots adopts the following legislative agenda:

Priority	Item
1	<b>Continuation of the State Employee Bus Pass Program.</b> <i>Work with legislative champions to advocate for state investment in the program.</i>
1	<b>Transferability of Existing and Expiring Energy Incentive Tax Credits.</b> <i>Collaborate with impacted stakeholders to educate lawmakers, pass legislation and secure funding for a fix.</i>
1	<b>Transportation Funding Package.</b> <i>Ensuring the transit component of a transportation package invests in all districts across the state.</i>
2	<b>HB 2717</b> <i>Increases penalties for assault committed against employee of mass transit district or transportation district if employee is assaulted while acting within scope of employment. Punishes by maximum of five years imprisonment, \$125,000 fine, or both.</i>
2	<b>HB 2288</b> <i>Authorizes issuance of lottery bonds for Connect Oregon.</i>
3	<b>HB 2146</b> <i>Prohibits tax-exempt entities from earning or transferring energy-related tax credits. Applies to final certifications issued on or after January 1, 2018, and to tax years beginning on or after January 1, 2018. Takes effect on 91<sup>st</sup> day following adjournment sine die.</i>
3	<b>CMAQ Funding Process 2019 and beyond.</b> <i>Monitor for any potential legislation or action.</i>

3	<b>TNC Legislation - Uber/Lyft.</b> <i>Monitor legislation and potentially advocate.</i>
3	<b>VW Settlement - Bus replacement, electric bus and infrastructure investments.</b> <i>Monitor legislation or action, support OTA advocacy efforts.</i>

In addition, Cherriots supports the Oregon Transit Association (OTA) legislative priorities for the 2017 legislative session. As particular concepts work through the system, CFM will work with Cherriots leadership to monitor and report on any legislative vehicles which may impact the District and prepare an appropriate response.

Contact:

Allan Pollock, General Manager/CEO Cherriots  
 503.588.2424 [allan.pollock@cherriots.org](mailto:allan.pollock@cherriots.org)

Dale Penn, CFM Strategic Communications  
 503.510.2200 [dalep@cfmpdx.com](mailto:dalep@cfmpdx.com)

# House Bill 2146

Sponsored by Representative JOHNSON (Pre-session filed.)

## SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure **as introduced**.

Prohibits tax-exempt entities from earning or transferring energy-related tax credits. Applies to final certifications issued on or after January 1, 2018, and to tax years beginning on or after January 1, 2018.

Takes effect on 91st day following adjournment sine die.

## A BILL FOR AN ACT

1  
2 Relating to the use of energy-related tax credits by tax-exempt entities; creating new provisions;  
3 amending ORS 315.053, 315.331 and 315.336; and prescribing an effective date.

4 **Be It Enacted by the People of the State of Oregon:**

5 **SECTION 1.** ORS 315.331 is amended to read:

6 315.331. (1) A credit is allowed against the taxes otherwise due under ORS chapter 316 or, if the  
7 taxpayer is a corporation, under ORS chapter 317 or 318, for an energy conservation project that  
8 is certified under ORS 469B.270 to 469B.306. The credit is allowed as follows:

9 (a) Except as provided in ORS 469B.298 and in paragraph (b) of this subsection, the credit al-  
10 lowed in each of the first two tax years in which the credit is claimed shall be 10 percent of the  
11 certified cost of the facility, but may not exceed the tax liability of the taxpayer. The credit allowed  
12 in each of the succeeding three years shall be five percent of the certified cost, but may not exceed  
13 the tax liability of the taxpayer.

14 (b) If the certified cost of the facility does not exceed \$20,000, the total amount of the credit  
15 allowable under subsection (3) of this section may be claimed in the first tax year for which the  
16 credit may be claimed, but may not exceed the tax liability of the taxpayer.

17 (2) In order for a tax credit to be allowable under this section:

18 (a) The project must be located in Oregon.

19 (b) The project must have received final certification from the Director of the State Department  
20 of Energy under ORS 469B.270 to 469B.306.

21 (c) If the project is a research and development project, it must receive, prior to certification  
22 under ORS 469B.288, a recommendation from a qualified third party selected by the director.

23 (d) If the project is new construction or a total building retrofit, then the project must achieve,  
24 at a minimum, the energy efficiency standards required for:

25 (A) LEED Platinum certification;

26 (B) A four globes rating from the Green Globes program;

27 (C) A nationally or regionally recognized and appropriate sustainable building program whose  
28 performance standards are equivalent to the standards required for LEED Platinum certification or  
29 a four globes rating from the Green Globes program, as determined by the department; or

30 (D) Verification that the construction conformed to the standards of the Reach Code adopted

**NOTE:** Matter in **boldfaced** type in an amended section is new; matter [*italic and bracketed*] is existing law to be omitted.  
New sections are in **boldfaced** type.

1 pursuant to ORS 455.500.

2 (3) The total amount of credit allowable to an eligible taxpayer under this section may not ex-  
 3 ceed 35 percent of the certified cost of the project.

4 (4)(a) Upon any sale, termination of the lease or contract, exchange or other disposition of the  
 5 project, notice thereof shall be given to the director, who shall revoke the certificate covering the  
 6 project as of the date of such disposition.

7 (b) A new owner, or, upon re-leasing of the project, a new lessee, may apply for a new certificate  
 8 under ORS 469B.291. The new lessee or owner must meet the requirements of ORS 469B.270 to  
 9 469B.306 and may claim a tax credit under this section only if all moneys owed by the new owner  
 10 or lessee to the State of Oregon have been paid, if the project continues to operate and if all con-  
 11 ditions in the final certification are met. The tax credit available to the new owner shall be limited  
 12 to the amount of credit not claimed by the former owner or, for a new lessee, the amount of credit  
 13 not claimed by the lessee under all previous leases. The State Department of Energy may waive the  
 14 requirement that a new owner or lessee apply for a new certificate under ORS 469B.291 if the re-  
 15 maining credit is less than \$20,000.

16 (c) The department may not revoke the certificate covering a project under paragraph (a) of this  
 17 subsection if the tax credit associated with the project has been transferred to a taxpayer who is  
 18 an eligible applicant under ORS 469B.285.

19 (5) The tax credit allowed under this section for any one tax year may not exceed the tax li-  
 20 ability of the taxpayer.

21 **(6) A tax-exempt entity may not:**

22 **(a) Earn a credit under this section; or**

23 **(b) Transfer a credit allowed under this section to a taxpayer.**

24 [(6)] (7) Any tax credit otherwise allowable under this section that is not used by the taxpayer  
 25 in a particular year may be carried forward and offset against the taxpayer's tax liability for the  
 26 next succeeding tax year. Any credit remaining unused in that next succeeding tax year may be  
 27 carried forward and used in the second succeeding tax year, and likewise, any credit not used in  
 28 that second succeeding tax year may be carried forward and used in the third succeeding tax year,  
 29 and likewise, any credit not used in that third succeeding tax year may be carried forward and used  
 30 in the fourth succeeding tax year, and likewise, any credit not used in that fourth succeeding tax  
 31 year may be carried forward and used in the fifth succeeding tax year, but may not be carried for-  
 32 ward for any tax year thereafter. Credits may be carried forward to and used in a tax year beyond  
 33 the years specified in subsection (1) of this section only as provided in this subsection.

34 [(7)] (8) The credit allowed under this section is not in lieu of any depreciation or amortization  
 35 deduction for the project to which the taxpayer otherwise may be entitled for purposes of ORS  
 36 chapter 316, 317 or 318 for such year.

37 [(8)] (9) The taxpayer's adjusted basis for determining gain or loss may not be decreased by any  
 38 tax credits allowed under this section.

39 [(9)] (10) The definitions in ORS 469B.270 apply to this section.

40 **SECTION 2.** ORS 315.336 is amended to read:

41 315.336. (1) A credit is allowed against the taxes otherwise due under ORS chapter 316 or, if the  
 42 taxpayer is a corporation, under ORS chapter 317 or 318, for a transportation project, based upon  
 43 the certified cost of the project during the period for which the project is certified under ORS  
 44 469B.320 to 469B.347.

45 (2) The credit allowed for a project other than an alternative fuel vehicle project shall be as



1 follows:

2 (a) For tax years beginning on or after January 1, 2011, and before January 1, 2012, the maxi-  
3 mum allowed credit shall be:

4 (A) 35 percent of certified cost, if a preliminary certification is issued under ORS 469B.329 prior  
5 to July 1, 2011; or

6 (B) 25 percent of certified cost, if a preliminary certification is issued under ORS 469B.329 on  
7 or after July 1, 2011, and before January 1, 2012.

8 (b) For tax years beginning on or after January 1, 2012, and before January 1, 2013, the maxi-  
9 mum allowed credit shall be 25 percent of certified cost.

10 (c) For tax years beginning on or after January 1, 2013, and before January 1, 2014, the maxi-  
11 mum allowed credit shall be 20 percent of certified cost.

12 (d) For tax years beginning on or after January 1, 2014, and before January 1, 2015, the maxi-  
13 mum allowed credit shall be 15 percent of certified cost.

14 (e) For tax years beginning on or after January 1, 2015, and before January 1, 2016, the maxi-  
15 mum allowed credit shall be 10 percent of certified cost.

16 (3) The total amount of the credit allowable for an alternative fuel vehicle project under this  
17 section may not exceed 35 percent of the certified cost of the project.

18 (4)(a) Except as provided in paragraph (b) of this subsection, the credit allowed in each of the  
19 first two tax years in which the credit is claimed shall be 10 percent of the certified cost of the  
20 project, but may not exceed the tax liability of the taxpayer. The credit allowed in each of the  
21 succeeding three years shall be five percent of the certified cost, but may not exceed the tax liability  
22 of the taxpayer.

23 (b) If the amount of the credit allowed under this section is less than 35 percent of the certified  
24 cost of the project, the credit allowed in any tax year may not exceed five percent of the certified  
25 cost of the project, and may not exceed the tax liability of the taxpayer.

26 (5) In order for a tax credit to be allowable under this section:

27 (a) The project must be located in Oregon.

28 (b) The project must have received final certification from the Director of the State Department  
29 of Energy under ORS 469B.320 to 469B.347.

30 **(6) A tax-exempt entity may not:**

31 **(a) Earn a credit under this section; or**

32 **(b) Transfer a credit allowed under this section to a taxpayer.**

33 [(6)] (7) Any tax credit otherwise allowable under this section that is not used by the taxpayer  
34 in a particular year may be carried forward and offset against the taxpayer's tax liability for the  
35 next succeeding tax year. Any credit remaining unused in that next succeeding tax year may be  
36 carried forward and used in the second succeeding tax year, and likewise, any credit not used in  
37 that second succeeding tax year may be carried forward and used in the third succeeding tax year,  
38 and likewise, any credit not used in that third succeeding tax year may be carried forward and used  
39 in the fourth succeeding tax year, and likewise, any credit not used in that fourth succeeding tax  
40 year may be carried forward and used in the fifth succeeding tax year, but may not be carried for-  
41 ward for any tax year thereafter. Credits may be carried forward to and used in a tax year beyond  
42 the years specified in subsection (2) of this section only as provided in this subsection.

43 [(7)] (8) The credit allowed under this section is not in lieu of any depreciation or amortization  
44 deduction for the transportation project to which the taxpayer otherwise may be entitled for pur-  
45 poses of ORS chapter 316, 317 or 318 for such year.

1        [(8)] (9) The taxpayer's adjusted basis for determining gain or loss may not be decreased by any  
2 tax credits allowed under this section.

3        [(9)] (10) The definitions in ORS 469B.320 apply to this section.

4        **SECTION 3.** ORS 315.053 is amended to read:

5        315.053. An income tax credit allowed under ORS 315.141, [315.331, 315.336,] 315.341 or 315.354  
6 or section 12, chapter 855, Oregon Laws 2007, may be transferred or sold only to one or more of the  
7 following:

8        (1) A C corporation.

9        (2) An S corporation.

10       (3) A personal income taxpayer.

11       **SECTION 4.** The amendments to ORS 315.053, 315.331 and 315.336 by sections 1 to 3 of this  
12 2017 Act apply to final certifications issued under ORS 469B.291 or 469B.332 on or after Jan-  
13 uary 1, 2017, and to tax years beginning on or after January 1, 2017.

14       **SECTION 5.** This 2017 Act takes effect on the 91st day after the date on which the 2017  
15 regular session of the Seventy-ninth Legislative Assembly adjourns sine die.

16

# House Bill 2288

Introduced and printed pursuant to House Rule 12.00. Presession filed (at the request of Governor Kate Brown for Department of Transportation)

## SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure **as introduced**.

Authorizes issuance of lottery bonds for Connect Oregon.  
Declares emergency, effective on passage.

## A BILL FOR AN ACT

1  
2 Relating to funding Connect Oregon transportation projects; and declaring an emergency.

3 **Be It Enacted by the People of the State of Oregon:**

4 **SECTION 1. (1) For the biennium beginning July 1, 2017, at the request of the Oregon**  
5 **Department of Administrative Services, in consultation with the Department of Transporta-**  
6 **tion, the State Treasurer is authorized to issue lottery bonds pursuant to ORS 286A.560 to**  
7 **286A.585 in an amount that produces \$\_\_\_\_\_ million in net proceeds and interest earnings**  
8 **for the purpose described in subsection (2) of this section, plus an additional amount esti-**  
9 **imated by the State Treasurer to be necessary to pay bond-related costs.**

10 (2) Net proceeds of lottery bonds issued pursuant to this section must be transferred to  
11 the Department of Transportation for deposit in the Connect Oregon Fund established under  
12 ORS 367.080 in an amount sufficient to provide \$\_\_\_\_\_ million for the department to fi-  
13 nance grants for transportation projects as provided in ORS 367.080 to 367.086.

14 (3) Bond-related costs for the lottery bonds authorized by this section must be paid from  
15 the gross proceeds of the lottery bonds and from allocations for the purposes of ORS  
16 286A.576 (1)(c).

17 (4) The Legislative Assembly finds that issuing lottery bonds to finance transportation  
18 projects pursuant to this section is essential to promoting the state's economic development  
19 and the use of lottery bond proceeds is authorized based on the following findings:

20 (a) There is an urgent need to improve and expand publicly owned and privately owned  
21 transportation infrastructure to support economic development in this state.

22 (b) A safe, efficient and reliable transportation network supports the long-term economic  
23 development and livability of this state.

24 (c) A multimodal network of air, bicycle, highway, marine, pedestrian, public transit and  
25 rail transportation moves people and goods efficiently.

26 (d) Local governments and private sector businesses often lack capital and the technical  
27 capacity to undertake multimodal transportation projects.

28 (e) Public financial assistance can stimulate industrial growth and commercial enterprise  
29 and promote employment opportunities in this state.

30 (f) Public investment in transportation infrastructure will create jobs and further eco-  
31 nomic development in this state.

NOTE: Matter in **boldfaced** type in an amended section is new; matter *[italic and bracketed]* is existing law to be omitted.  
New sections are in **boldfaced** type.

1 (g) The use of lottery bond proceeds as provided in this section will create jobs, further  
2 economic development, finance public education or protect parks, watersheds, fish or wildlife  
3 within Oregon, and issuance of lottery bonds for the purpose described in this section is  
4 therefore an appropriate use of state lottery funds under Article XV, section 4, of the Oregon  
5 Constitution, and ORS 461.510.

6 **SECTION 2.** To the extent that proposed transportation projects meet the qualifications  
7 established by the Oregon Transportation Commission by rule, the commission shall allocate  
8 at least 10 percent of the net proceeds of the lottery bonds authorized by section 1 of this  
9 2017 Act to each region described in this section. For purposes of this section, the regions  
10 are as follows:

11 (1) Region one consists of Clackamas, Hood River, Multnomah and Washington Counties.

12 (2) Region two consists of Benton, Clatsop, Columbia, Lane, Lincoln, Linn, Marion, Polk,  
13 Tillamook and Yamhill Counties.

14 (3) Region three consists of Coos, Curry, Douglas, Jackson and Josephine Counties.

15 (4) Region four consists of Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake,  
16 Sherman, Wasco and Wheeler Counties.

17 (5) Region five consists of Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union and  
18 Wallowa Counties.

19 **SECTION 3.** This 2017 Act being necessary for the immediate preservation of the public  
20 peace, health and safety, an emergency is declared to exist, and this 2017 Act takes effect  
21 on its passage.  
22

# House Bill 2717

Sponsored by Representatives GORSEK, MCLAIN, Senator DEMBROW; Representatives BARKER, OLSON, POWER (at the request of ATU 757 and TriMet) (Pre-session filed.)

## SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure **as introduced**.

Increases penalties for assault committed against employee of mass transit district or transportation district if employee is assaulted while acting within scope of employment. Punishes by maximum of five years' imprisonment, \$125,000 fine, or both.

## A BILL FOR AN ACT

1  
2 Relating to assault in the third degree; amending ORS 163.165.

3 **Be It Enacted by the People of the State of Oregon:**

4 **SECTION 1.** ORS 163.165 is amended to read:

5 163.165. (1) A person commits the crime of assault in the third degree if the person:

6 (a) Recklessly causes serious physical injury to another by means of a deadly or dangerous  
7 weapon;

8 (b) Recklessly causes serious physical injury to another under circumstances manifesting ex-  
9 tremeness of indifference to the value of human life;

10 (c) Recklessly causes physical injury to another by means of a deadly or dangerous weapon un-  
11 der circumstances manifesting extreme indifference to the value of human life;

12 (d) Intentionally, knowingly or recklessly causes, by means other than a motor vehicle, physical  
13 injury to [*the operator of a public transit vehicle while the operator is in control of or operating the*  
14 *vehicle. As used in this paragraph, "public transit vehicle" has the meaning given that term in ORS*  
15 *166.116*] **an employee of a mass transit district established under ORS 267.010 to 267.390 or**  
16 **an employee of a transportation district established under ORS 267.510 to 267.650, while the**  
17 **employee is acting within the scope of employment;**

18 (e) While being aided by another person actually present, intentionally or knowingly causes  
19 physical injury to another;

20 (f) While committed to a youth correction facility, intentionally or knowingly causes physical  
21 injury to another knowing the other person is a staff member while the other person is acting in the  
22 course of official duty;

23 (g) Intentionally, knowingly or recklessly causes physical injury to an emergency medical ser-  
24 vices provider, as defined in ORS 682.025, while the emergency medical services provider is per-  
25 forming official duties;

26 (h) Being at least 18 years of age, intentionally or knowingly causes physical injury to a child  
27 10 years of age or younger; or

28 (i) Intentionally, knowingly or recklessly causes, by means other than a motor vehicle, physical  
29 injury to the operator of a taxi while the operator is in control of the taxi.

30 (2)(a) Assault in the third degree is a Class C felony.

**NOTE:** Matter in **boldfaced** type in an amended section is new; matter [*italic and bracketed*] is existing law to be omitted. New sections are in **boldfaced** type.

1 (b) Notwithstanding paragraph (a) of this subsection, assault in the third degree under sub-  
2 section (1)(a) or (b) of this section is a Class B felony if:

3 (A) The assault resulted from the operation of a motor vehicle; and

4 (B) The defendant was the driver of the motor vehicle and was driving while under the influence  
5 of intoxicants.

6 (3) As used in this section:

7 (a) "Staff member" means:

8 (A) A corrections officer as defined in ORS 181A.355, a youth correction officer, a youth cor-  
9 rection facility staff member, a Department of Corrections or Oregon Youth Authority staff member  
10 or a person employed pursuant to a contract with the department or youth authority to work with,  
11 or in the vicinity of, inmates, youth or youth offenders; and

12 (B) A volunteer authorized by the department, youth authority or other entity in charge of a  
13 corrections facility to work with, or in the vicinity of, inmates, youth or youth offenders.

14 (b) "Youth correction facility" has the meaning given that term in ORS 162.135.  
15

**MEMO TO: BOARD OF DIRECTORS**

**FROM: TED STONECLIFFE, LONG RANGE PLANNING ANALYST  
 STEVE DICKEY, DIRECTOR OF TRANSPORTATION DEVELOPMENT**

**THRU: ALLAN POLLOCK, GENERAL MANAGER**

**SUBJECT: APPROVAL OF THE CHERRIOTS REGIONAL SERVICEPLAN**

**Issue**

Shall the Board approve the proposed regional service plan for the Cherrlots Regional service (formerly CARTS) as shown in Attachment D?

**Background and Findings**

The CARTS Redesign Project stems from the Regional Transit Planning Project conducted by Jarrett Walker and Associates between August 2015 and February 2016. The Cherrlots Board of Directors received “Volume II of a Regional Transit Plan,” which included recommended changes to the CARTS network, at the February 25, 2016, board meeting. Staff then modified the consultant’s recommendation to coincide with the District’s priorities.

The initial draft plan was released to the public on cherrlots.org on Sept. 1, 2016. In order to get the word out about the proposal, staff completed six weeks of public outreach for the draft plan in September and October of 2016, which included attending 12 events, riding the CARTS buses, and conducting online and social media outreach. As shown in Table 1 below, staff made about 1,650 public contacts and received more than 375 written comments during that time.

**Table 1: Public Contacts and Written Comments Received During CARTS Outreach**

Date	Event Location	Number of Contacts Made	Number of Written Comments Collected
9/10	Saturday Markets in Aumsville, Dallas, Independence	60	16
9/10	Woodburn Fiesta de Salud (Spanish)	60	5
9/14	Canyon Collaborative meeting	15	9
9/20	Elected officials meeting, Stayton	24	7
9/24	Silverton Community Aid Resource Day	31	20

9/26	Chemeketa Community College	51	19
9/26	KWIP Radio Show (Spanish)	100†	1
9/27	Woodburn Bi-Mart table	32	19
9/29	Table at CARTS bays (Downtown Transit Center)	92	63
10/13	Mill City Arts Center and Radio Show (KYAC)	60	20
9/12 - 10/20	Onboard Buses (Routes 10, 20, 30, 40 and 50)	81	75
9/7 - 10/20	Online (email, English and Spanish Facebook posts, Twitter)	1,032	79
9/7 - 10/20	Hard copy letters	17	17
9/7 - 10/20	Miscellaneous	14	27
	<b>Totals</b>	<b>1,669*</b>	<b>376</b>

\*Total unique contacts (some people could have been included via multiple avenues and an attempt was made to exclude duplicates in this count)

†Estimate based on listener-base during radio shows

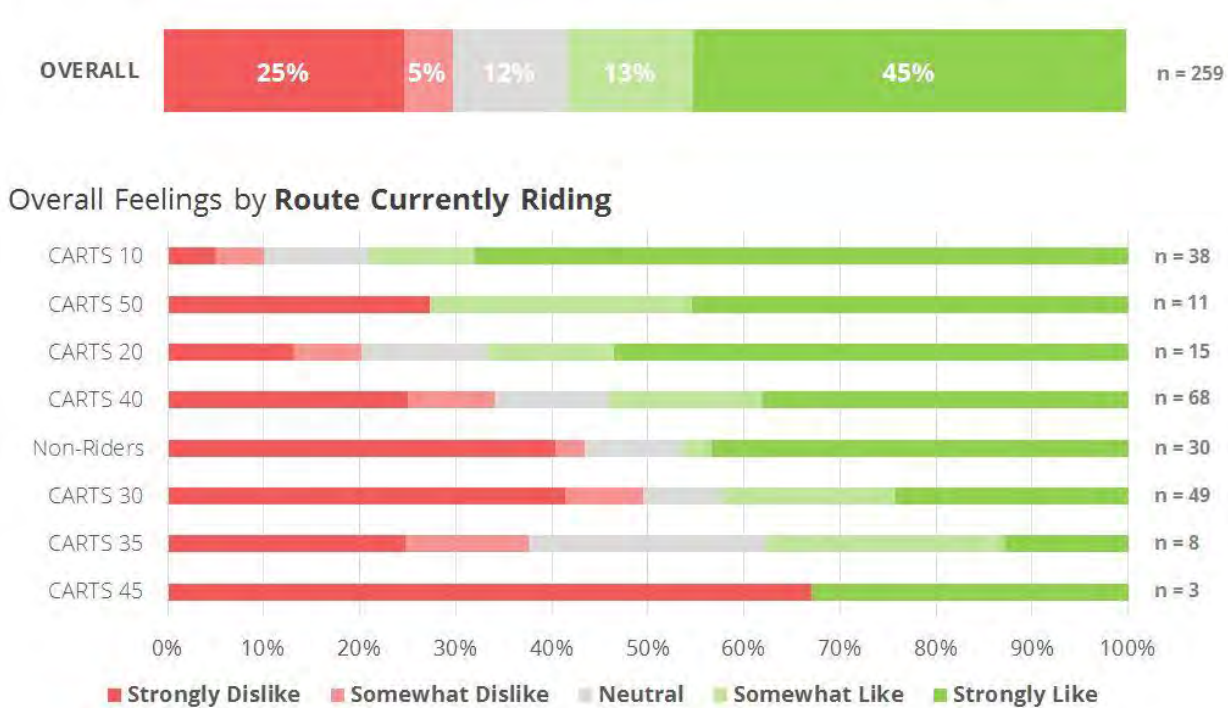
Two unique aspects of this outreach were the geographic diversity it represented and the effort to reach both current riders and potential future riders. The events were advertised via social media, event-specific websites, cherriots.org and announcements on the CARTS buses.

### **Public Comment and Survey Summary**

Planning staff read and logged all the comments and surveys received (Attachment A). A copy of the comment card is shown in Attachment B. Of the 376 items of written feedback, some were just email addresses collected without written comments about the proposed plan. A total of 285 written comments were received, but only 259 of those people chose to say what their overall opinion of the plan was. Figure 2 below shows the percent who strongly like, somewhat like, somewhat dislike, strongly dislike or were neutral in their overall opinion of the redesign plan. It shows first the overall opinions of the service, split up by which routes riders rode, and then is broken down by CARTS route.



**FIGURE 2**  
**Overall Feelings About Proposed Changes**



*CARTS 25 not included because only one rider commented on the proposed changes*

Overall, it can be said that more than half of the survey respondents liked the changes, 12 percent were undecided (neutral), and about 30 percent did not like the changes in some way.

Table 2 below lists the general themes taken from the survey comments for the entire system (“all routes”) and by individual route. Major themes have influenced the final proposed network.

**Table 2: General Themes of Public Comments**

<b>CARTS Route</b>	<b>Summarized Comments</b>
All Routes	<ul style="list-style-type: none"> <li>• Add weekend service (at least Saturdays), at least one round trip</li> </ul>
	<ul style="list-style-type: none"> <li>• More trips per day and later evenings are needed for all areas</li> </ul>
	<ul style="list-style-type: none"> <li>• Needs to be more affordable</li> </ul>
	<ul style="list-style-type: none"> <li>• More people would ride if they knew about the service</li> </ul>
	<ul style="list-style-type: none"> <li>• Express bus service will mean that I have to walk further to get to the bus stop, but if it means the bus will be more reliable then it's worth it</li> </ul>
	<ul style="list-style-type: none"> <li>• If schedules don't give an option for commuters, I will stop riding</li> </ul>
	<ul style="list-style-type: none"> <li>• Have discounted passes for students</li> </ul>
	<ul style="list-style-type: none"> <li>• Include CARTS in the state employee bus pass program</li> </ul>
	<ul style="list-style-type: none"> <li>• Elimination of flag stops will be difficult for some, but most people can adjust and get to a designated stop; more parking around stops would be useful</li> </ul>
	<ul style="list-style-type: none"> <li>• Service to my town needs to be added (Albany, Jefferson, Corvallis, McMinnville, Falls City, Scio)</li> </ul>
	<ul style="list-style-type: none"> <li>• A majority (90 percent) of people are traveling to or from Salem-Keizer. Also, two-thirds of the riders are going towards Salem-Keizer rather than the reverse. This shows that the system needs to be planned to provide for commuters, people going to school in Salem-Keizer, and for those traveling for shorter-term trips such as shopping, medical and recreational trips. The reverse commute direction should be secondary to the towards-Salem direction.</li> </ul>
Route 10X	<ul style="list-style-type: none"> <li>• Service to Portland from Salem and Woodburn is needed</li> </ul>
	<ul style="list-style-type: none"> <li>• Stops near the Capitol Mall are needed</li> </ul>
	<ul style="list-style-type: none"> <li>• The increased number of trips will help students, seniors and people who don't want to spend the whole day at their destination before returning home. Later evening trips will help people who work later hours</li> </ul>
Route 20X	<ul style="list-style-type: none"> <li>• The extension of regular scheduled service from Silverton to Woodburn with a stop in Mt. Angel will benefit many who do not understand how CARTS 25 works today. People from Mt. Angel will be able to go grocery shopping in Silverton without needing to spend the entire day there</li> </ul>
	<ul style="list-style-type: none"> <li>• A midday trip will enable seniors and others to get into Salem for a two-hour errand or appointment rather than staying there for seven hours</li> </ul>
Route 25	<ul style="list-style-type: none"> <li>• The proposal to replace CARTS 25 with an extended CARTS 20X service to Woodburn makes great sense and will be very useful to many people.</li> </ul>

<b>Table 2 (continued): General Themes of Public Comments</b>	
<b>CARTS Route</b>	<b>Summarized Comments</b>
Route 30X	<ul style="list-style-type: none"> <li>• Many seniors and people with lower incomes in the Canyon need service; don't remove service east of Stayton</li> </ul>
	<ul style="list-style-type: none"> <li>• Don't remove the stop at Safeway in Stayton</li> </ul>
	<ul style="list-style-type: none"> <li>• Retain service to the DMV/DHS office on Sublimity Road; many people with lower incomes rely on CARTS to get vital social services there.</li> </ul>
	<ul style="list-style-type: none"> <li>• Create a shuttle or have Uber provide rides east of Stayton</li> </ul>
	<ul style="list-style-type: none"> <li>• Keep the status quo</li> </ul>
	<ul style="list-style-type: none"> <li>• There is a perception that leaving the CARTS 30 route the same as it is today would be better than changing it to two round trips per day. The City of Aumsville made a statement that they would be willing to leave the service as-is even if it meant that Aumsville residents would not get to benefit from improved service. They were willing to make that sacrifice if it meant people in the upper canyon would still have service. They did not specifically state whether they preferred the existing schedule versus the proposed 2 trips to Gates and 4 to Stayton.</li> </ul>
Route 35	<ul style="list-style-type: none"> <li>• Elimination of service will hurt seniors and people with disabilities who do not have other options</li> </ul>
Route 40X	<ul style="list-style-type: none"> <li>• Elimination of stops in Dallas is a good thing, but keep Safeway stop for shoppers and DHS clients</li> </ul>
	<ul style="list-style-type: none"> <li>• Service needs to be tailored to student schedules, getting people to WOU by 8 a.m.</li> </ul>
	<ul style="list-style-type: none"> <li>• Having to wait over an hour for the bus would mean people would stop riding (CARTS 40), but this is not the case for CARTS 10, 20 or 30 riders, which have fewer trips per day to choose from.</li> </ul>
Route 45	<ul style="list-style-type: none"> <li>• The proposed schedule will not allow someone to transfer from CARTS 40X to get home in Independence</li> </ul>
Route 50X	<ul style="list-style-type: none"> <li>• Removing stops in Dallas is a good idea.</li> </ul>
	<ul style="list-style-type: none"> <li>• Make the CARTS 40 and CARTS 50 routes leave at different times from Downtown Salem around 5 p.m.</li> </ul>

The most negative feedback was from those living in the upper canyon communities of Mehama, Lyons, Mill City and Gates. Many would like to see the service stay the way it is today. It is true that three (3) round trips is better for the upper canyon, but by shifting the revenue hours to service operating between Salem and Stayton, the District can potentially serve hundreds of more people per year rather than just a few. Staff is now proposing to serve Gates with two round trips per day, while increasing

service west of Stayton to four round trips per day. This is a short-term solution while other options are explored.

**Revisions to the Initial Proposal**

Since the conclusion of the initial outreach, Planning staff have revised the proposed schedules, routing and stops for each route to respond to feedback. The differences between the initial proposal and the final plan are provided in Table 3 below. Copies of the draft and final schedules/maps are provided as Attachments C and D, respectively. The document provided in Attachment D was emailed to Board members and the public during the first week of January to let them review the proposal before it is presented to the Board for approval at the January 26, 2017, Board meeting.

**Table 3: Changes Made Between Initial Proposal and Final CARTS Service Plan**

<b>CARTS Route</b>	<b>Initial Draft Proposal</b>	<b>Final Service Plan</b>
All Routes	<ul style="list-style-type: none"> <li>● Schedule buses with timed connections between other Cherriots and Cherriots Regional buses</li> <li>● Will meet Cherriots pulse at Downtown Transit Center (DTC)</li> <li>● Maintain at least one commute round trip option into Salem</li> <li>● Elimination of flag stops and route deviations to make the buses run more reliably and with faster travel times</li> </ul>	<ul style="list-style-type: none"> <li>● No changes</li> </ul>

<b>Table 3 (continued)</b>		
<b>Changes Made Between Initial Proposal and Final CARTS Service Plan</b>		
<b>CARTS Route</b>	<b>Initial Draft Proposal</b>	<b>Final Service Plan</b>
Route 10X – Woodburn/Salem  Serves Salem, Brooks, Gervais and Woodburn	<ul style="list-style-type: none"> <li>• Six round trips/day (two a.m., two mid-day, two p.m. trips)</li> <li>• Scheduled connection with Route 40X in downtown Salem</li> <li>• Meets Canby Area Transit (CAT) three times in Woodburn</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain six round trips/day (two a.m., two mid-day, two p.m. trips)</li> <li>• In order to prioritize connections with the Cherriots pulse at the DTC and to allow the most flexibility in the schedule for when the service may be extended to Canby or Oregon City, the connection with Route 40X will no longer be guaranteed. Also, changes to the Route 40X schedule made the connections impractical, except for one trip (9:20 a.m. DTC arrival)</li> <li>• No timed connections with Canby Area Transit (CAT) in Woodburn will be offered at this time (CAT is undergoing a transit master plan exercise at this time and their schedule may change soon)</li> <li>• Stops around the State Capitol that are now flag stops will become designated Route 10X stops to accommodate existing State employee riders</li> </ul>

<b>Table 3 (continued):</b>		
<b>Changes Made Between Initial Proposal and Final CARTS Service Plan</b>		
<b>CARTS Route</b>	<b>Initial Draft Proposal</b>	<b>Final Service Plan</b>
<p>Route 20X – Mt. Angel/ Silverton/ Salem</p> <p>New service will serve Salem, Silverton, Mt. Angel and Woodburn</p>	<ul style="list-style-type: none"> <li>• Five round trips/day (two a.m., one mid-day, two p.m. trips)</li> <li>• Similar path to today's route, but all trips go to Mt. Angel and Woodburn</li> <li>• Scheduled connection with Route 30X in downtown Salem</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain five round trips/day (two a.m., one mid-day, two p.m. trips)</li> <li>• No service to Woodburn Downtown Transit Center, only Bi-Mart (in order to maintain connections with the Cherriots pulse)</li> <li>• No more guaranteed connection with Route 30X in downtown Salem</li> <li>• Will not be scheduled to meet CAT 99 in Woodburn due to priority for meeting Cherriots pulse at DTC</li> <li>• Stops around the State Capitol that are now flag stops will become designated Route 20X stops to accommodate existing State employee riders</li> </ul>
<p>Route 25 – North Marion Flex Route</p> <p>Serves Silverton, Mt. Angel and Woodburn</p>	<ul style="list-style-type: none"> <li>• Route eliminated due to high operations cost and low ridership; service replaced by CARTS 20</li> </ul>	<ul style="list-style-type: none"> <li>• No changes</li> </ul>

<b>Table 3 (continued):</b>		
<b>Changes Made Between Initial Proposal and Final CARTS Service Plan</b>		
<b>CARTS Route</b>	<b>Initial Draft Proposal</b>	<b>Final Service Plan</b>
<p>Route 35 – South Marion Flex Route</p> <p>Serves people anywhere within the cities of Stayton, Sublimity, Aumsville and Turner</p>	<ul style="list-style-type: none"> <li>Route eliminated due to high operating cost and low ridership; service replaced by Route 30X</li> </ul>	<ul style="list-style-type: none"> <li>No changes from initial plan</li> </ul>
<p>Route 40X – Polk County</p> <p>Serves Dallas, Monmouth, Independence and Salem</p>	<ul style="list-style-type: none"> <li>Six round trips/day (two a.m., two mid-day, two p.m. trips)</li> <li>Scheduled connection with Route 10X in downtown Salem</li> </ul>	<ul style="list-style-type: none"> <li>Maintain six round trips/day (two a.m., two mid-day, two p.m. trips)</li> <li>The connection with Route 10X will no longer be guaranteed. Route 10X schedule may change in the future due to a potential partnership with CAT.</li> <li>Morning trips changed to match existing trips; afternoon trips modified by 30-minutes to allow more uniform service (2 to 2.5 hour headways) and a p.m. departure at DTC offset from CARTS 50</li> <li>Early morning trip revised to get WOU students to class by 8 a.m.</li> </ul>

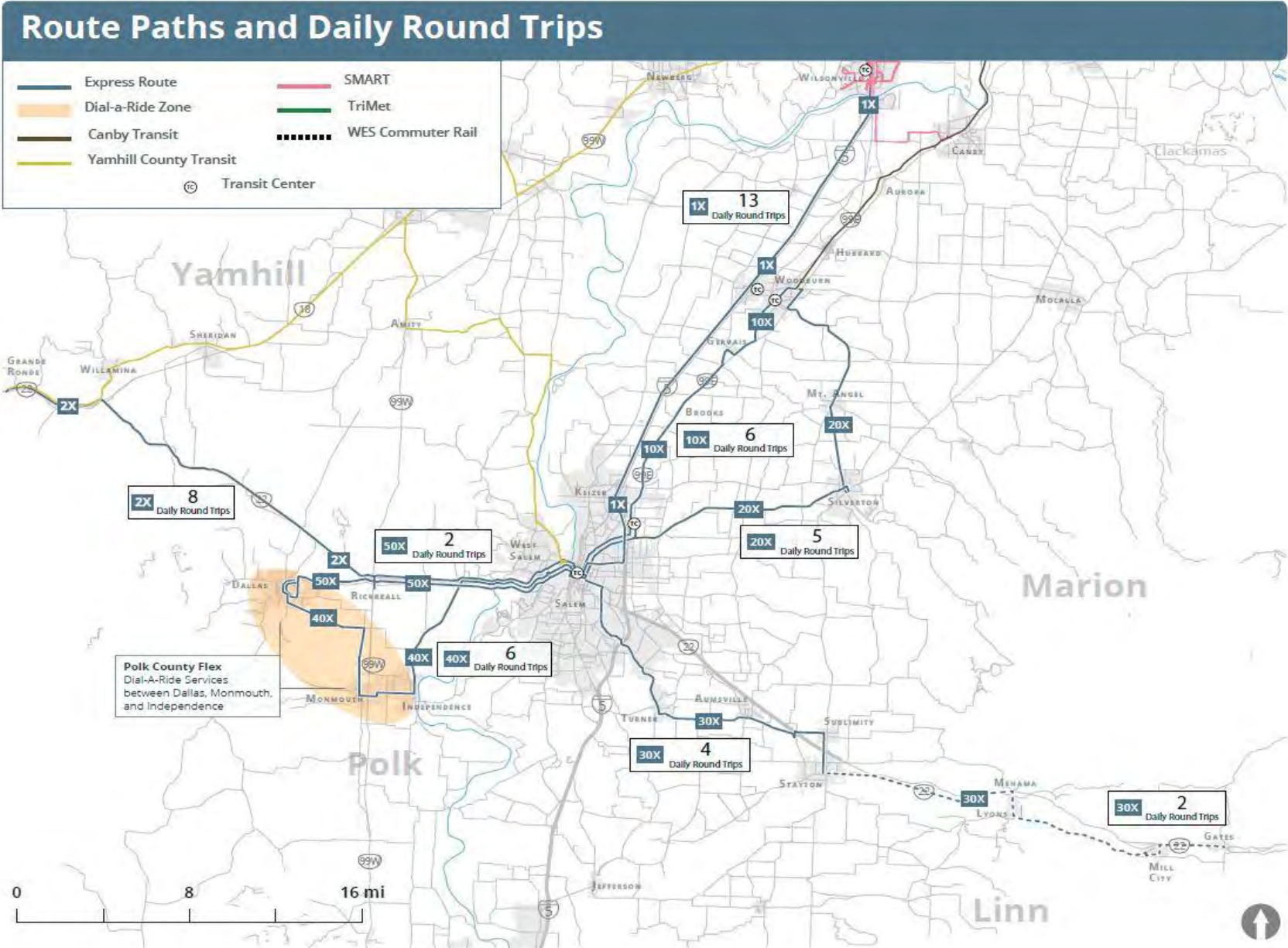
<b>Table 3 (continued):</b>		
<b>Changes Made Between Initial Proposal and Final CARTS Service Plan</b>		
<b>CARTS Route</b>	<b>Initial Draft Proposal</b>	<b>Final Service Plan</b>
Route 45 – Polk County Flex Route  Serves Dallas, Monmouth, and Independence	<ul style="list-style-type: none"> <li>• Retain existing flexible transit service, which operates within the cities of Dallas, Monmouth and Independence</li> <li>• Ridership is high enough to justify retaining this flexible route the way it operates today</li> <li>• Operates two vehicles during peak periods</li> <li>• Hours of service are 7 a.m. to 5:15 p.m.</li> </ul>	<ul style="list-style-type: none"> <li>• Easier to change to/from the Polk County Flex route</li> </ul>
Route 50X – Dallas/Salem Express  Serves Dallas and Salem	<ul style="list-style-type: none"> <li>• Two round trips/day (one a.m. one p.m.) in the commute periods to connect with Cherrriots pulse at Downtown Transit Center</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain two round trips per day (one a.m., one p.m.) in the commute periods to connect with the Cherrriots pulse at the DTC</li> <li>• Routing in Dallas changed to reflect comments from the City of Dallas pertaining to potential for riders to get confused if CARTS 40 and 50 travel opposite directions in downtown Dallas going towards Salem</li> <li>• Staff will work with the city to determine final routing</li> </ul>



**New Route Numbers for CARTS Re-branding**

As part of the new service to be launched May 8, 2017, CARTS will be rebranded to “Cherriots Regional.” This will help the public identify the service with Cherriots and clear misperceptions that CARTS is not public transit, nor service only for students, seniors or people with disabilities. Along with the name change, there will be slight changes to the route numbers. Instead of CARTS 10, 20, 30, etc., each route will have an “X” added to the number to designate the service as an express bus. This is important to communicate the changes the District is implementing, such as removing flag stops and route deviations. Additionally, CARTS 45 will be renamed to Polk County Flex with no designated route number. A map of the final proposal with the new Cherriots Regional route numbers and the changes outlined in Table 3 above is provided in Figure 3 below.

Figure 3 Revised Draft Proposed Regional Network



### **Fiscal Constraints of New Plan**

Staff believes that the plan presented in Attachment D can be funded under the existing contract and expected grant funding (FY17-18) through state and federal sources. Due to the reduction in the Special Transportation Fund (STF) allocation, it is unclear whether this level of service will be sustainable for Fiscal Year 2019. MV Transportation operates CARTS through a two-year “street services” contract. With a new contract (and possibly a new contractor providing the service) expected beginning July 1, 2017, it is possible that costs will increase. A contingency amount will be worked into the grant application to account for this increase, but it is still unclear whether FY19 grant funding will be enough to sustain the service in this plan.

### **Marketing Plan for the New Cherriots Regional Service**

Research shows that most community members are not aware of CARTS. Many of those who were aware of CARTS do not know that it is part of the Cherriots network. This lack of awareness provides an excellent opportunity to introduce the revamped, improved service to many new people.

As part of a wider effort to rebrand Salem-Keizer Transit as Cherriots, CARTS will be renamed “Cherriots Regional.”

The goal of the marketing plan is to:

- reach riders and non-riders in the CARTS service areas
- successfully rebrand CARTS through the launch of the revamped service
- use the launch as a positive way to introduce the new brand to the community

The comprehensive marketing plan will utilize public relations, print and digital channels to promote the new express service.

### **Next Steps for Revisions and Implementation**

Table 4 below outlines the next steps in the implementation process for the new Cherriots Regional system.

**Table 4 Next Steps for Cherrriots Regional Service Implementation**

<b>Task</b>	<b>Dates</b>
Cherriots Regional service plan presented to the Board of Directors for approval	January 26, 2017
Approved plan is advertised to the public via the website, email, social media and phone numbers collected from surveys	February 2017
Staff develops designs and produces materials for new service (print schedules, maps, signs, etc.)	February – April 2017
Launch of new service	May 8, 2017

**Fiscal Impacts**

The service plan presented in Attachment D can be funded as a fiscally neutral plan (with FTA Section 5311, FTA Section 5310, state Special Transportation Fund revenue, and passenger fares) thus not requiring any additional District resources to implement. An application for a Transit Network Grant from ODOT will be submitted on January 27, 2017 for \$50,000 to account for the marketing and rebranding of the regional network.

**Recommendation**

Staff recommends that the Board approve the proposed regional service plan as described in Attachment D.

**Proposed Motion**

**I move the Board approve the proposed regional service plan as described in Attachment D.**

# CARTS REDESIGN PROPOSAL FEEDBACK FORM

For Board Meeting of January 26, 2017  
Agenda Item No. H.2  
ATTACHMENT B

## What are your overall feelings about the proposed change?

- Strongly Like    Somewhat Like    Neutral    Somewhat Dislike    Strongly Dislike    Unsure

## What changes, if any, would you make to the proposed plan?

*This can include cities and towns served, bus stop locations, trip times, number of trips per day, etc.*

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FLIP FOR MORE QUESTIONS →

# PLEASE HELP US LEARN MORE ABOUT YOU

*These questions are optional to help us learn more about you.*

## What CARTS bus do you currently ride?

- CARTS 10
- CARTS 20
- CARTS 25
- CARTS 30
- CARTS 35
- CARTS 40
- CARTS 45
- CARTS 50
- I do not ride any CARTS buses

## What city or town do you live in?

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## What cities or towns do you travel to for work, shopping, medical appointments, etc?

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## Which proposed bus stops would you use?

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## First Name

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## Last Name

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## Email Address

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## Phone Number

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FLIP FOR INITIAL QUESTIONS →

### FOR ADMIN USE ONLY

Comment Number \_\_\_\_ Date Received \_\_\_ / \_\_\_ / \_\_\_\_ Event \_\_\_\_\_



# CARTS

## Redesign Draft Plan



*Cherriots*  
SALEM-KEIZER TRANSIT

September 2016

# CARTS



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# ABOUT THE PROJECT

## Project Overview

Cherriots is evaluating how CARTS regional routes can be improved. Cherriots is seeking input from the communities served by CARTS to make sure this redesign best meets the needs of both current riders and people who would like to ride CARTS. Community feedback will directly influence the bus system redesign.

The proposed CARTS redesign was developed using ridership patterns, regional demographics and input from community leaders and elected officials in the region.

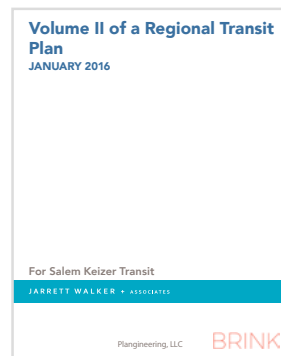
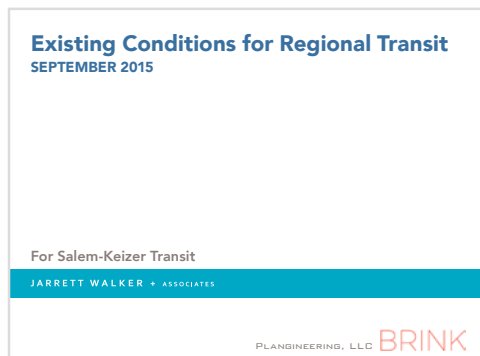
Throughout September and October 2016, Cherriots staff will be conducting public outreach in order to receive input from CARTS riders and residents in communities served by CARTS. Cherriots staff will develop a final plan and present it to the Cherriots Board of Directors in early 2017. If approved, new service will likely start in spring 2017.

## Project Timeline

<b>Sept-Oct 14, 2016</b>	Public outreach events and comment period to receive feedback
<b>Nov 2016-Jan 2017</b>	Plan modified to incorporate public input
<b>Jan 26, 2017</b>	Modified CARTS plan presented to Cherriots Board of Directors for approval
<b>Feb 2017</b>	Plan presented to the public to prepare them for upcoming changes
<b>Spring 2017</b>	New service launched

## Project Background

For more background information, read Volumes I and II of the Regional Transit Plan by Jarrett Walker & Associates, prepared in September 2015 and January 2016. Find copies at [Cherriots.org/regional](http://Cherriots.org/regional).



## Outreach Events

<i>Event</i>	<i>Location</i>	<i>Date and Time</i>
<b><i>Aumsville Saturday Market</i></b>	595 Main St., Aumsville	Saturday, Sept. 10 8:30 a.m. – 3 p.m.
<b><i>Health Fair Fiesta</i></b>	Salud Medical Center 1175 Mt. Hood Ave. Woodburn	Saturday, Sept. 10 9 a.m. – 1 p.m.
<b><i>Polk County Bounty Market</i></b>	Academy Grounds Main & Academy Sts., Dallas	Thursday, Sept. 15 10 a.m. – 3 p.m.
<b><i>Presentation to Elected Officials and Invited Stakeholders</i></b>	Stayton Library 515 N. First Ave., Stayton	Tuesday, Sept. 20 5:30 – 6:30 p.m.
<b><i>Open House for Public</i></b>	Stayton Library 515 N. First Ave., Stayton	Tuesday, Sept. 20 7 – 8 p.m.
<b><i>Silverton Area Community Aid Resource Day</i></b>	421 Water St. Silverton	Saturday, Sept. 24 11 a.m. – 2 p.m.
<b><i>Chemeketa Community College Free Speech Table</i></b>	Building 2, Salem	Monday, Sept. 26 9 a.m. – 3 p.m.
<b><i>Information Table</i></b>	Bi-Mart store front 1600 Mt. Hood Ave., Woodburn	Tuesday, Sept. 27 10 a.m. – 3 p.m.
<b><i>Information Table</i></b>	CARTS Bays Downtown Transit Center, Salem	Thursday, Sept. 29 7 – 9:30 a.m., 12 – 1:30 p.m., 4 – 6 p.m.
<b><i>Independence Riverview Market</i></b>	Riverview Park, Independence	Saturday, Oct. 1 9 a.m. – 2 p.m.

*Staff will also be riding the routes throughout September and October to speak directly with riders.*

To leave your thoughts and comments online, go to

**[Cherriots.org/regional](http://Cherriots.org/regional)**

# ABOUT THE PROPOSAL

## Overview



### More direct, reliable service

Trip requests that make the bus leave its route will no longer be allowed. Also, riders will no longer be able to flag down the bus. Service will be offered from designated stops only. There will be a limited number of stops per town. These changes will result in faster, safer, more reliable service with less stopping.



### Increased number of trips per day

By reducing the amount of dial-a-ride service we provide and by not serving towns east of Stayton, Cherriots will be able to increase the number of trips on most routes. This means more options for riders during commuting times and in the midday.



### Better integration with Cherriots

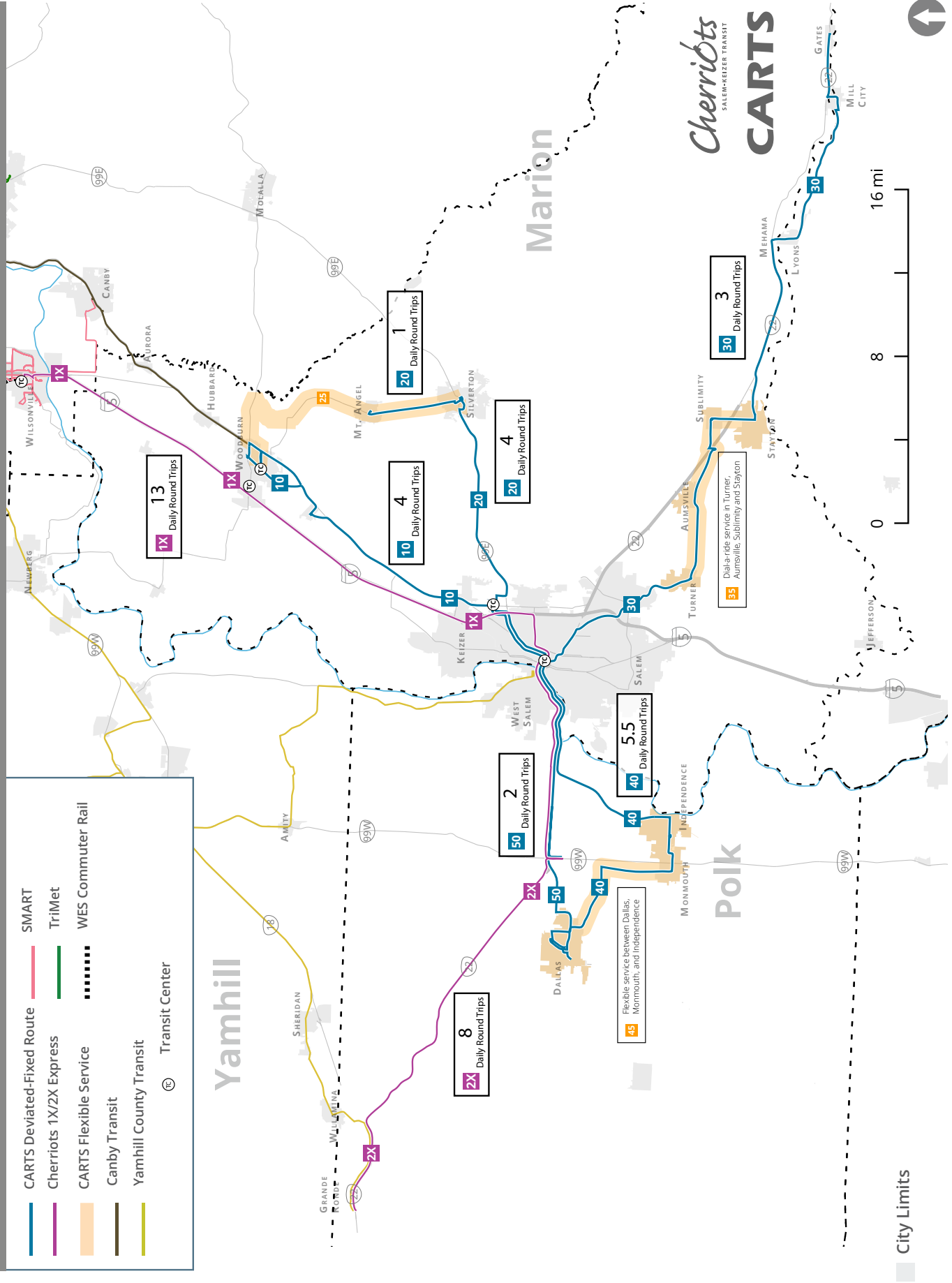
The new bus schedules are designed to make it easier for riders to transfer between CARTS and Cherriots buses without a lengthy wait in downtown Salem. Additionally, staff is exploring the possibility of making it more affordable for CARTS riders to transfer to Cherriots buses.

**Note:** No changes are planned for CARTS 45. It will continue to provide service between Dallas, Monmouth and Independence. Riders will still get picked up at or near their homes on request.

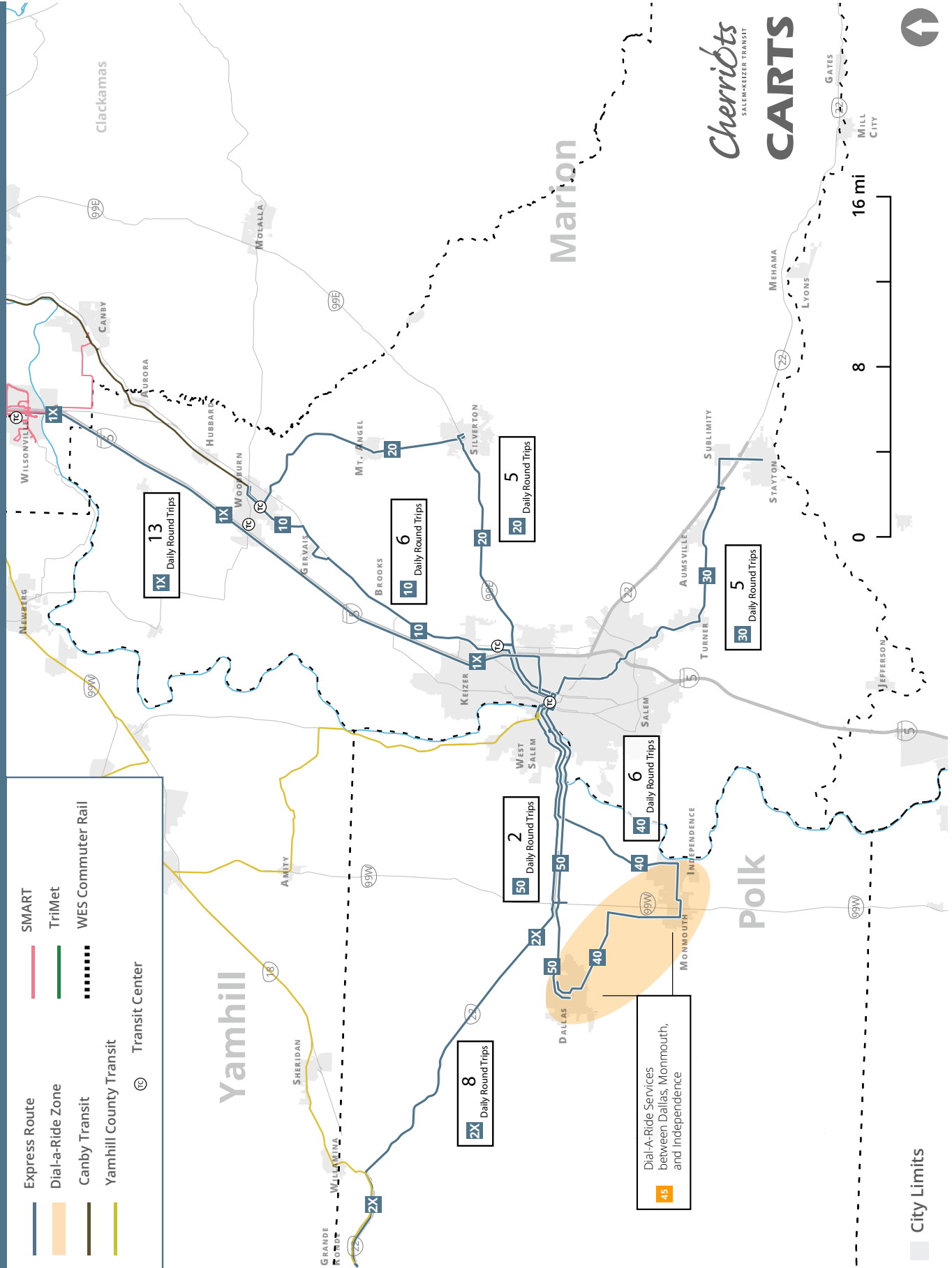
## Route-by-Route Changes

<i>Route</i>	<i>Description</i>
<b>CARTS 10:</b> Woodburn/Salem	<ul style="list-style-type: none"> <li>• Currently there are four round trips per day. The new schedule will provide six round trips per day: two morning trips, two mid-day trips, two evening trips</li> <li>• Scheduled connection with CARTS 40 and Cherriots routes in downtown Salem</li> <li>• Scheduled connection with Canby Area Transit three times in Woodburn</li> </ul>
<b>CARTS 20:</b> Woodburn/Silverton/Salem	<ul style="list-style-type: none"> <li>• Currently there are four round trips per day. The new schedule will provide five round trips per day: two morning trips, one mid-day trip, two evening trips</li> <li>• Similar path to today's route, except all trips go to Mt. Angel and Woodburn.</li> <li>• Scheduled connection with CARTS 30 and Cherriots routes in downtown Salem</li> </ul>
<b>CARTS 25:</b> North Marion Flex	Route eliminated: service replaced by CARTS 20
<b>CARTS 30:</b> Stayton/Salem	<ul style="list-style-type: none"> <li>• Currently there are three round trips per day. The new schedule will provide five round trips per day between Salem and Stayton: two morning trips, one mid-day trip, two evening trips</li> <li>• Serves Turner, Aumsville, Sublimity and Stayton</li> <li>• This route will no longer serve Mehama, Lyons, Mill City or Gates</li> </ul>
<b>CARTS 35:</b> Canyon Flex	Route eliminated: service replaced by CARTS 30
<b>CARTS 40:</b> Polk County/Salem	<ul style="list-style-type: none"> <li>• Provide six round trips per day: two morning trips, two mid-day trips, two evening trips</li> <li>• Scheduled connection with CARTS 10 and Cherriots routes in downtown Salem</li> </ul>
<b>CARTS 45:</b> Polk Flex	<ul style="list-style-type: none"> <li>• Retain existing flexible transit service, which operates within Dallas, Monmouth and Independence</li> <li>• Operates from 7 a.m. to 5:15 p.m.</li> </ul>
<b>CARTS 50:</b> Dallas/Salem Express	<ul style="list-style-type: none"> <li>• Two round trips per day: one morning trip and one evening trip to connect commuters to downtown Salem</li> <li>• There will be no mid-day trip on CARTS 50 because riders can take CARTS 40 to Dallas</li> <li>• Schedule makes it easier for commuters to transfer to Cherriots routes</li> </ul>

# Current Route Paths and Daily Round Trips

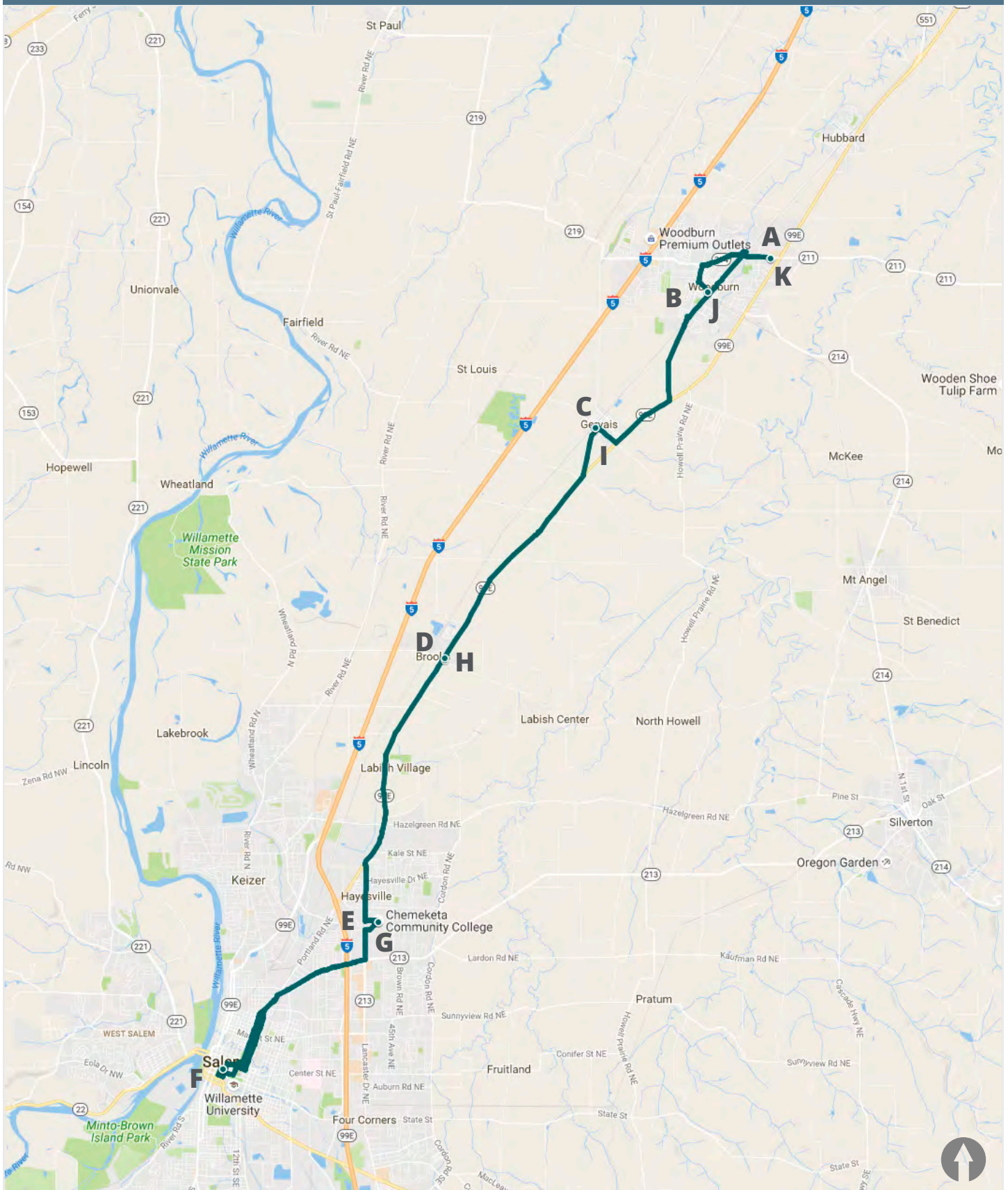


# Proposed Route Paths and Daily Round Trips





# CARTS 10 Woodburn / Gervais / Brooks / Salem





# CARTS 10 Woodburn / Gervais / Brooks / Salem

## To Salem

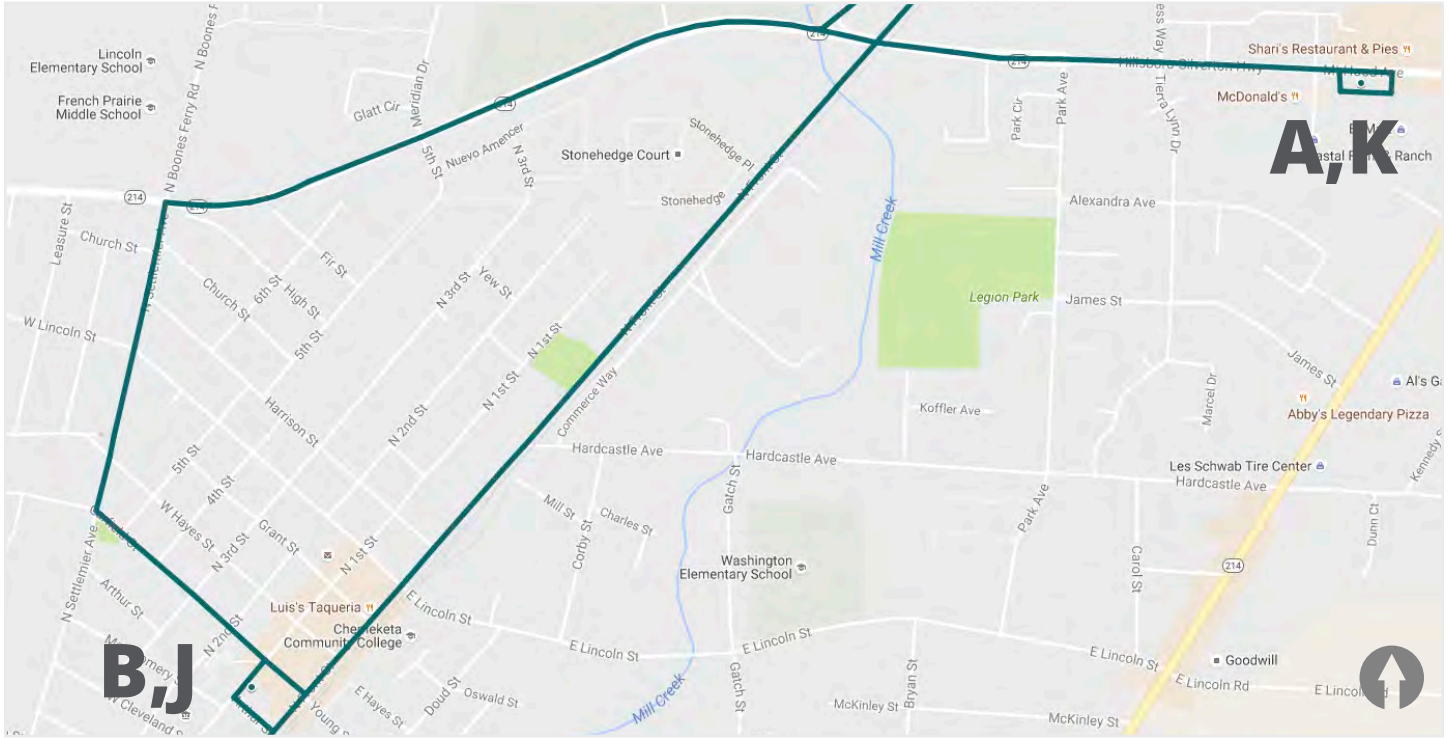
A	B	C	D	E	F
Mt Hood Ave @ 99-E (Woodburn Bi-Mart)	1st @ Arthur (Woodburn Transit Center)	4th @ Douglas (Gervais Post Office)	Portland Rd @ Riverton (Brooks)	Chemeketa Community College - Bldg 2 (Salem)	Downtown Transit Center (Salem)
6:29a	6:37a	6:46a	6:54a	7:05a	7:19a
9:02a	9:10a	9:19a	9:27a	9:38a	9:52a
11:30a	11:38a	11:47a	11:55a	12:06p	12:20p
2:02p	2:10p	2:19p	2:27p	2:38p	2:52p
3:59p	4:07p	4:16p	4:24p	4:35p	4:49p
6:29p	6:37p	6:46p	6:54p	7:05p	7:22p

## To Woodburn

F	G	H	I	J	K
Downtown Transit Center (Salem)	Chemeketa Community College - Bldg 2 (Salem)	Portland Rd @ Riverton (Brooks)	4th @ Douglas (Gervais Post Office)	1st @ Arthur (Woodburn Transit Center)	Mt Hood Ave @ 99-E (Woodburn Bi-Mart)
8:00a	8:17a	8:27a	8:36a	8:45a	8:51a
10:00a	10:15a	10:25a	10:34a	10:43a	10:49a
1:00p	1:15p	1:25p	1:34p	1:43p	1:49p
3:00p	3:15p	3:25p	3:34p	3:43p	3:49p
5:30p	5:47p	5:57p	6:06p	6:15p	6:21p
7:30p	7:45p	7:55p	8:04p	8:13p	8:19p

# CARTS 10 Woodburn / Gervais / Brooks / Salem

## Woodburn

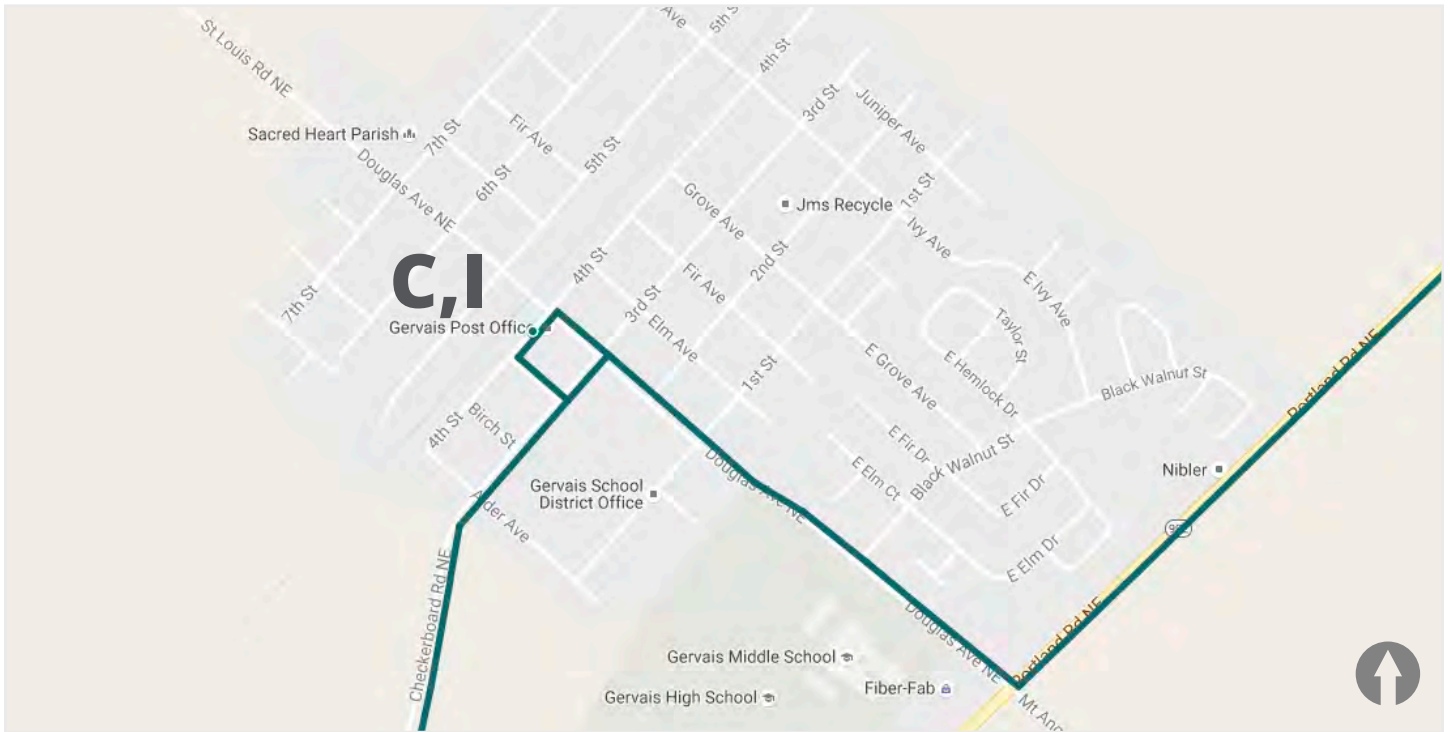


## Salem - Chemeketa Community College

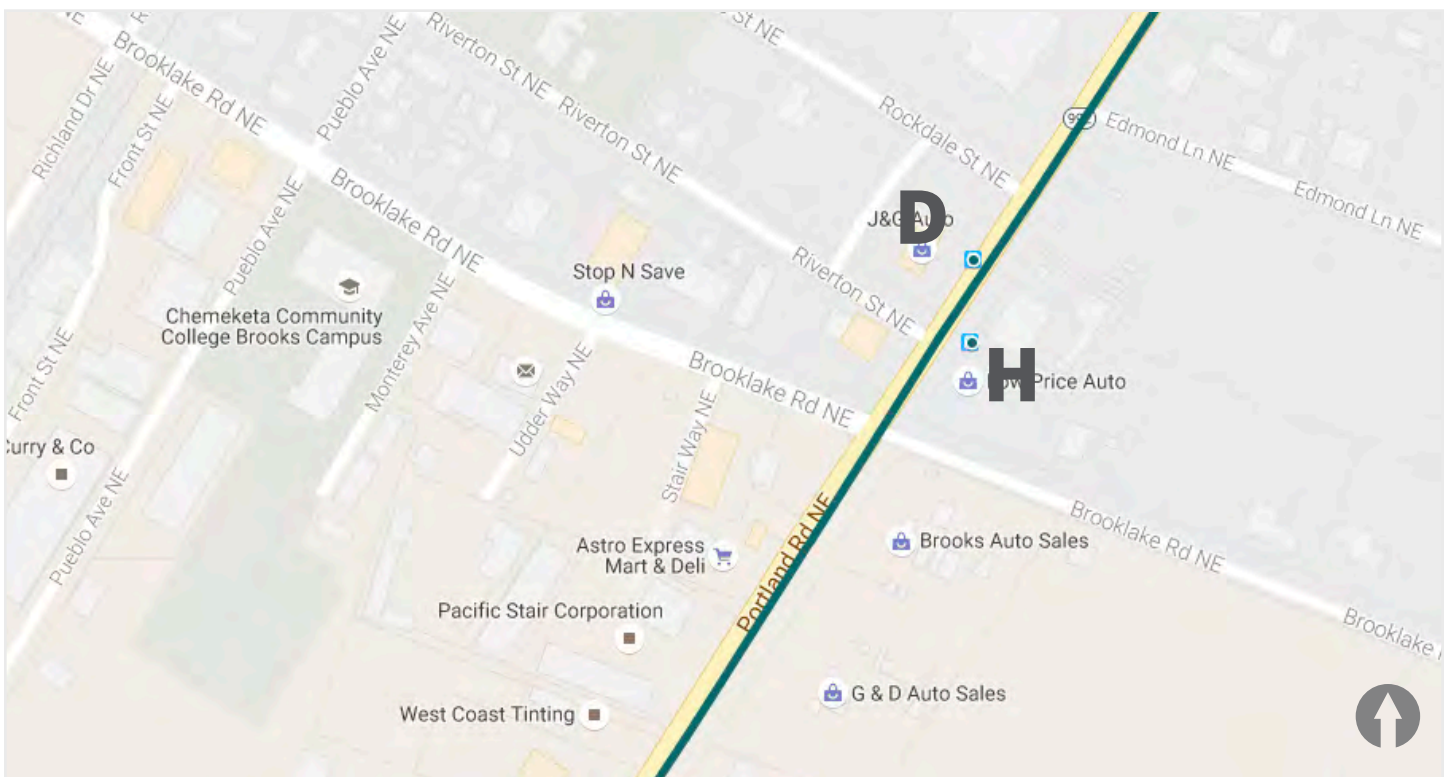


# CARTS 10 Woodburn / Gervais / Brooks / Salem

## Gervais

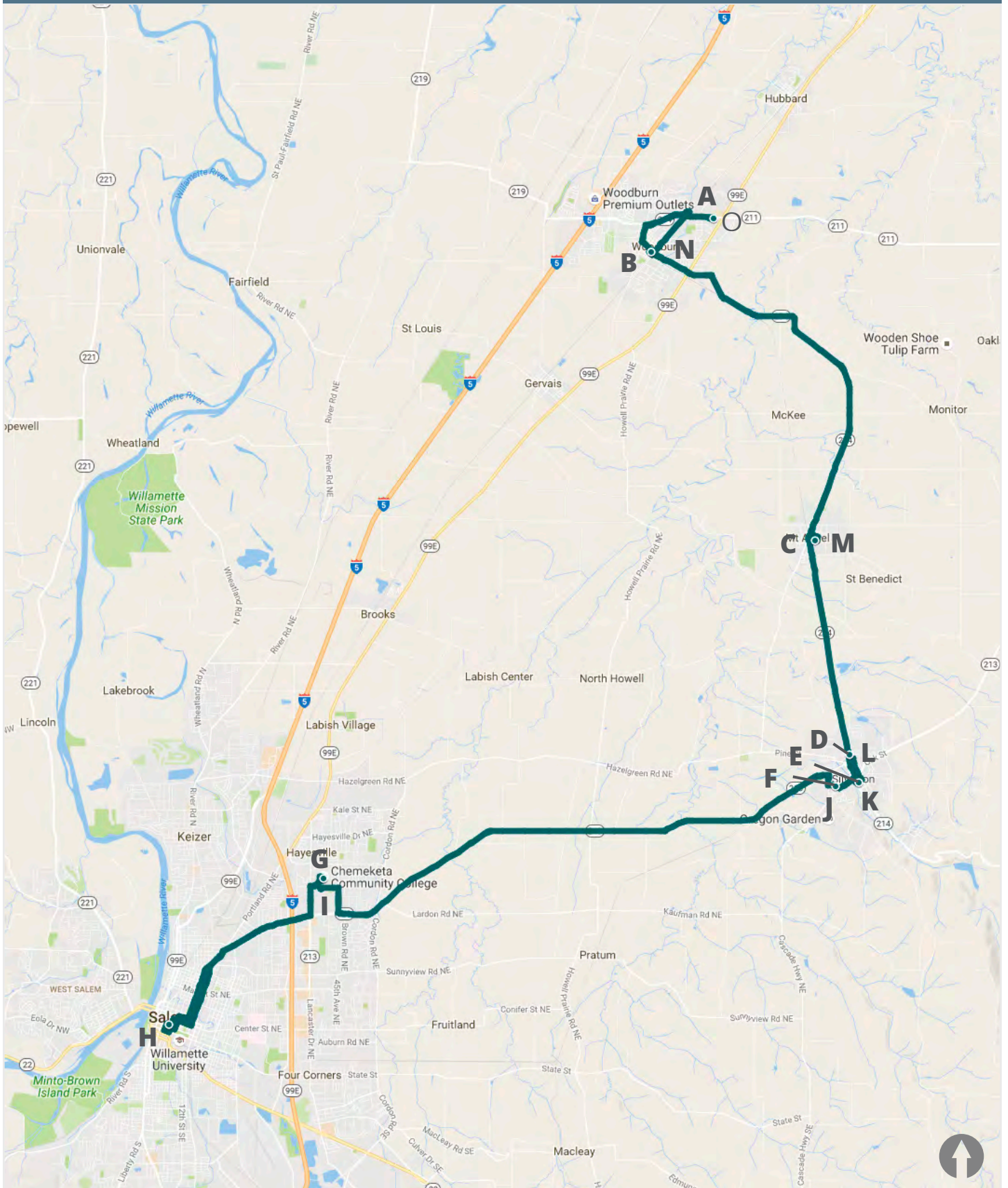


## Brooks





# CARTS 20 Woodburn / Mt. Angel / Silverton / Salem



# CARTS 20 Woodburn / Mt. Angel / Silverton / Salem

## To Salem

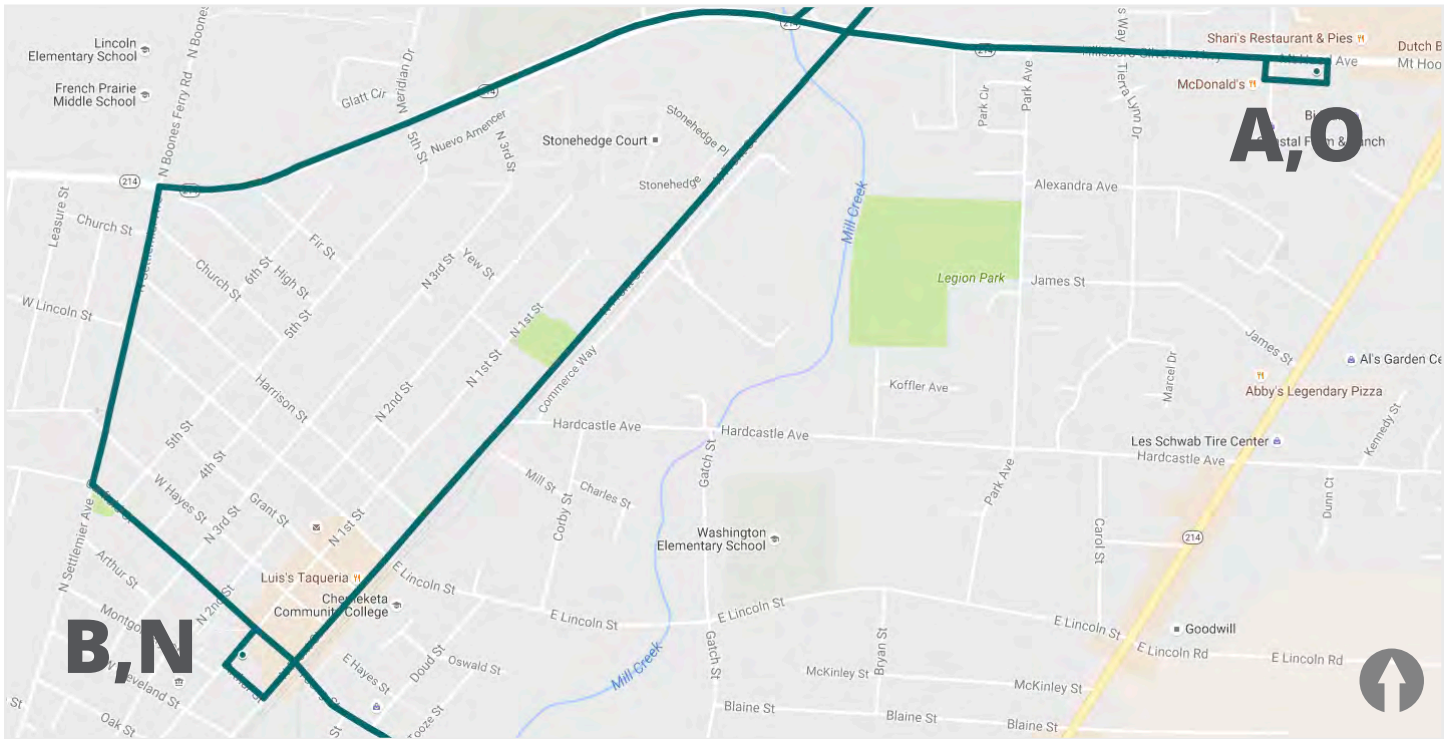
A	B	C	D	E	F	G	H
Mt Hood Ave @ 99-E (Woodburn Bi-Mart)	1st @ Arthur (Woodburn Transit Center)	Cleveland @ Church (Mt. Angel City Hall)	1st @ Bowtie (Silverton Roth's)	Jersey @ Water (Silverton City Hall)	Center @ Fairview (Silverton Hospital)	Chemeketa Community College - Bldg 2 (Salem)	Downtown Transit Center (Salem)
6:13a	6:19a	6:33a	6:41a	6:45a	6:48a	7:05a	7:20a
8:47a	8:53a	9:07a	9:15a	9:19a	9:22a	9:39a	9:54a
1:13p	1:19p	1:33p	1:41p	1:45p	1:48p	2:05p	2:20p
4:14p	4:20p	4:34p	4:42p	4:46p	4:49p	5:06p	5:23p
6:49p	6:55p	7:09p	7:17p	7:21p	7:24p	7:41p	7:56p

## To Woodburn

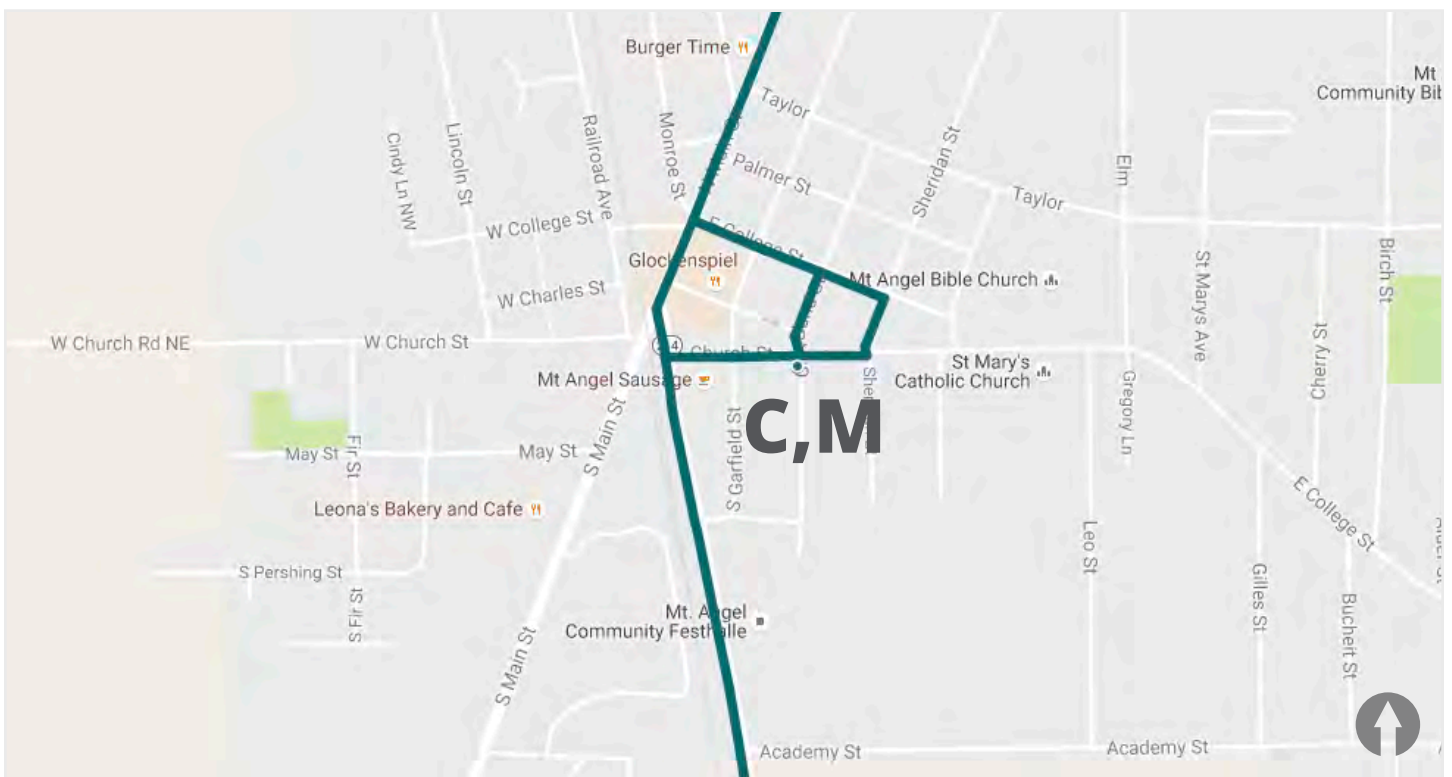
H	I	J	K	L	M	N	O
Downtown Transit Center (Salem)	Chemeketa Community College - Bldg 2 (Salem)	Center @ Fairview (Silverton Hospital)	Jersey @ Water (Silverton City Hall)	1st @ Bowtie (Silverton Roth's)	Cleveland @ Church (Mt. Angel City Hall)	1st @ Arthur (Woodburn Transit Center)	Mt Hood Ave @ 99-E (Woodburn Bi-Mart)
7:30a	7:45a	8:02a	8:05a	8:09a	8:17a	8:31a	8:37a
9:30a	9:45a	10:02a	10:05a	10:09a	10:17a	10:31a	10:37a
12:00p	12:15p	12:32p	12:35p	12:39p	12:47p	1:01p	1:07p
2:30p	2:47p	3:04p	3:07p	3:11p	3:19p	3:33p	3:39p
5:30p	5:47p	6:04p	6:07p	6:11p	6:19p	6:33p	6:39p

# CARTS 20 Woodburn / Mt. Angel / Silverton / Salem

## Woodburn



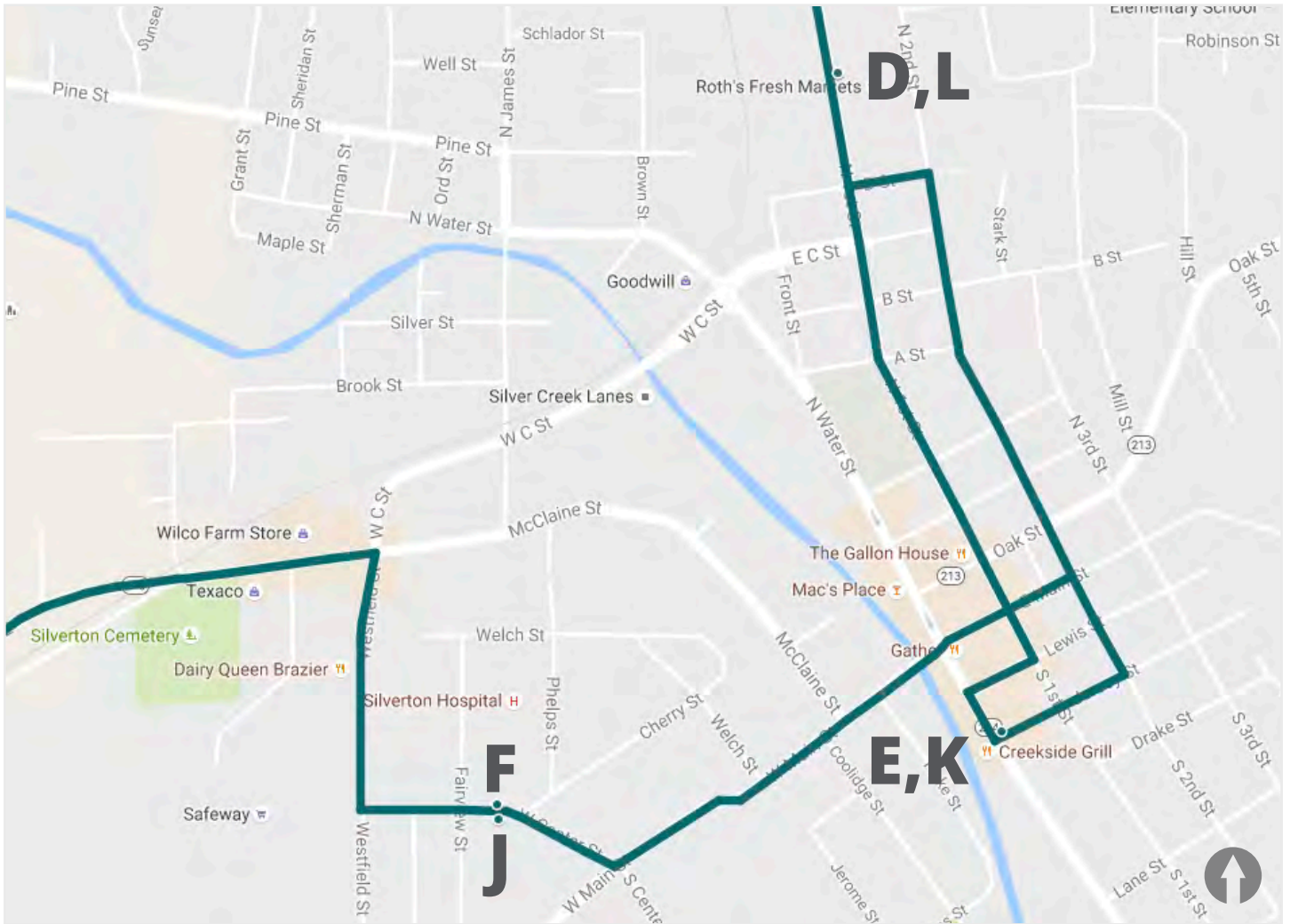
## Mt. Angel





# CARTS 20 Woodburn / Mt. Angel / Silverton / Salem

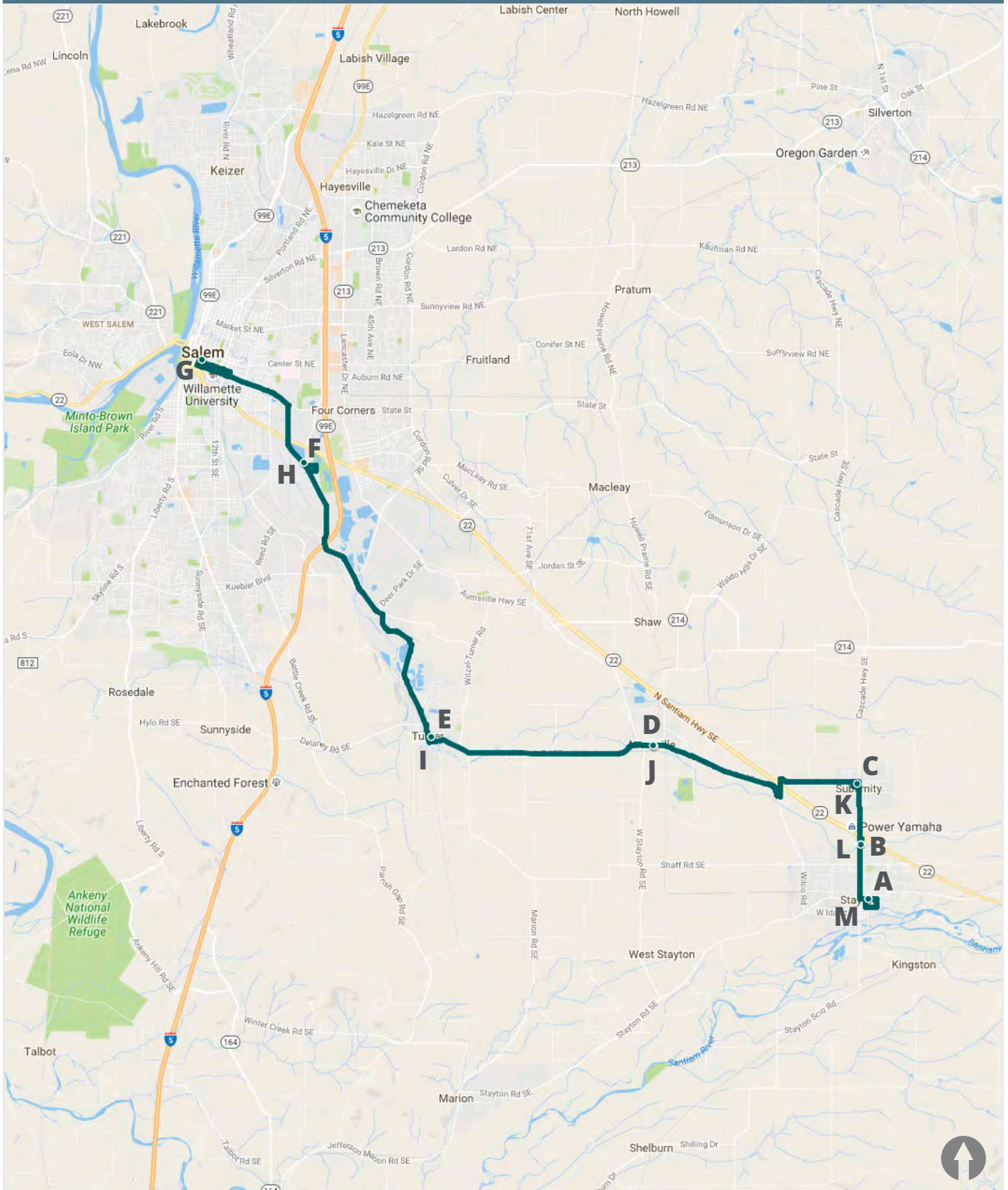
## Silverton



## Salem - Chemeketa Community College



# CARTS 30 Stayton / Sublimity / Aumsville / Turner / Salem





# CARTS 30 Stayton / Sublimity / Aumsville / Turner / Salem

## To Salem

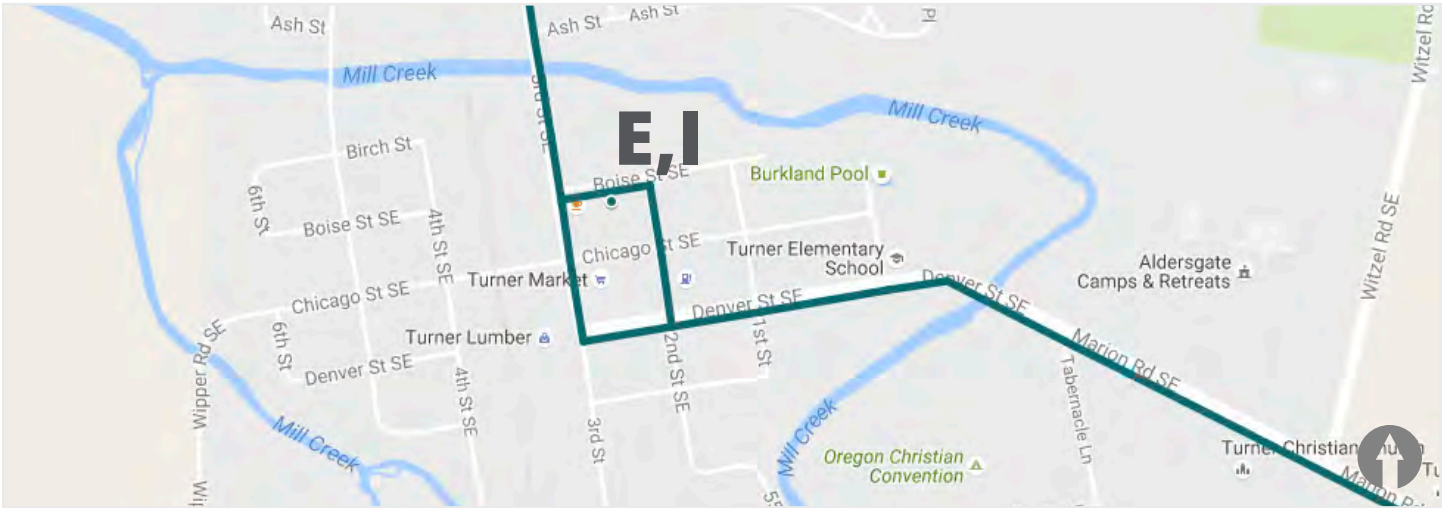
A	B	C	D	E	F	G
Washington @ 4th (Stayton)	Cascade @ Golf (Stayton Park & Ride)	Johnson @ Starr (Sublimity Park)	Main @ 5th (Aumsville Community Center)	Boise @ 2nd (Turner Burkland Park)	Turner Rd @ Walmart Parking Lot (Salem)	Downtown Transit Center (Salem)
6:29a	6:34a	6:39a	6:52a	7:00a	7:10a	7:20a
8:29a	8:34a	8:39a	8:52a	9:00a	9:10a	9:20a
1:30p	1:35p	1:40p	1:53p	2:01p	2:11p	2:21p
4:22p	4:27p	4:32p	4:47p	4:55p	5:06p	5:20p
6:40p	6:45p	6:50p	7:03p	7:11p	7:21p	7:31p

## To Stayton

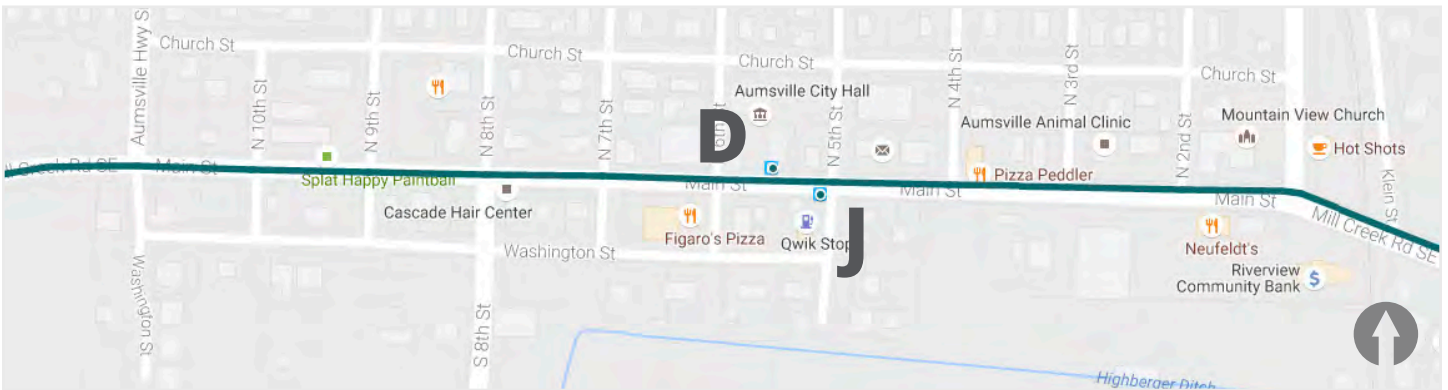
G	H	I	J	K	L	M
Downtown Transit Center (Salem)	Turner Rd @ Walmart Parking Lot (Salem)	Boise @ 2nd (Turner Burkland Park)	Main @ 5th (Aumsville Community Center)	Johnson @ Starr (Sublimity Park)	Cascade @ Golf (Stayton Park & Ride)	Washington @ 4th (Stayton)
7:30a	7:40a	7:50a	7:58a	8:11a	8:16a	8:21a
10:00a	10:10a	10:20a	10:28a	10:41a	10:46a	10:51a
12:00p	12:10p	12:20p	12:28p	12:41p	12:46p	12:51p
2:30p	2:44p	2:55p	3:03p	3:18p	3:25p	3:30p
5:30p	5:44p	5:55p	6:03p	6:18p	6:25p	6:30p

# CARTS 30 Stayton / Sublimity / Aumsville / Turner / Salem

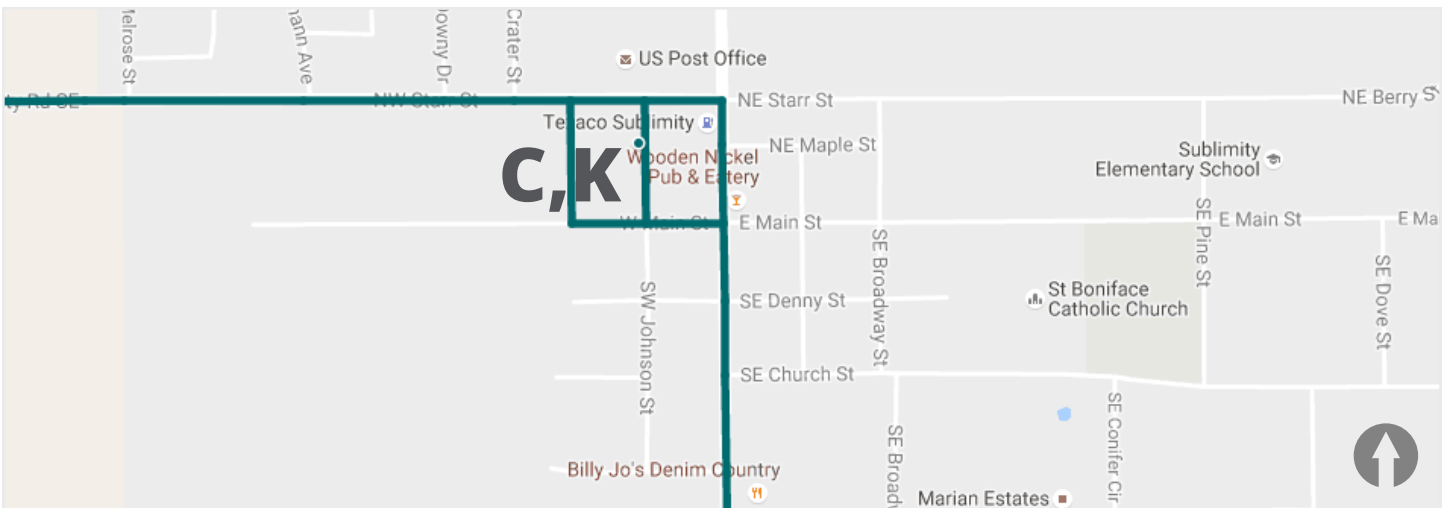
## Turner



## Aumsville



## Sublimity

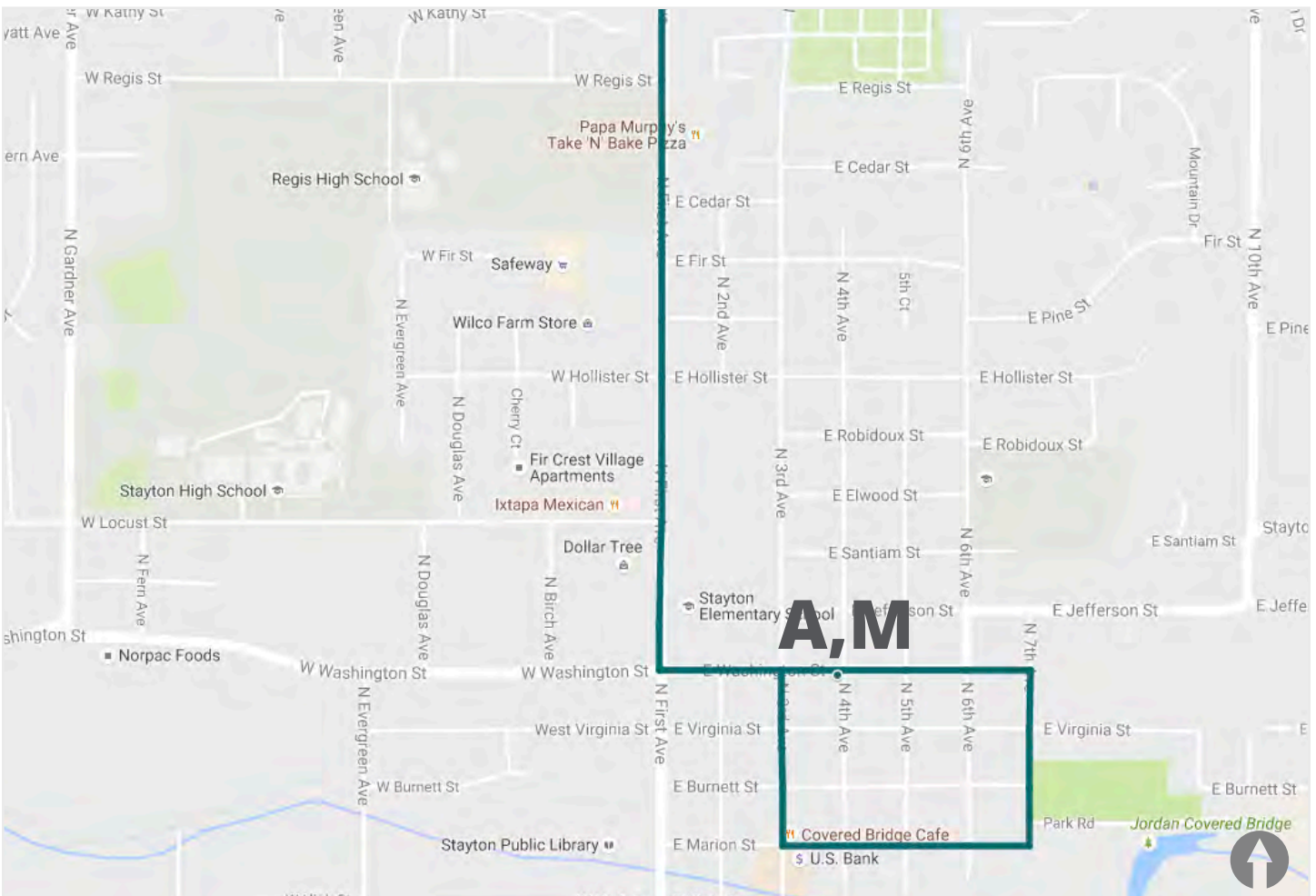


# CARTS 30 Stayton / Sublimity / Aumsville / Turner / Salem

## Stayton Park & Ride

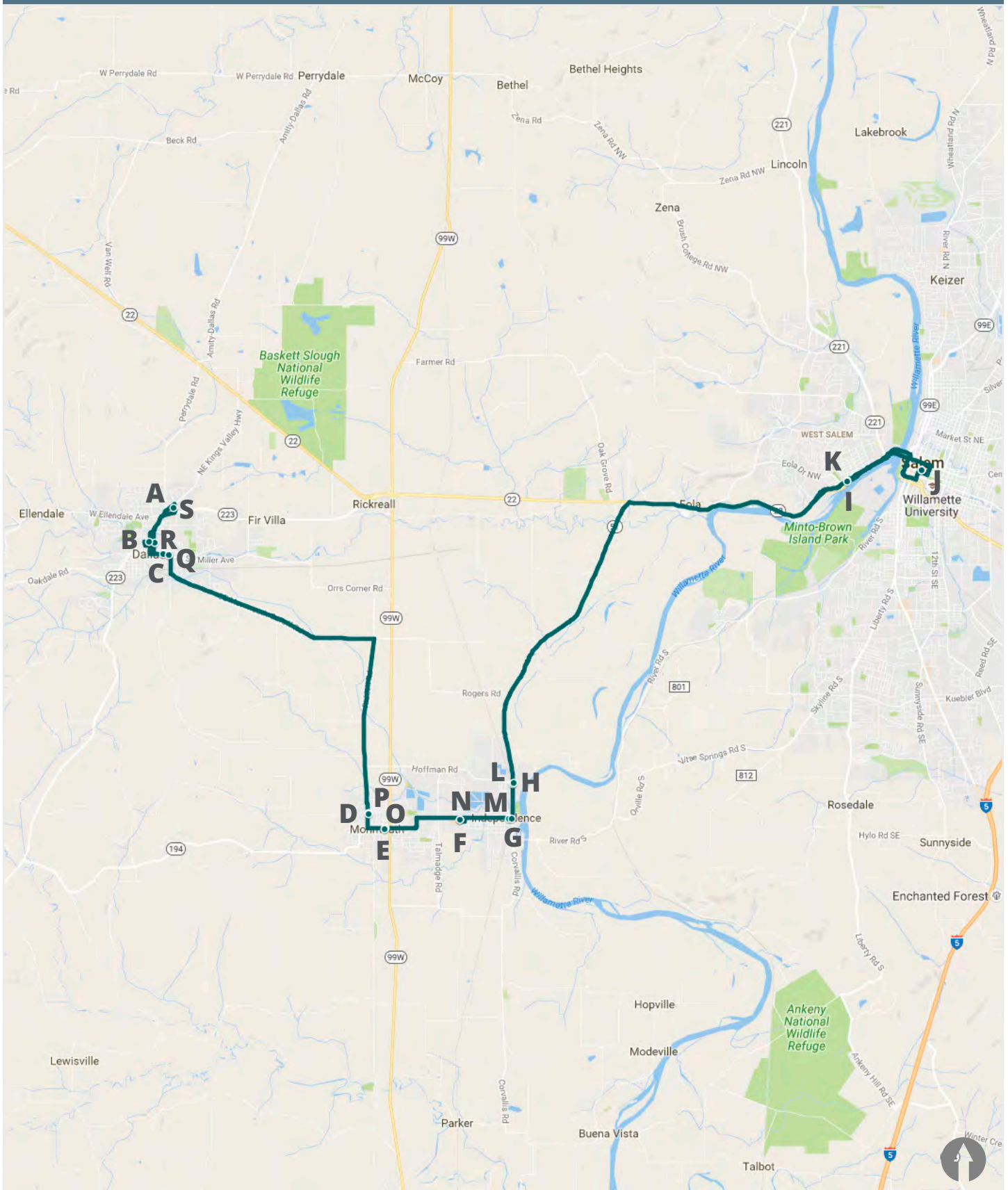


## Stayton





# CARTS 40 Dallas / Monmouth / Independence / Salem



# CARTS 40 Dallas / Monmouth / Independence / Salem

## To Salem

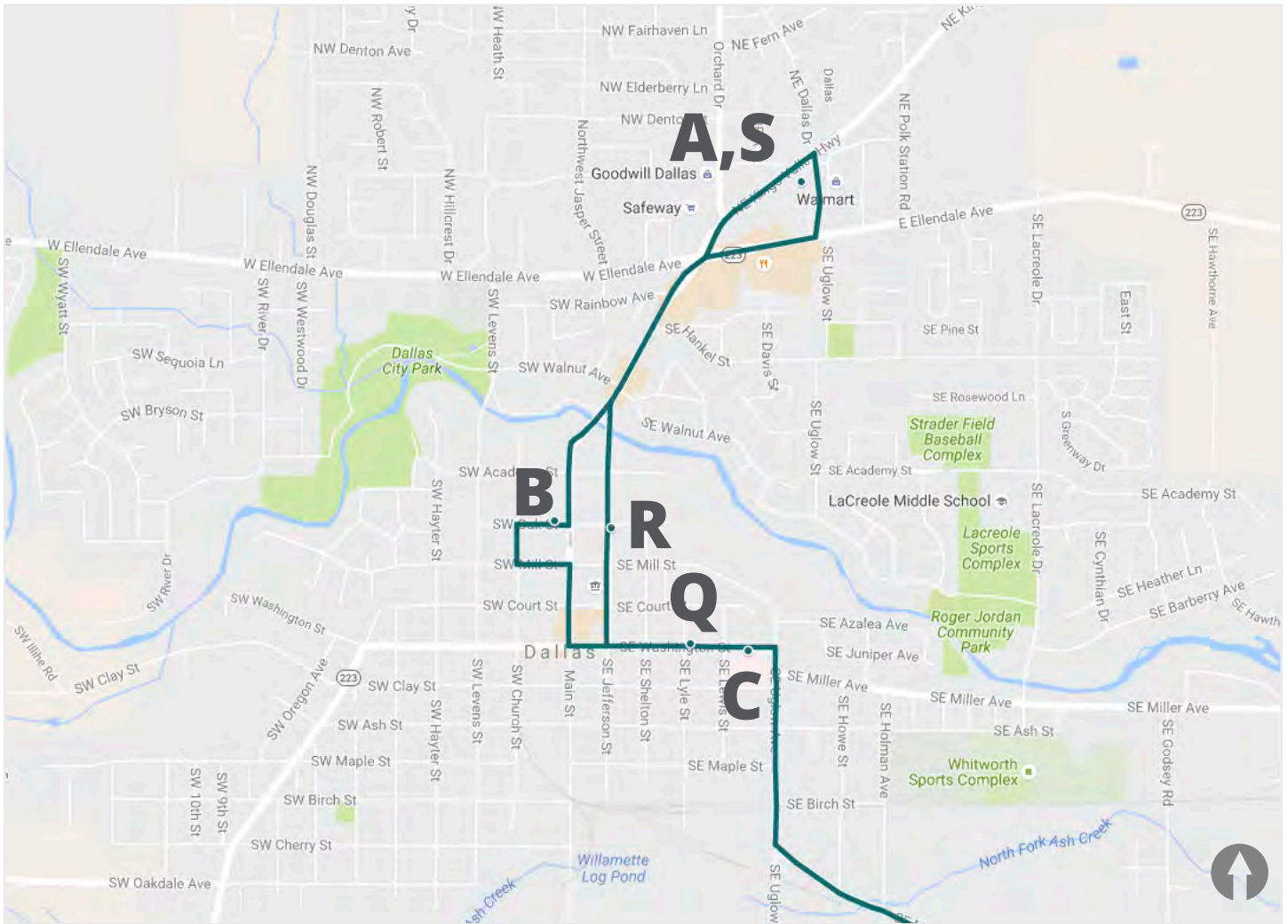
A	B	C	D	E	F	G	H	I	J
Kings Valley @ Dallas Dr (Dallas Walmart Parking Lot)	Oak @ Main (Dallas)	Washington @ Lewis (Dallas West Valley Hospital)	Monmouth Ave @ Church (WOU Werner Center)	Main @ Ecals (Monmouth Public Library)	13th @ Monmouth St (Independence Roth's)	Monmouth St @ 2nd (Independence Library)	Main @ Polk (Independence)	Edgewater @ Rosemont (Salem)	Downtown Transit Center (Salem)
6:45a	6:52a	6:54a	7:07a	7:11a	7:19a	7:21a	7:23a	7:38a	7:47a
8:49a	8:56a	8:58a	9:11a	9:15a	9:23a	9:25a	9:27a	9:42a	9:49a
11:49a	11:56a	11:58a	12:11p	12:15p	12:23p	12:25p	12:27p	12:42p	12:49p
1:49p	1:56p	1:58p	2:11p	2:15p	2:23p	2:25p	2:27p	2:42p	2:49p
4:18p	4:25p	4:27p	4:40p	4:44p	4:52p	4:54p	4:56p	5:11p	5:20p
6:19p	6:26p	6:28p	6:41p	6:45p	6:53p	6:55p	6:57p	7:12p	7:19p

## To Dallas

J	K	L	M	N	O	P	Q	R	S
Downtown Transit Center (Salem)	Edgewater @ Rosemont (Salem Safeway)	Main @ Polk (Independence)	Monmouth St @ 2nd (Independence Library)	13th @ Monmouth St (Independence Roth's)	Main @ Catron (Monmouth Public Library)	Monmouth Ave @ Church (WOU Library)	Washington @ Lyle (West Valley Hospital)	Jefferson @ Oak (Dallas)	Kings Valley @ Dallas Dr (Dallas Walmart Parking Lot)
7:30a	7:37a	7:52a	7:54a	7:58a	8:06a	8:10a	8:23a	8:25a	8:32a
10:00a	10:07a	10:22a	10:24a	10:28a	10:36a	10:40a	10:53a	10:55a	11:02a
12:30p	12:37p	12:52p	12:54p	12:58p	1:06p	1:10p	1:23p	1:25p	1:32p
3:00p	3:07p	3:22p	3:24p	3:28p	3:36p	3:40p	3:53p	3:55p	4:02p
5:00p	5:07p	5:22p	5:24p	5:28p	5:36p	5:40p	5:53p	5:55p	6:02p
7:30p	7:39p	7:54p	7:56p	8:00p	8:08p	8:12p	8:25p	8:27p	8:34p

# CARTS 40 Dallas / Monmouth / Independence / Salem

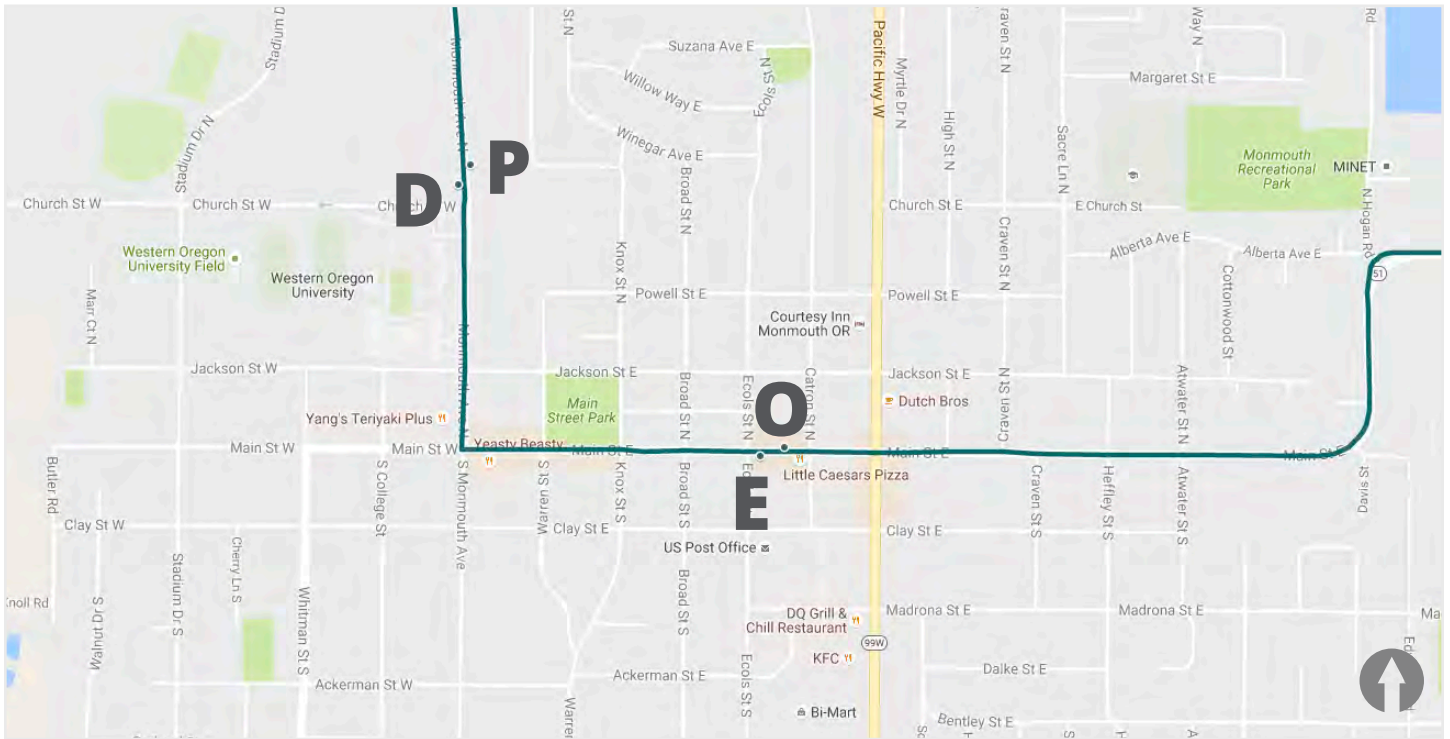
## Dallas



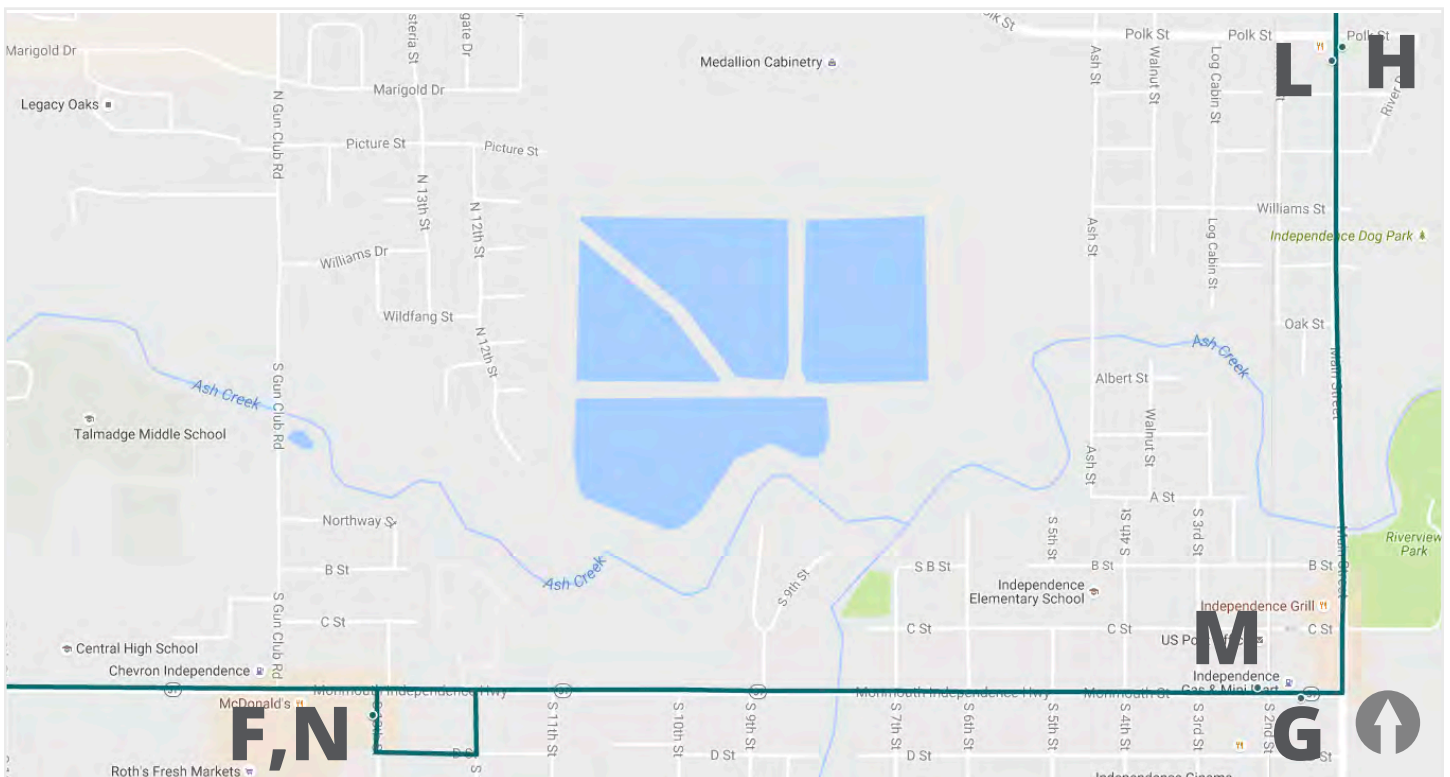


# CARTS 40 Dallas / Monmouth / Independence / Salem

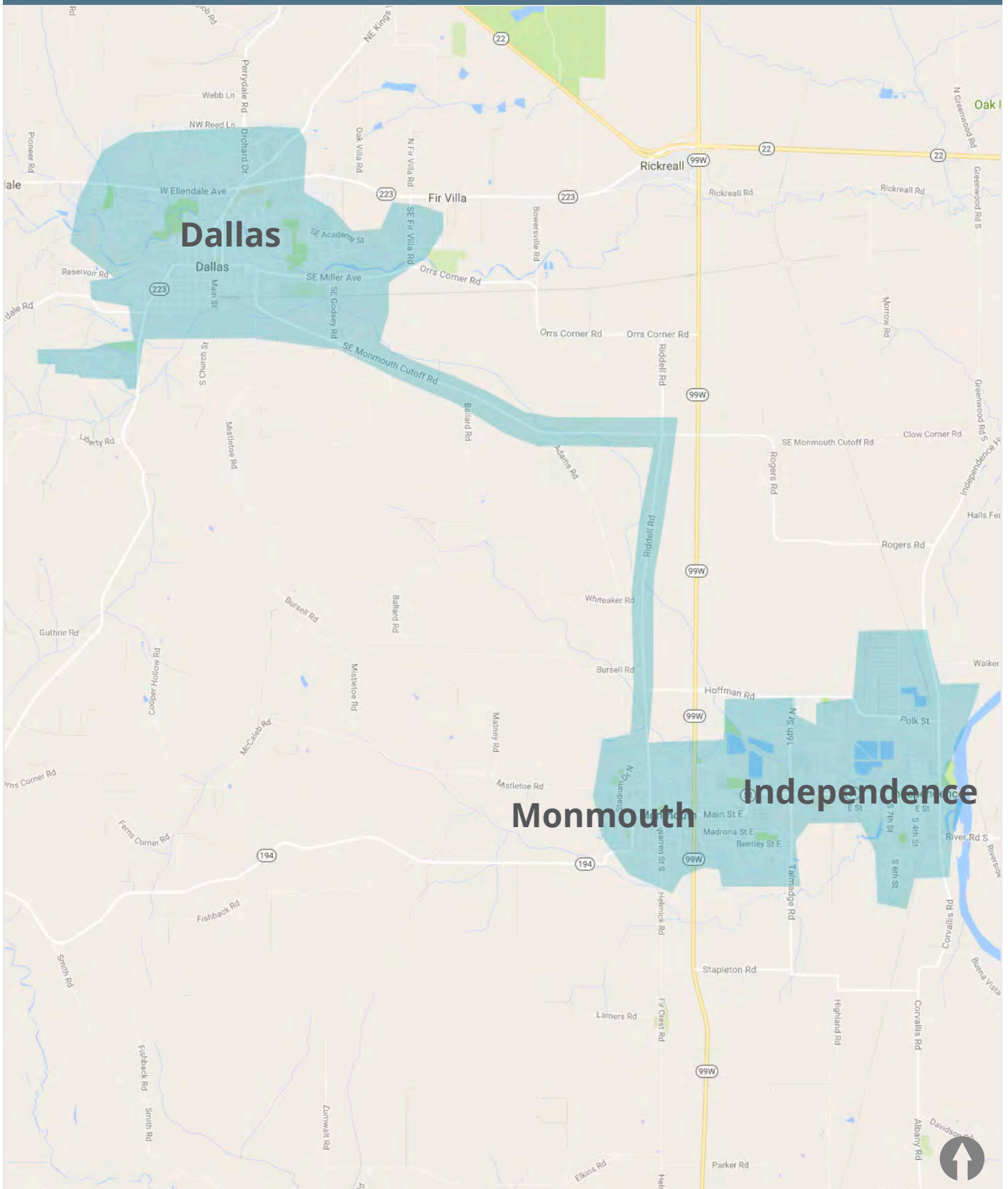
## Monmouth



## Independence



# CARTS 45 Dallas / Monmouth / Independence





# CARTS 45 Dallas / Monmouth / Independence

Rides on CARTS 45 must be scheduled 24 hours in advance. Any rider can make a trip request. However, the number of trip reservations may be limited in order to keep the bus on schedule. To make a reservation, call the Cherriots Call Center at 503-315-5544.

In addition to the below times, the bus is in Dallas from 4 to 4:40 p.m.

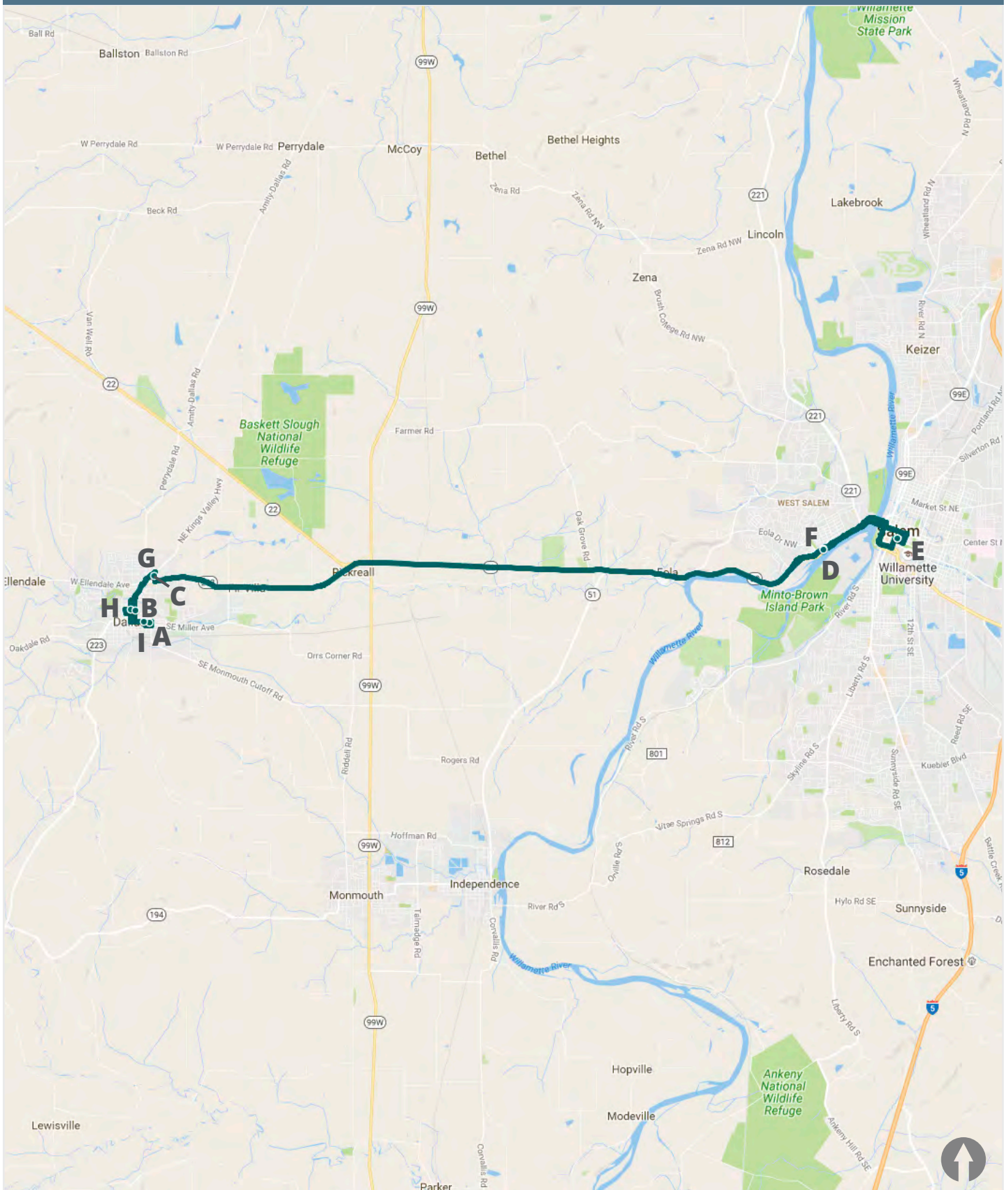
## To Dallas

Independence / Monmouth	Dallas
7:00-7:45a	8:00-8:15a
7:35-8:30a	8:40-9:20a
8:25-8:50a	9:00-9:35a
9:55-10:15a	10:35-11:00a
11:20a-12:30p	12:45-1:15p
12:25-12:50p	1:00-1:15p
2:40-3:25p	3:35-4:20p

## To Independence / Monmouth

Dallas	Independence / Monmouth
8:00-8:15a	8:25-8:50a
9:00-9:35a	9:55-10:15a
10:35-11:00a	11:20a-12:30p
11:30a-12:10p	12:25-12:50p
2:00-2:30p	2:40-3:25p
3:35-4:20p	4:30-5:15p

# CARTS 50 Dallas / Salem



# CARTS 50 Dallas / Salem

## To Salem

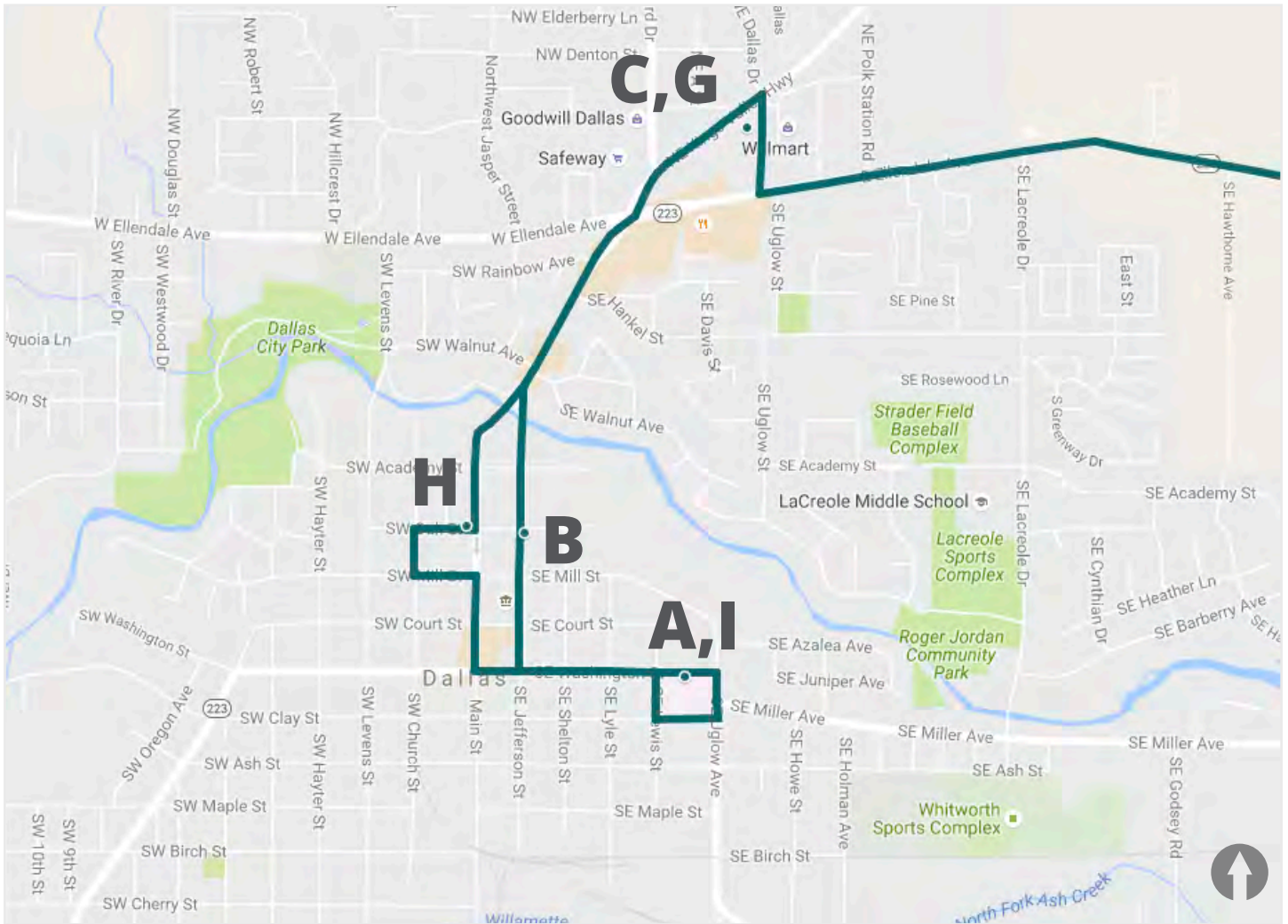
A	B	C	D	E
Washington @ Lewis (Dallas West Valley Hospital)	Jefferson @ Oak (Dallas)	Kings Valley @ Dallas Dr (Dallas Walmart Parking Lot)	Edgewater @ Rosemont (Salem)	Downtown Transit Center (Salem)
6:15a	6:17a	6:24a	6:41a	6:50a
4:17p	4:19p	4:26p	4:43p	4:50p

## To Dallas

E	F	G	H	I
Downtown Transit Center (Salem)	Edgewater @ Rosemont (Salem Safeway)	Kings Valley @ Dallas Dr (Dallas Walmart Parking Lot)	Oak @ Main (Dallas)	Washington @ Lewis (Dallas West Valley Hospital)
7:00a	7:07a	7:24a	7:31a	7:33a
5:00p	5:09p	5:26p	5:33p	5:35p

# CARTS 50 Dallas / Salem

## Dallas



# CARTS

To leave your thoughts and comments online, go to

**[Cherriots.org/regional](https://cherriots.org/regional)**





# Draft Schedules

*May 2017*



Released  
January 11, 2017

# OVERVIEW

Cherriots completed six weeks of public outreach for the CARTS Redesign Project in September and October 2016. This included attending twelve events, riding the CARTS buses, and conducting online outreach in order to get the word out about the proposal. Staff talked with approximately 650 people and received over 300 written comments during this time.

Since the outreach concluded, Planning staff have revised the proposed schedules, routing, and stops of each route to respond to feedback, which you can find in this packet.

This new system will no longer be referred to as CARTS. Instead, it will be called Cherriots Regional as part of our effort to better integrate these new routes with the overall Cherriots system.

## Questions?

If you have any questions about the proposed changes, please send them to:

**Ted Stonecliffe**

*Planning Analyst*

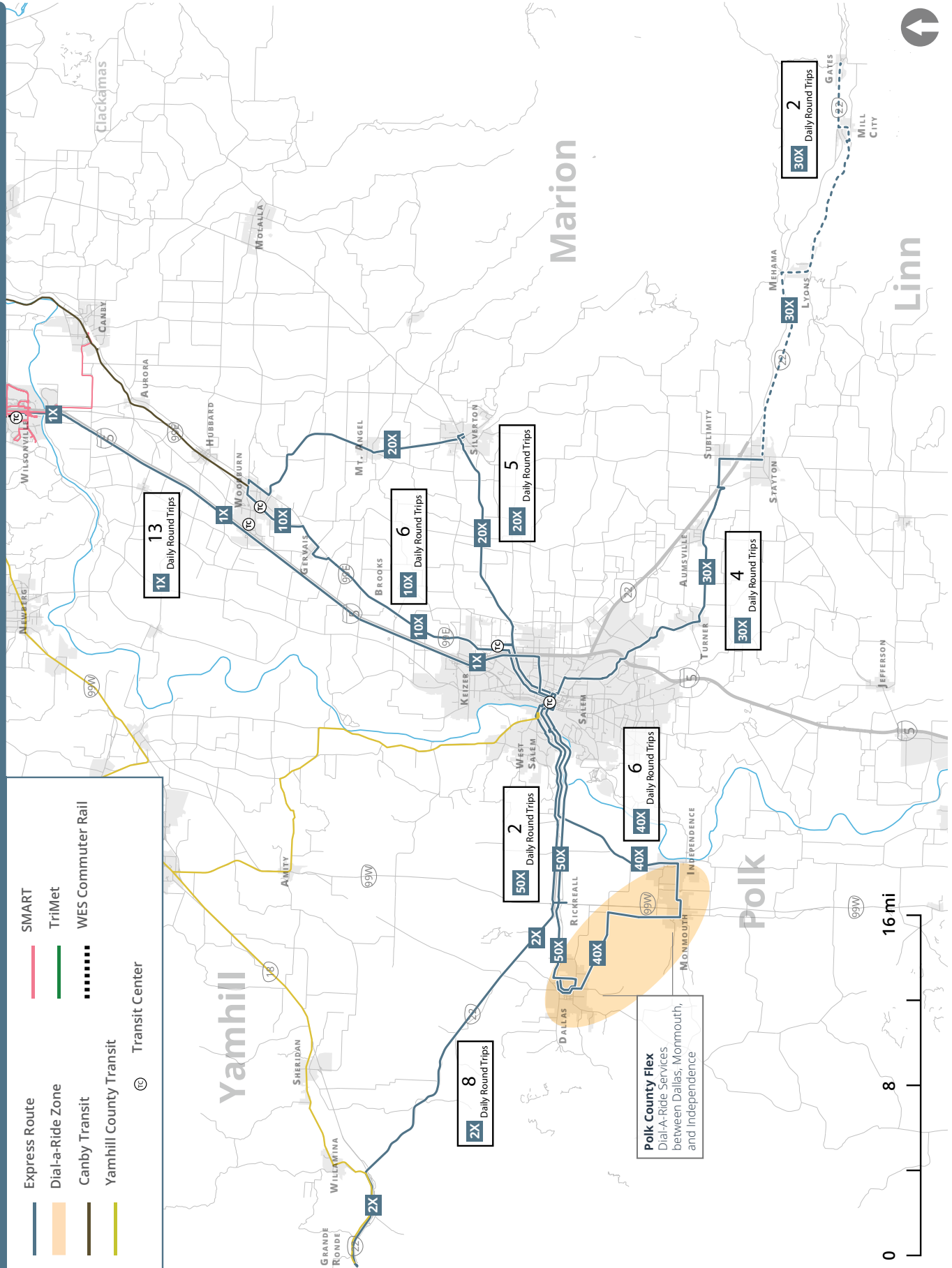
ted.stonecliffe@cherriots.org

503-588-2424

## Project Timeline

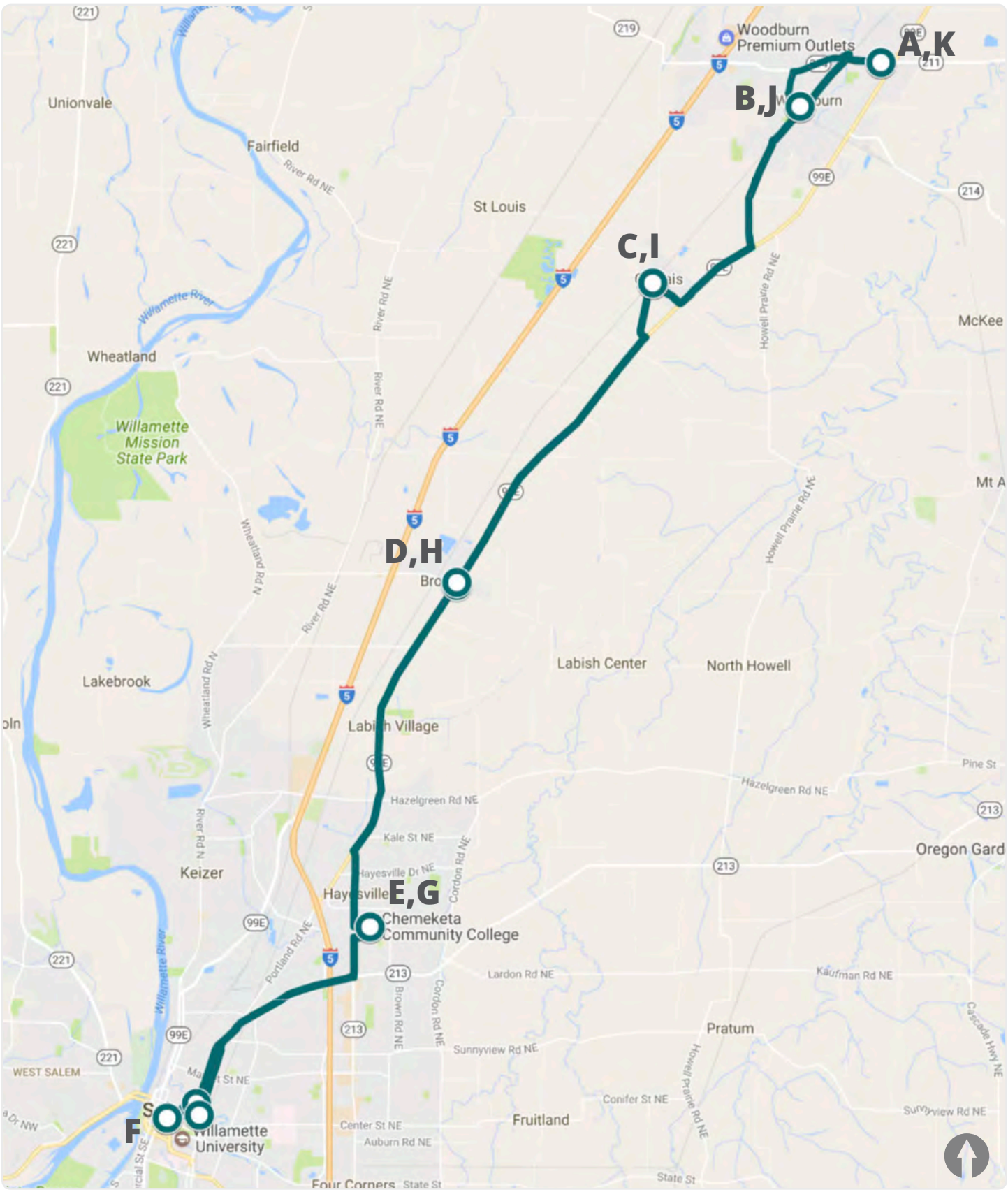
<b><i>January 26, 2017</i></b>	Cherriots Regional plan presented to Cherriots Board of Directors for approval
<b><i>February 2017</i></b>	Approved plan is advertised to the public via the website, email, social media, and phone numbers collected from surveys
<b><i>February-April 2017</i></b>	Staff develops designs and produces materials for the new service (print schedules, maps, signs, etc.)
<b><i>May 8, 2017</i></b>	New service launched

# Route Paths and Daily Round Trips





**CHERRIOTS 10X** Woodburn / Gervais / Brooks / Salem



**To Salem**

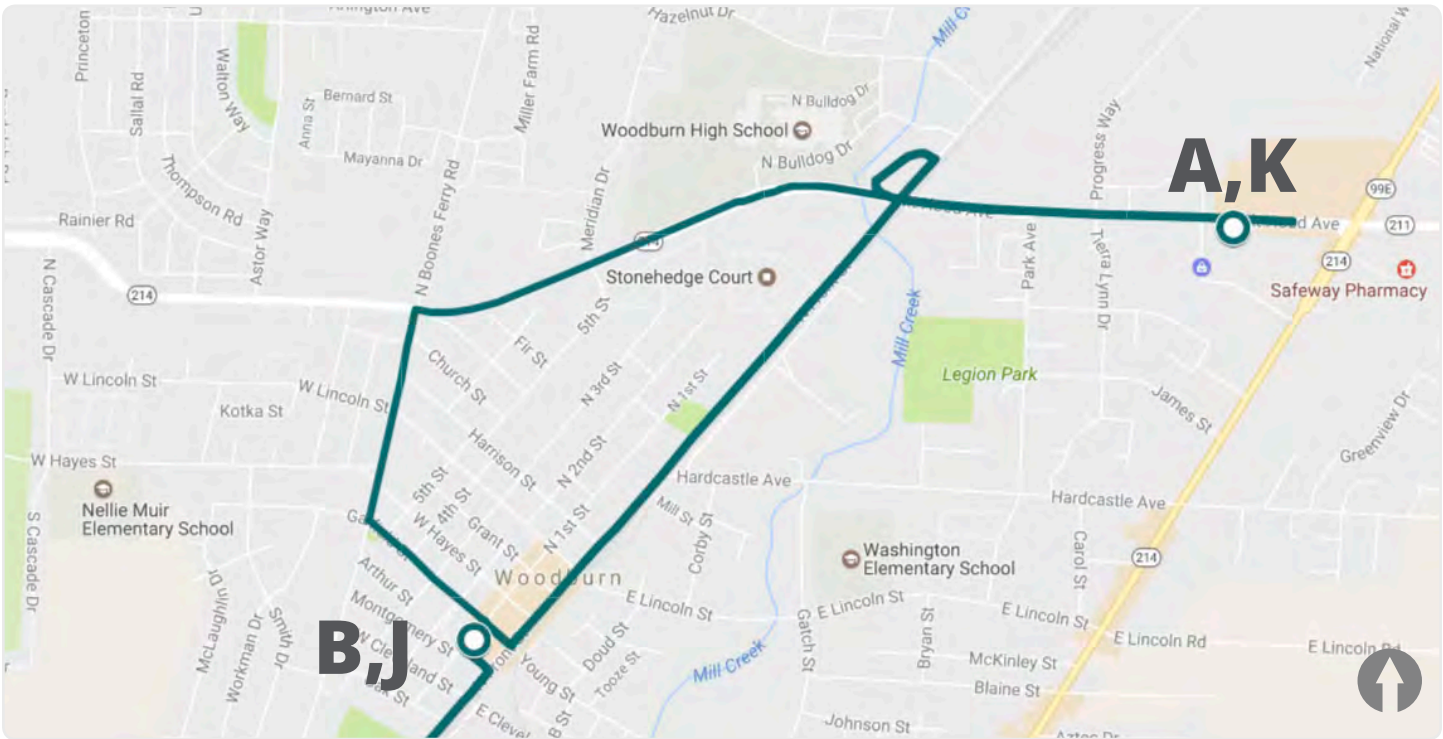
A	B	C	D	E	F
<b>Mt Hood Ave @ 99-E</b> (Woodburn Bi-Mart)	<b>1st @ Arthur</b> (Woodburn Transit Center)	<b>4th @ Douglas</b> (Gervais Post Office)	<b>Portland Rd @ Riverton</b> (Brooks)	<b>Chemeketa Community College - Bldg 2</b> (Salem)	<b>Downtown Transit Center</b> (Salem)
6:30a	6:38a	6:47a	6:55a	7:06a	7:20a
8:30a	8:38a	8:47a	8:55a	9:06a	9:20a
11:00a	11:08a	11:17a	11:25a	11:36a	11:50a
1:00p	1:08p	1:17p	1:25p	1:36p	1:50p
4:27p	4:35p	4:44p	4:52p	5:03p	5:20p
6:30p	6:38p	6:47p	6:55p	7:06p	7:20p

**To Woodburn**

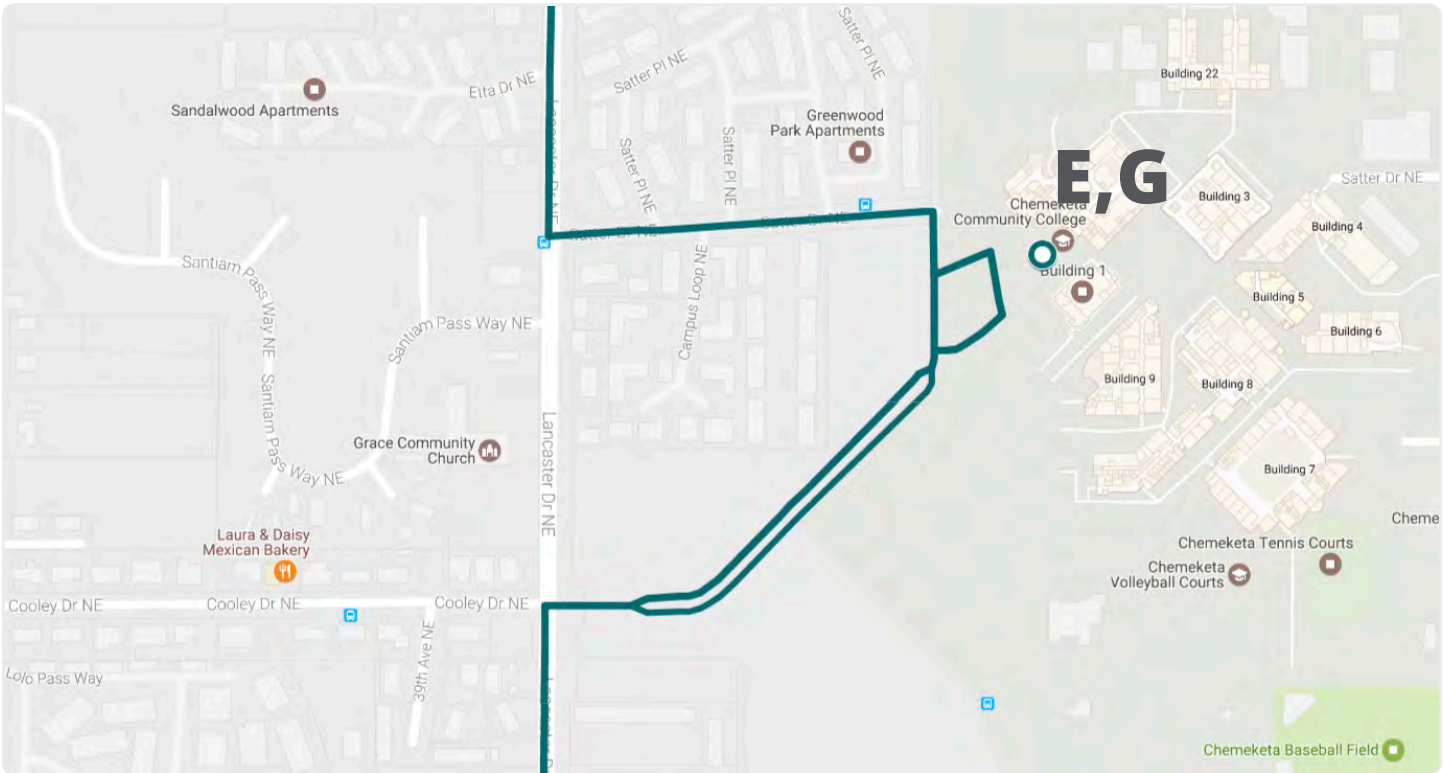
F	G	H	I	J	K
<b>Downtown Transit Center</b> (Salem)	<b>Chemeketa Community College - Bldg 2</b> (Salem)	<b>Portland Rd @ Riverton</b> (Brooks)	<b>4th @ Douglas</b> (Gervais Post Office)	<b>1st @ Arthur</b> (Woodburn Transit Center)	<b>Mt Hood Ave @ 99-E</b> (Woodburn Bi-Mart)
7:30a	7:45a	7:55a	8:04a	8:13a	8:19a
9:30a	9:45a	9:55a	10:04a	10:13a	10:19a
12:00p	12:15p	12:25p	12:34p	12:43p	12:49p
2:00p	2:15p	2:25p	2:34p	2:43p	2:49p
5:30p	5:47p	5:57p	6:06p	6:15p	6:21p
7:30p	7:45p	7:55p	8:04p	8:13p	8:19p

In order to serve Salem’s Capitol Mall, Route 10X will also stop at **Summer @ Union** on the way into Salem, and at **Capitol @ Marion** on the way out to Woodburn.

**Woodburn**



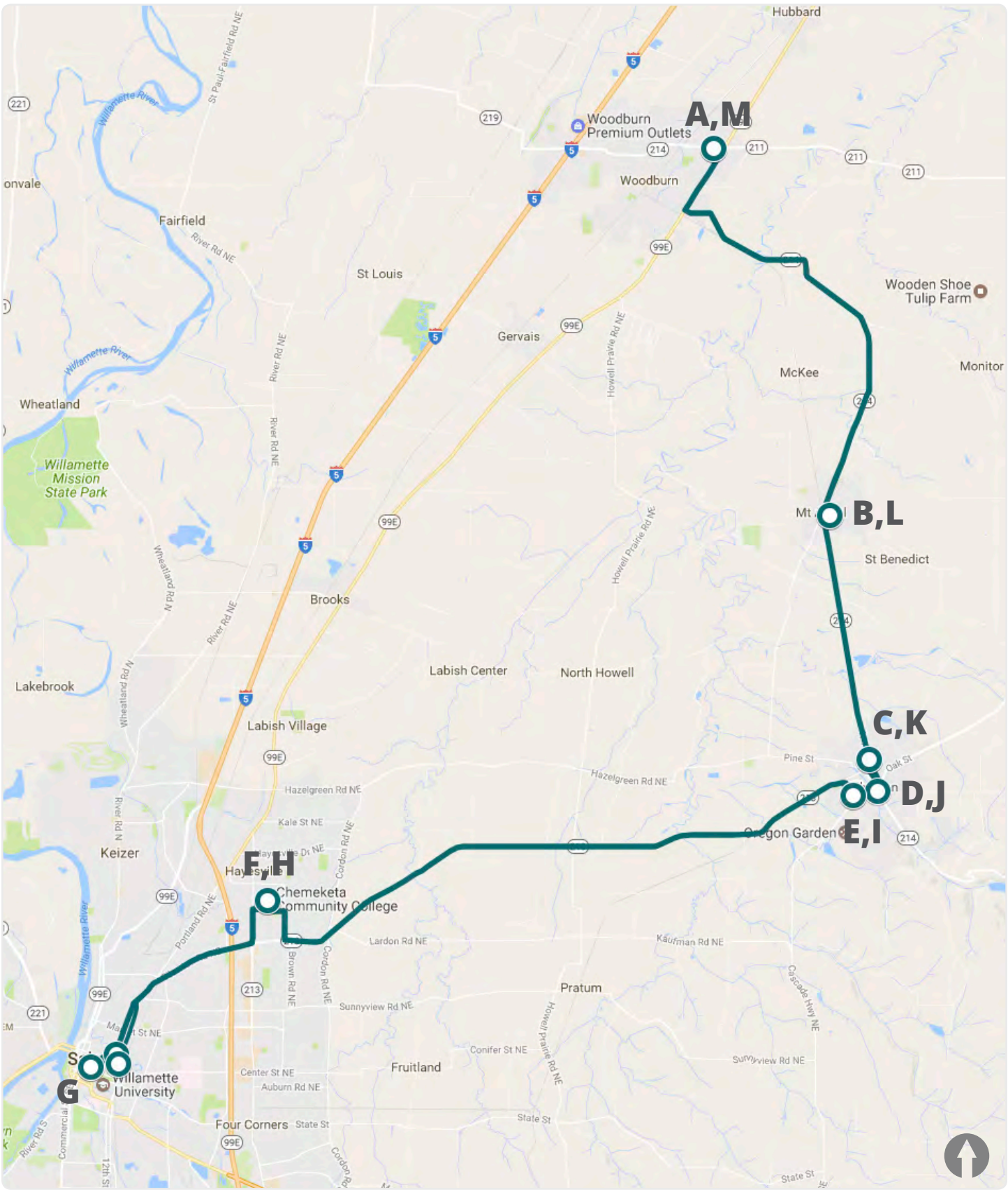
**Salem - Chemeketa Community College**







**CHERRIOTS 20X** Woodburn / Mt. Angel / Silverton / Salem



**To Salem**

A	B	C	D	E	F	G
<b>Mt Hood Ave @ 99-E</b> (Woodburn Bi-Mart)	<b>Cleveland @ Church</b> (Mt. Angel City Hall)	<b>1st @ Bowtie</b> (Silverton Roth's)	<b>Jersey @ Water</b> (Silverton City Hall)	<b>Center @ Fairview</b> (Silverton Hospital)	<b>Chemeketa Community College - Bldg 2</b> (Salem)	<b>Downtown Transit Center</b> (Salem)
6:16a	6:30a	6:39a	6:43a	6:46a	7:05a	7:20a
8:46a	9:00a	9:09a	9:13a	9:16a	9:35a	9:50a
1:16p	1:30p	1:39p	1:43p	1:46p	2:05p	2:20p
4:14p	4:28p	4:37p	4:41p	4:44p	5:03p	5:20p
6:46p	7:00p	7:09p	7:13p	7:16p	7:35p	7:50p

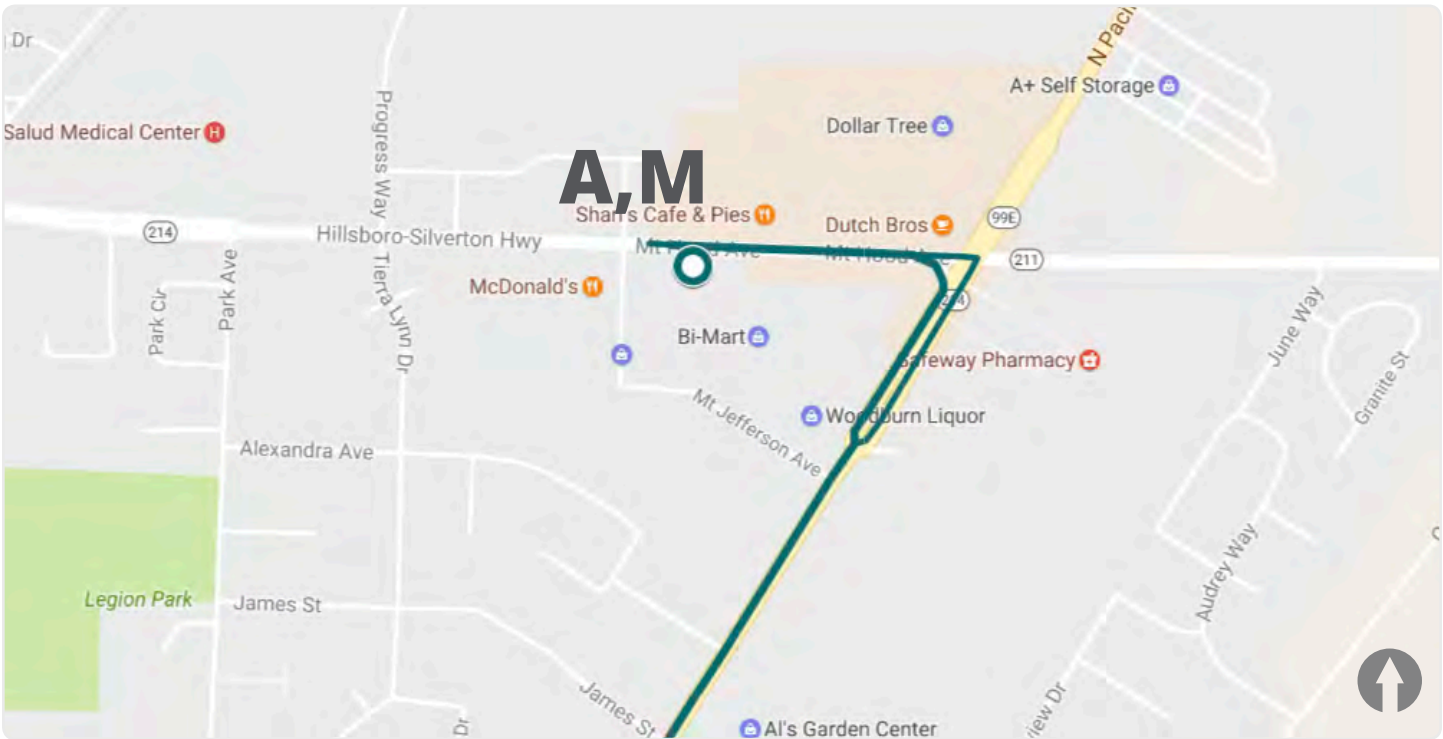
**To Woodburn**

G	H	I	J	K	L	M
<b>Downtown Transit Center</b> (Salem)	<b>Chemeketa Community College - Bldg 2</b> (Salem)	<b>Center @ Fairview</b> (Silverton Hospital)	<b>Jersey @ Water</b> (Silverton City Hall)	<b>1st @ Bowtie</b> (Silverton Roth's)	<b>Cleveland @ Church</b> (Mt. Angel City Hall)	<b>Mt Hood Ave @ 99-E</b> (Woodburn Bi-Mart)
7:30a	7:45a	8:04a	8:07a	8:11a	8:20a	8:34a
10:00a	10:15a	10:34a	10:37a	10:41a	10:50a	11:04a
12:00p	12:15p	12:34p	12:37p	12:41p	12:50p	1:04p
2:30p	2:45p	3:04p	3:07p	3:11p	3:20p	3:34p
5:30p	5:45p	6:04p	6:07p	6:11p	6:20p	6:34p

In order to serve Salem's Capitol Mall, Route 20X will also stop at **Summer @ Union** on the way into Salem, and at **Capitol @ Marion** on the way out to Woodburn.



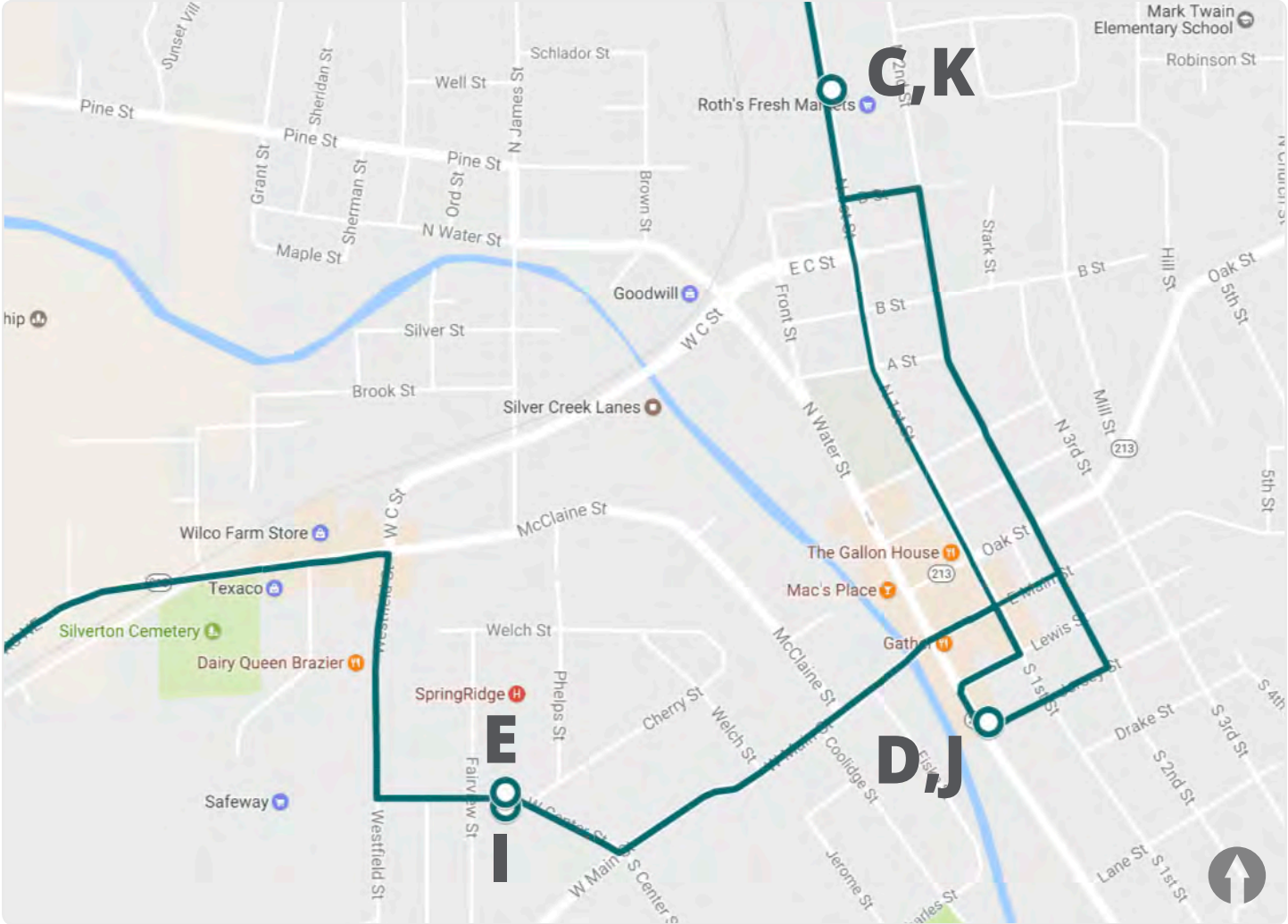
**Woodburn**



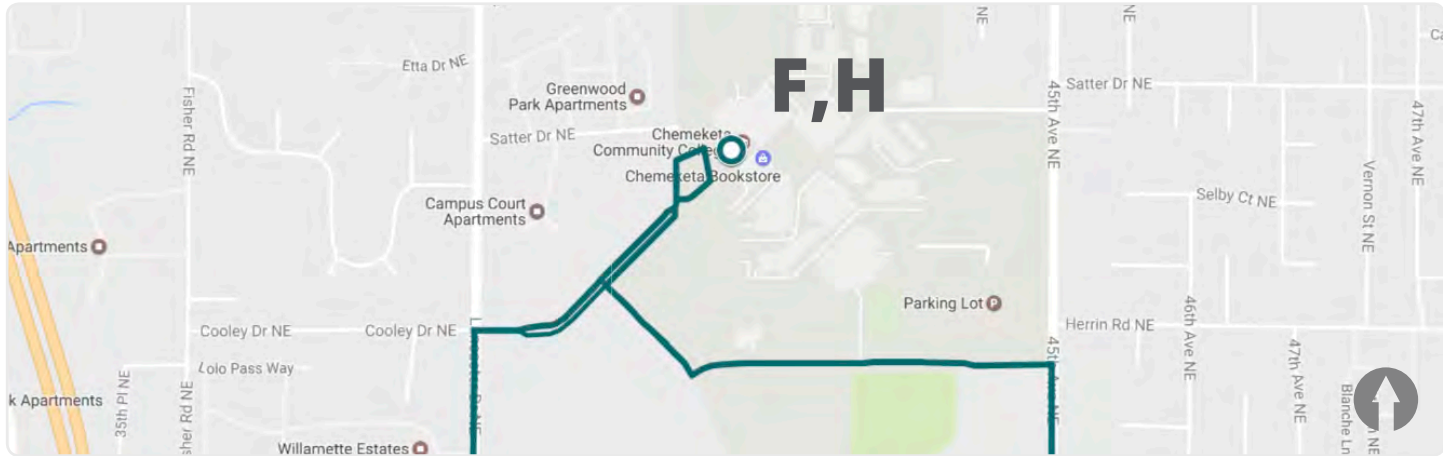
**Mt. Angel**



**Silverton**

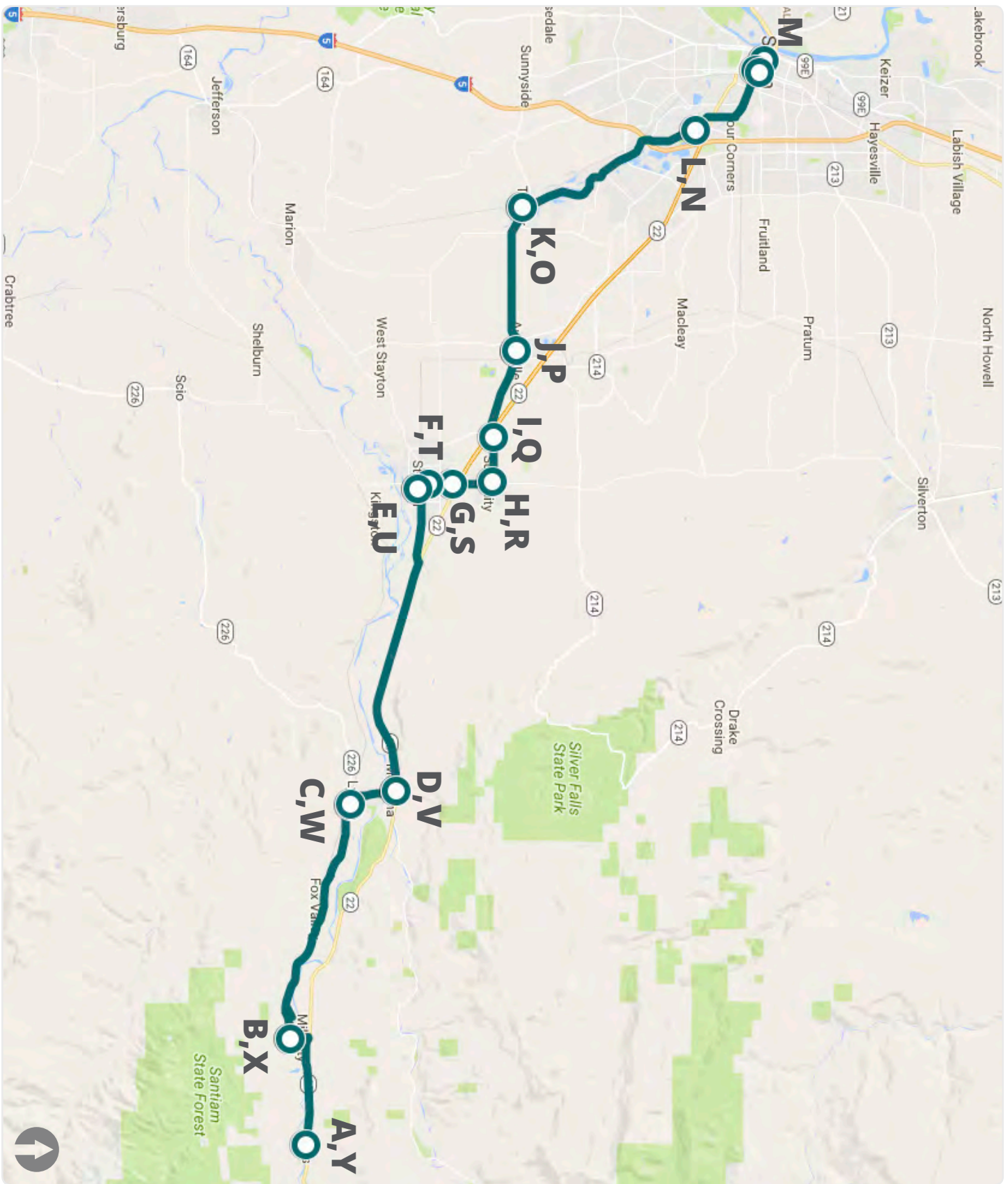


**Salem - Chemeketa Community College**





**CHERRIOTS 30X** Gates / Mill City / Lyons / Mehama / Stayton  
 Sublimity / Aumsville / Turner / Salem




**CHERRIOTS 30X** Gates / Mill City / Lyons / Mehama / Stayton  
 Sublimity / Aumsville / Turner / Salem

**To Salem**

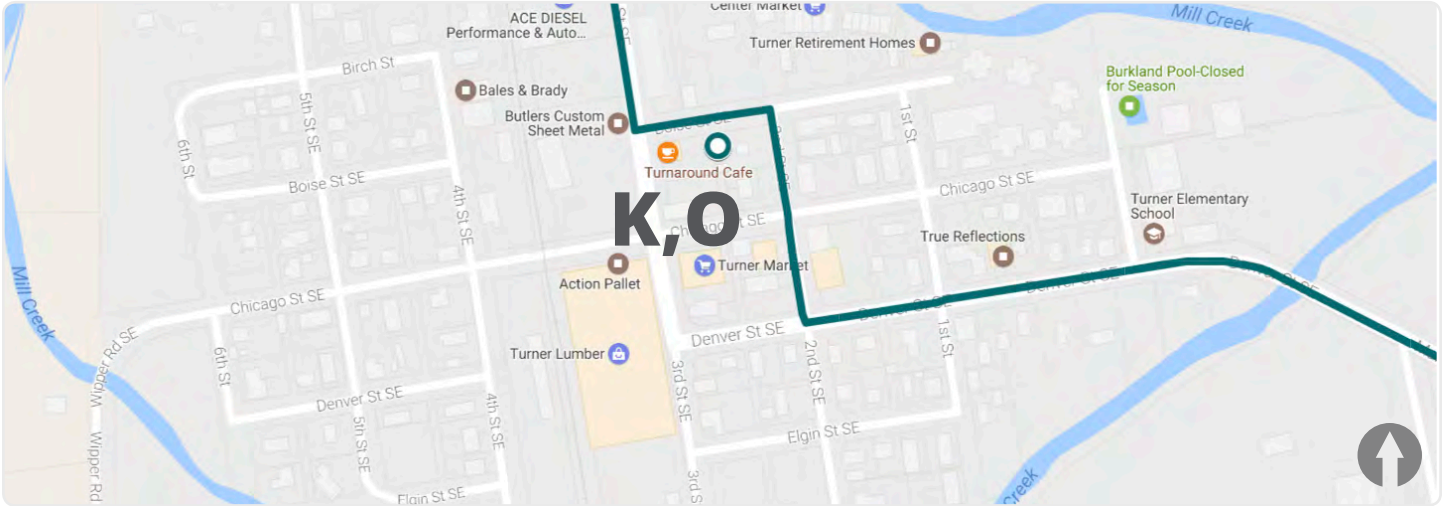
A	B	C	D	E	F	G	H	I	J	K	L	M
<b>Central @ Gates Hill</b> (Gates Park & Ride)	<b>Ivy @ 1st</b> (Mill City Market)	<b>Main @ 10th</b> (Lyons Market)	<b>Gingerbread @ Grove</b> (Mehama)	<b>Washington @ 4th</b> (Stayton)	<b>First @ Fir</b> (Stayton Safeway)	<b>Cascade Hwy @ Golf</b> (Stayton Park & Ride)	<b>Johnson @ Starr</b> (Sublimity Park)	<b>Sublimity Rd @ Golf Club</b> (Stayton DMV)	<b>Main @ 5th</b> (Aumsville Community Center)	<b>Boise @ 2nd</b> (Turner Burkland Park)	<b>1950 Turner</b> (Salem Walmart)	<b>Downtown Transit Center</b> (Salem)
5:41a	5:50a	6:03a	6:08a	6:25a	6:27a	6:31a	6:36a	6:42a	6:50a	7:00a	7:10a	7:20a
—	—	—	—	9:25a	9:27a	9:31a	9:36a	9:42a	9:50a	10:00a	10:10a	10:20a
12:41p	12:50p	1:03p	1:08p	1:25p	1:27p	1:31p	1:36p	1:42p	1:50p	2:00p	2:10p	2:20p
—	—	—	—	4:18p	4:20p	4:24p	4:29p	4:35p	4:45p	4:55p	5:06p	5:20p

**To Stayton**

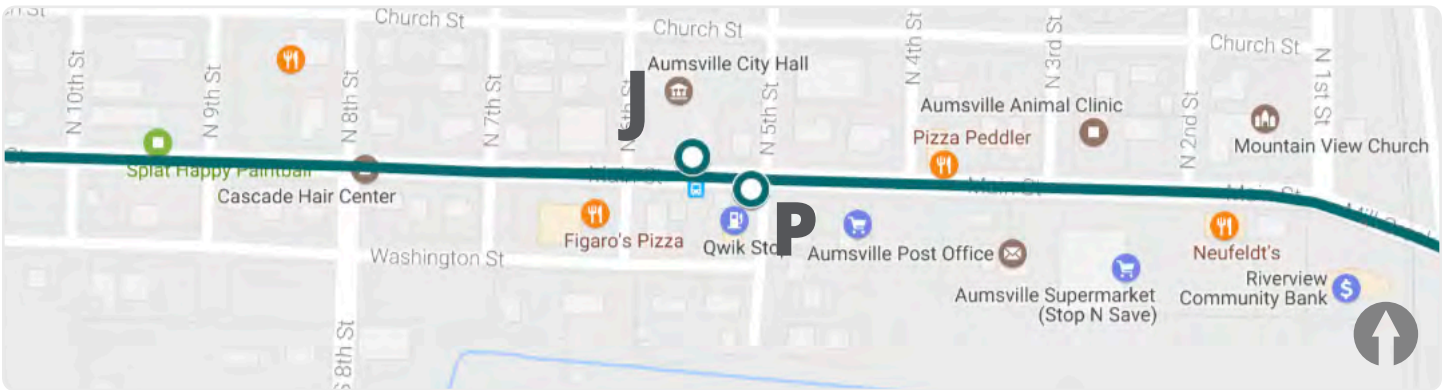
M	N	O	P	Q	R	S	T	U	V	W	X	Y
<b>Downtown Transit Center</b> (Salem)	<b>1950 Turner</b> (Salem Walmart)	<b>Boise @ 2nd</b> (Turner Burkland Park)	<b>Main @ 5th</b> (Aumsville Community Center)	<b>Sublimity Rd @ Golf Club</b> (Stayton DMV)	<b>Johnson @ Starr</b> (Sublimity Park)	<b>Cascade Hwy @ Golf</b> (Stayton Park & Ride)	<b>First @ Fir</b> (Stayton Safeway)	<b>Washington @ 4th</b> (Stayton)	<b>Gingerbread @ Grove</b> (Mehama)	<b>Main @ 10th</b> (Lyons Market)	<b>Ivy @ 1st</b> (Mill City Market)	<b>Central @ Gates Hill</b> (Gates Park & Ride)
7:30a	7:40a	7:50a	8:00a	8:08a	8:14a	8:19a	8:23a	8:25a	—	—	—	—
10:30a	10:40a	10:50a	11:00a	11:08a	11:14a	11:19a	11:23a	11:25a	11:42p	11:47p	12:00p	12:08p
3:00p	3:14p	3:25p	3:35p	3:43p	3:51p	3:58p	4:02p	4:04p	—	—	—	—
5:30p	5:40p	5:50p	6:00p	6:08p	6:14p	6:19p	6:23p	6:25p	6:42p	6:47p	7:00p	7:08p

In order to serve Salem’s Capitol Mall, Route 30X will also stop at **Court @ Capitol** on the way into Salem, and at **State St @ Capitol Bldg Crosswalk** on the way out to Stayton and Gates.

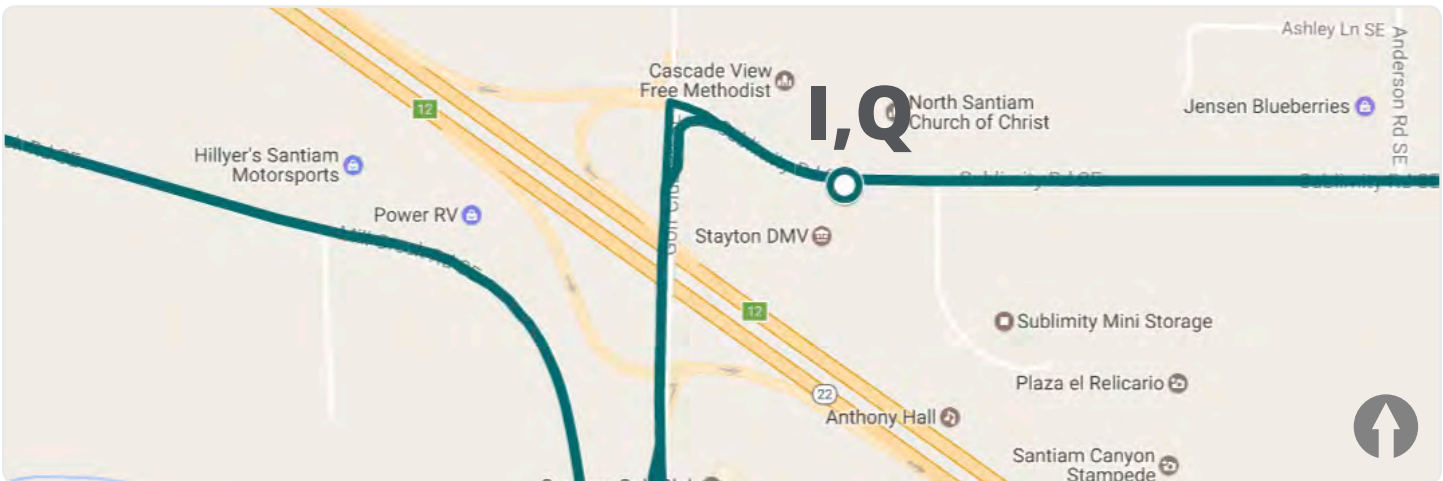
**Turner**



**Aumsville**

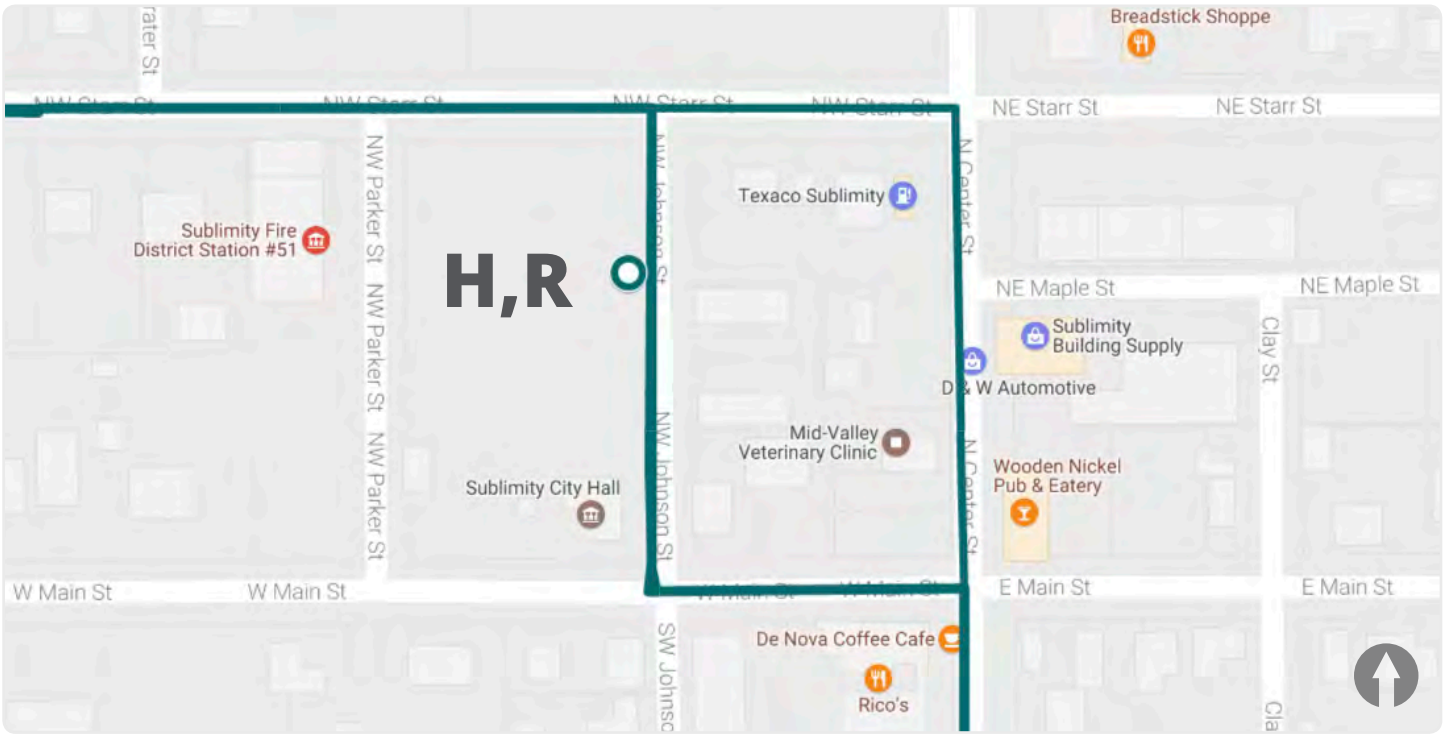


**Stayton DMV**

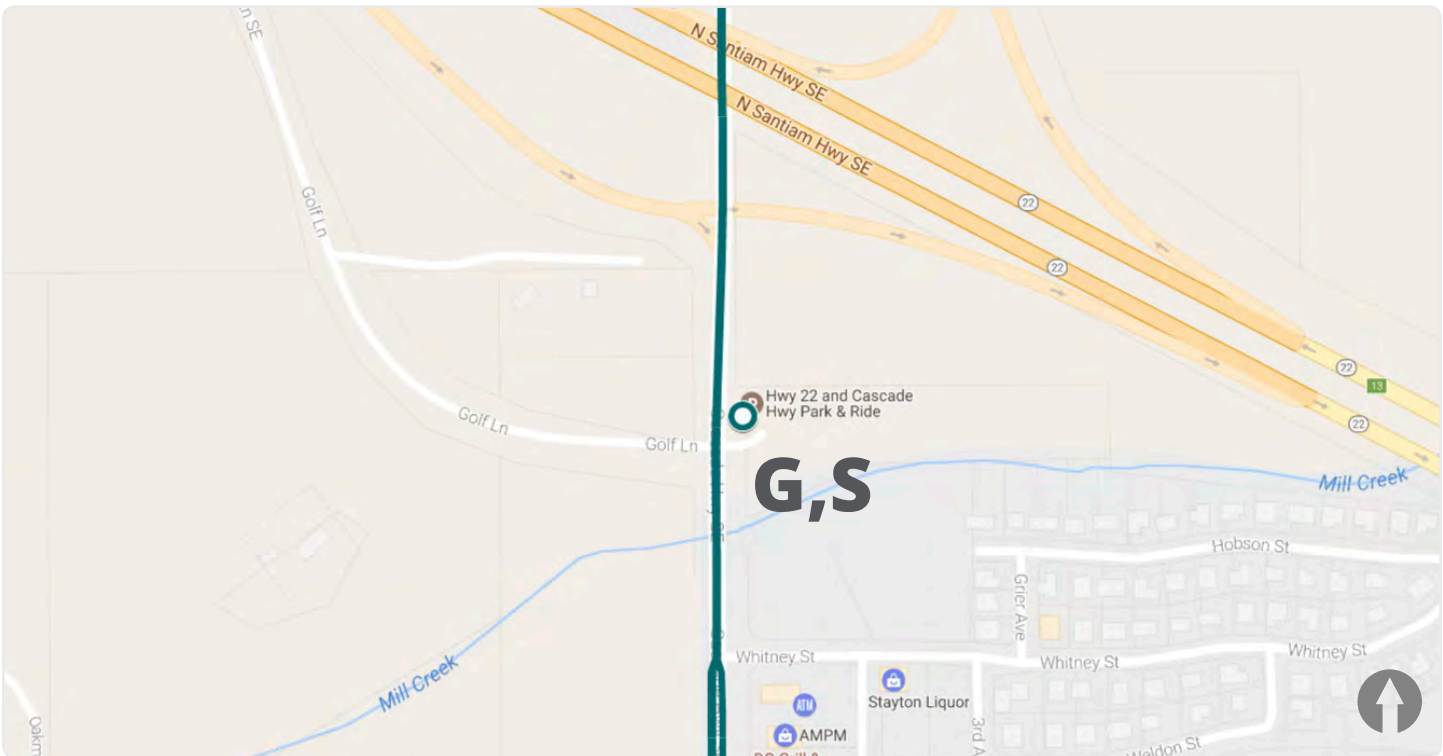




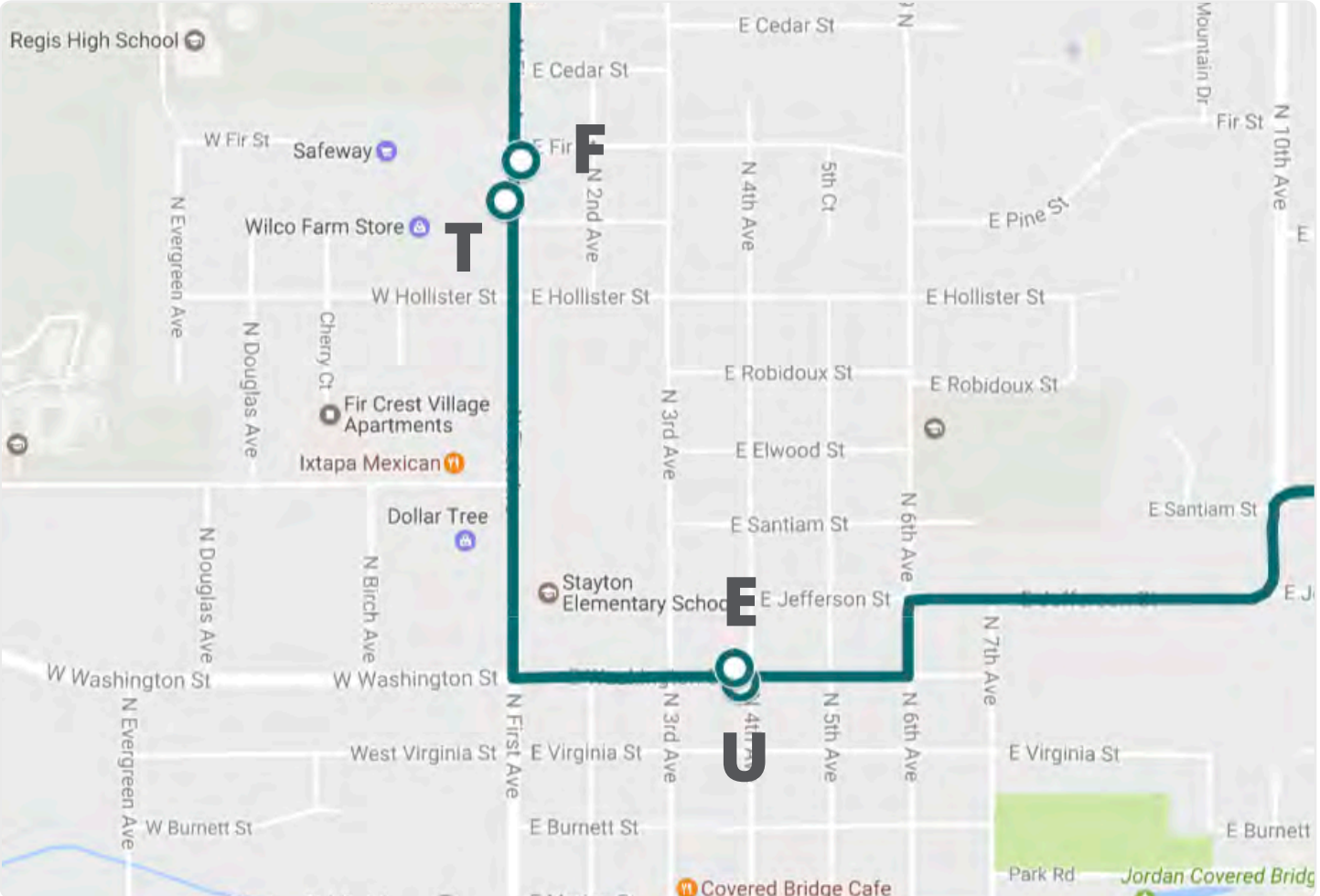
**Sublimity**



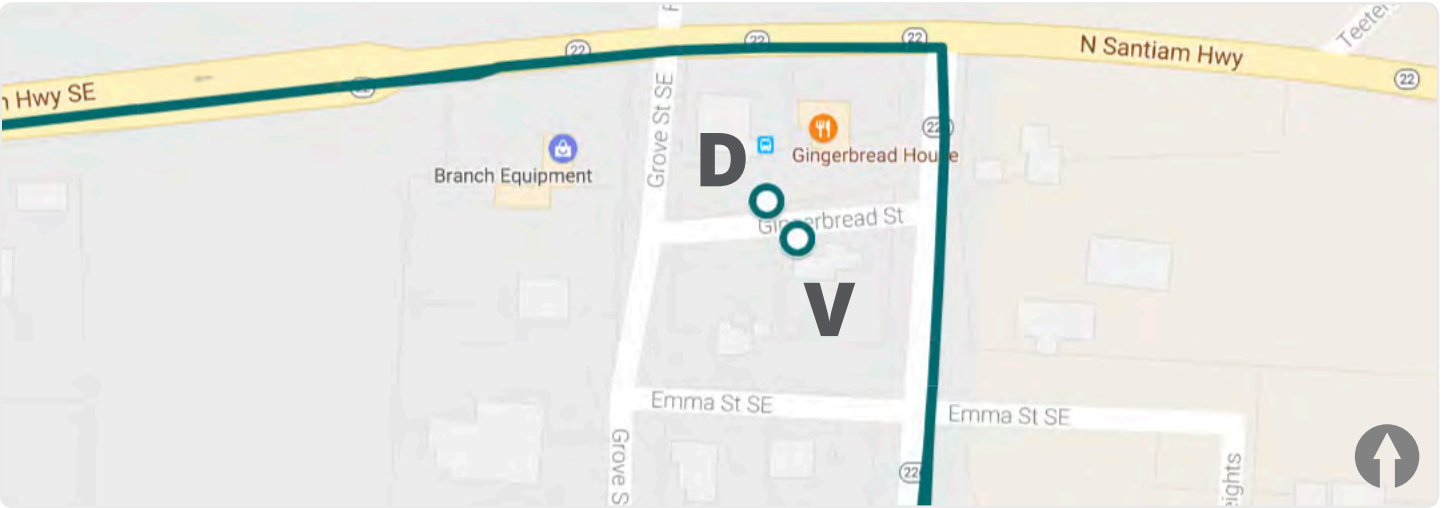
**Stayton Park & Ride**



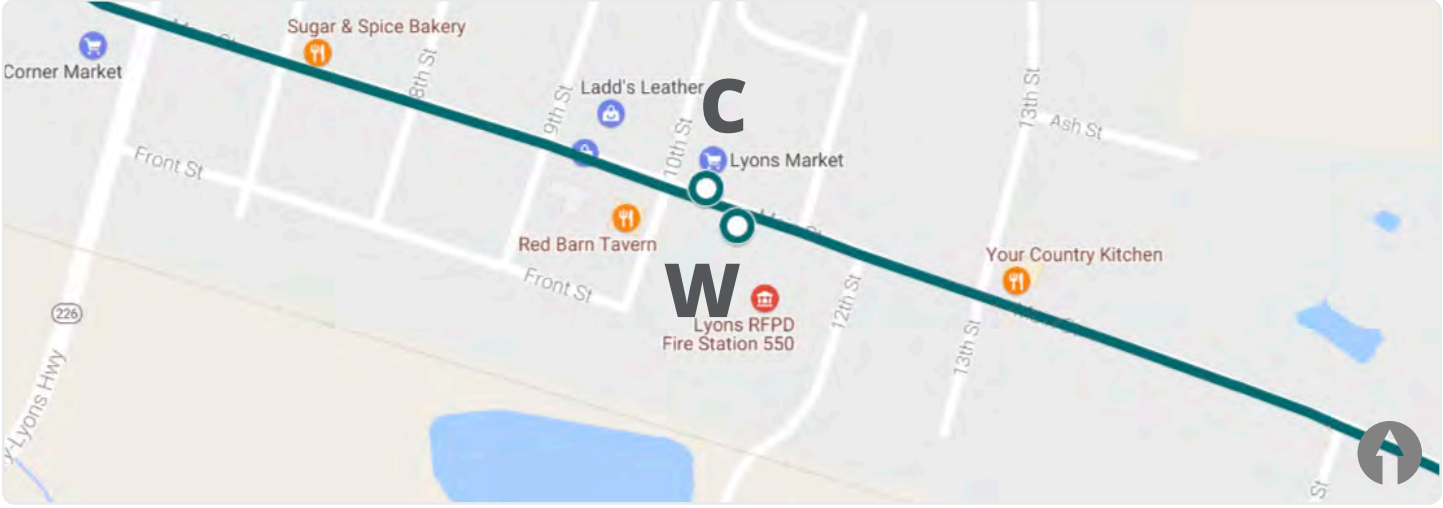
**Stayton**



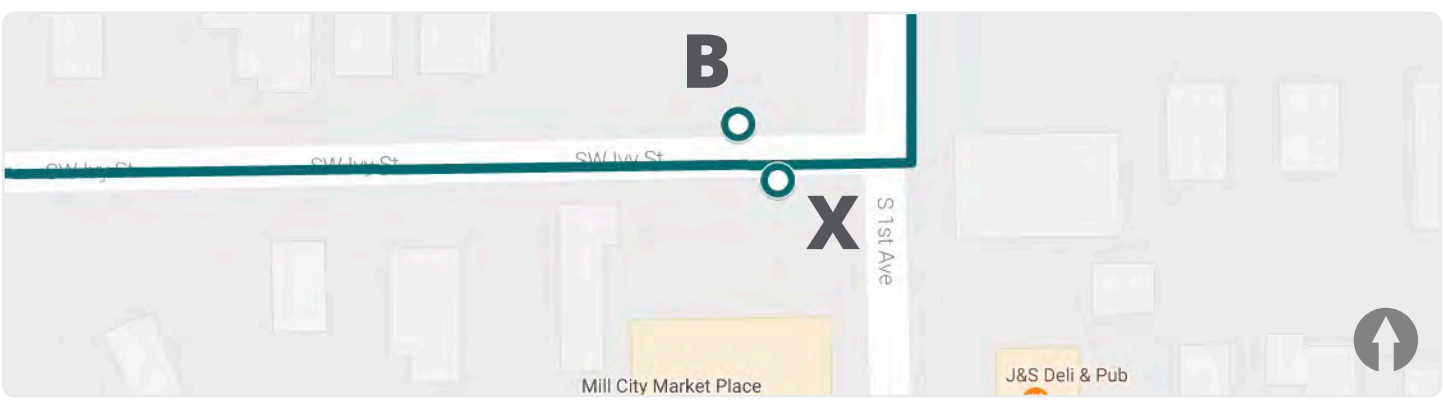
**Mehama**



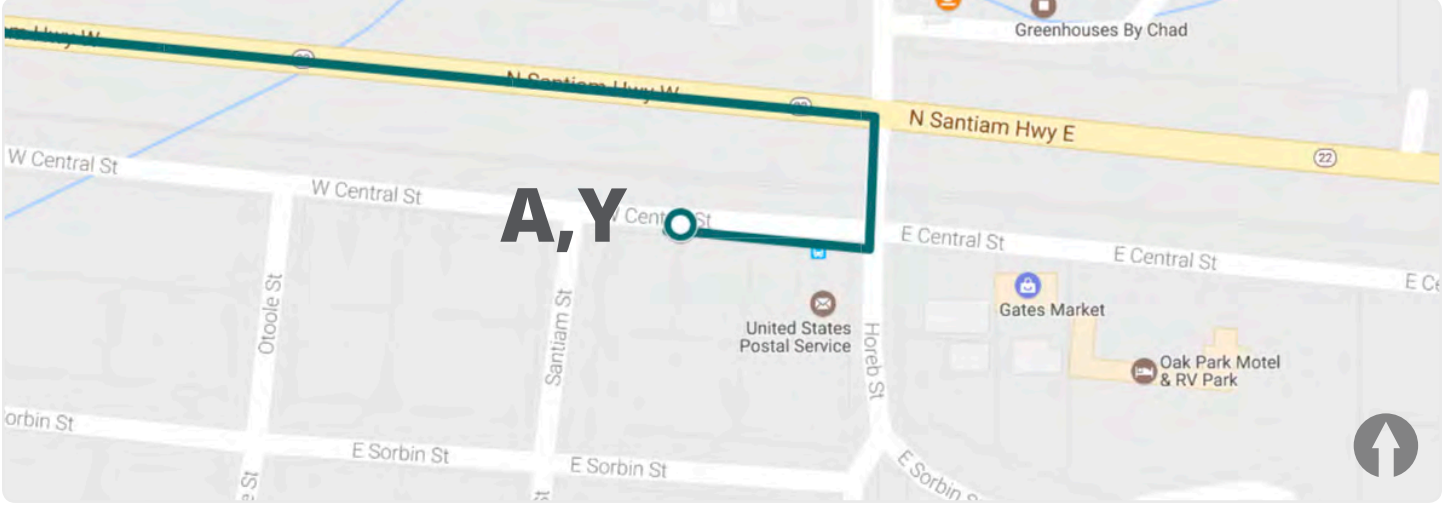
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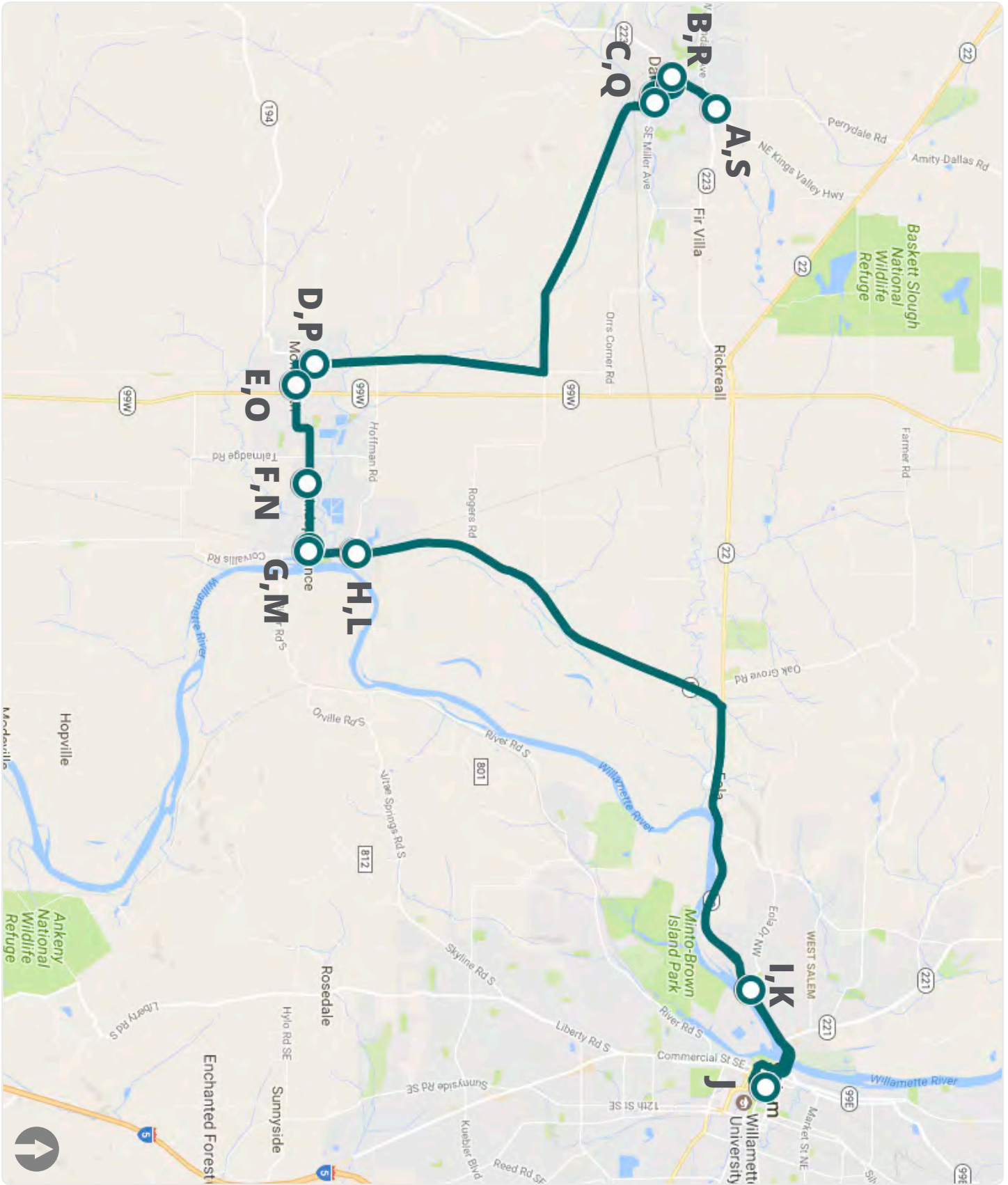
**Mill City**



**Gates**









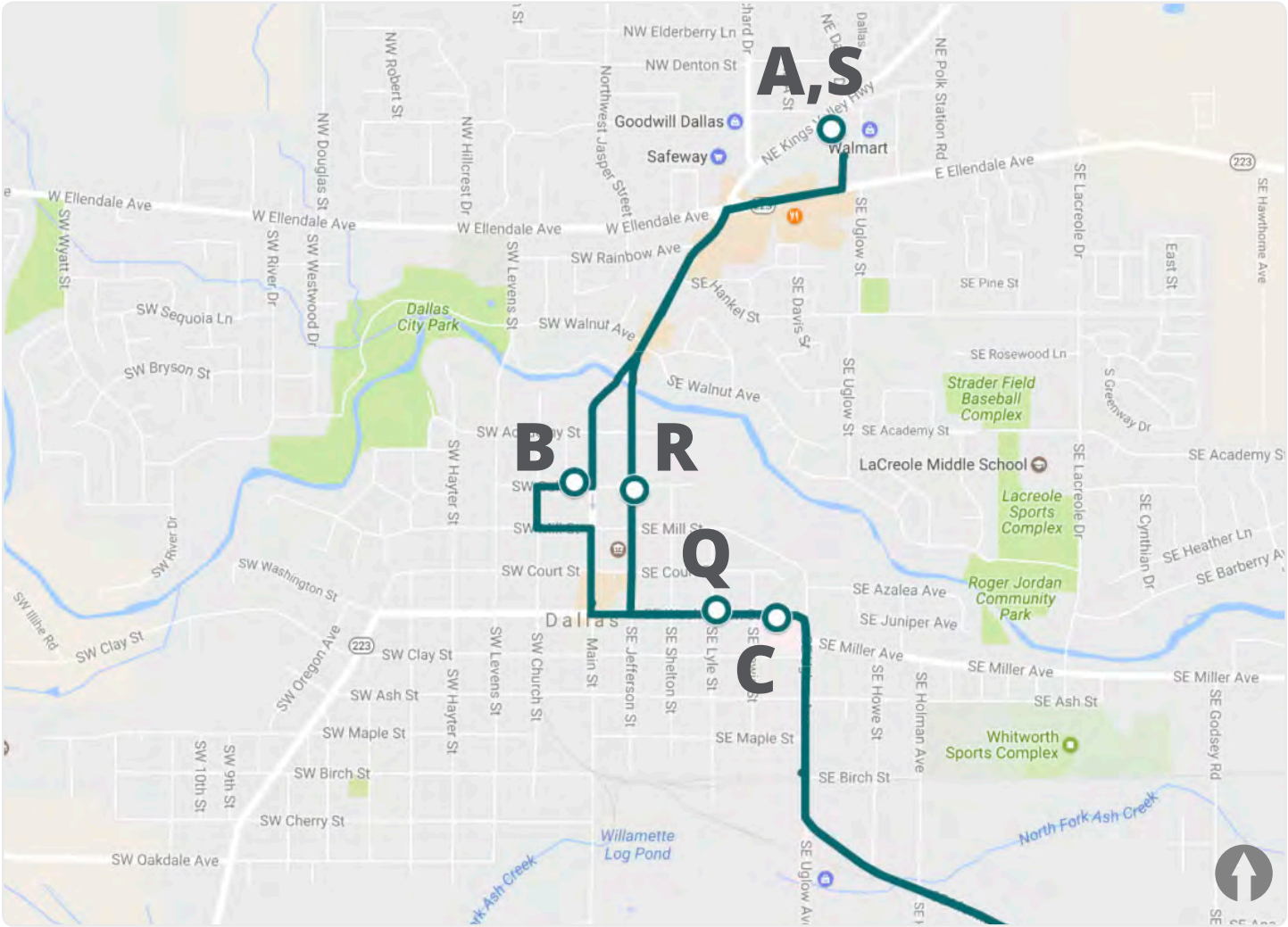
## To Salem

A	B	C	D	E	F	G	H	I	J
<b>Kings Valley @ Dallas Dr</b> (Dallas Walmart Parking Lot)	<b>Oak @ Main</b> (Dallas)	<b>Washington @ Lewis</b> (Dallas West Valley Hospital)	<b>Monmouth Ave @ Church</b> (WOU Werner Center)	<b>Main @ Ecols</b> (Monmouth Public Library)	<b>13th @ Monmouth St</b> (Independence Roth's)	<b>Monmouth St @ 2nd</b> (Independence Library)	<b>Main @ Polk</b> (Independence)	<b>Edgewater @ Rosemont</b> (Salem)	<b>Downtown Transit Center</b> (Salem)
5:50a	5:57a	5:59a	6:12a	6:16a	6:24a	6:26a	6:28a	6:43a	6:50a
8:20a	8:27a	8:29a	8:42a	8:46a	8:54a	8:56a	8:58a	9:13a	9:20a
11:20a	11:27a	11:29a	11:42a	11:46a	11:54a	11:56a	11:58a	12:13p	12:20p
1:50p	1:57p	1:59p	2:12p	2:16p	2:24p	2:26p	2:28p	2:43p	2:50p
4:20p	4:27p	4:29p	4:42p	4:46p	4:54p	4:56p	4:58p	5:13p	5:22p
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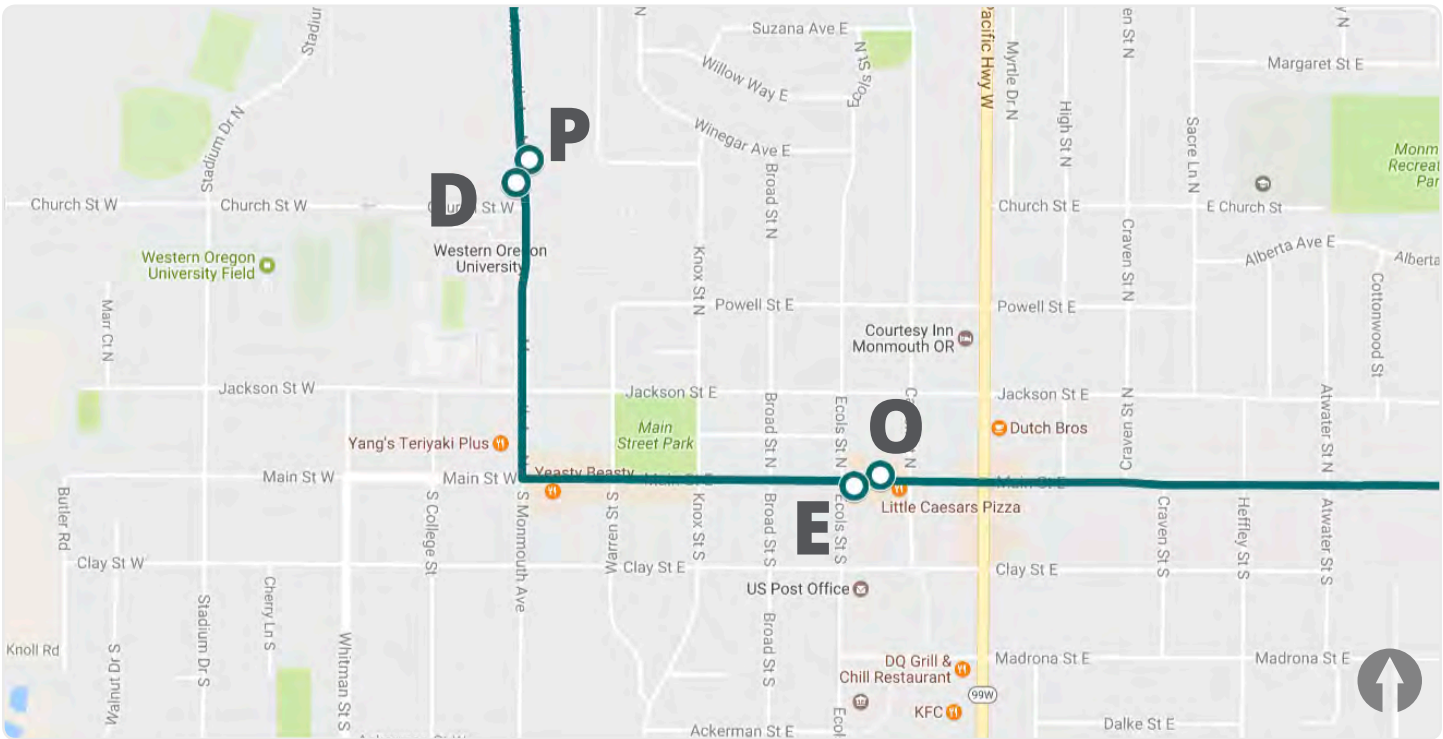
## To Dallas

J	K	L	M	N	O	P	Q	R	S
<b>Downtown Transit Center</b> (Salem)	<b>Edgewater @ Rosemont</b> (Salem Safeway)	<b>Main @ Polk</b> (Independence)	<b>Monmouth St @ 2nd</b> (Independence Library)	<b>13th @ Monmouth St</b> (Independence Roth's)	<b>Main @ Catron</b> (Monmouth Public Library)	<b>Monmouth Ave @ Church</b> (WOU Library)	<b>Washington @ Lyle</b> (West Valley Hospital)	<b>Jefferson @ Oak</b> (Dallas)	<b>Kings Valley @ Dallas Dr</b> (Dallas Walmart Parking Lot)
7:00a	7:07a	7:22a	7:24a	7:28a	7:36a	7:40a	7:53a	7:55a	8:02a
9:30a	9:37a	9:52a	9:54a	9:58a	10:06a	10:10a	10:23a	10:25a	10:32a
12:30p	12:37p	12:52p	12:54p	12:58p	1:06p	1:10p	1:23p	1:25p	1:32p
3:00p	3:07p	3:22p	3:24p	3:28p	3:36p	3:40p	3:53p	3:55p	4:02p
5:30p	5:37p	5:52p	5:54p	5:58p	6:06p	6:10p	6:23p	6:25p	6:32p
8:30p	8:37p	8:52p	8:54p	8:58p	9:06p	9:10p	9:23p	9:25p	9:32p

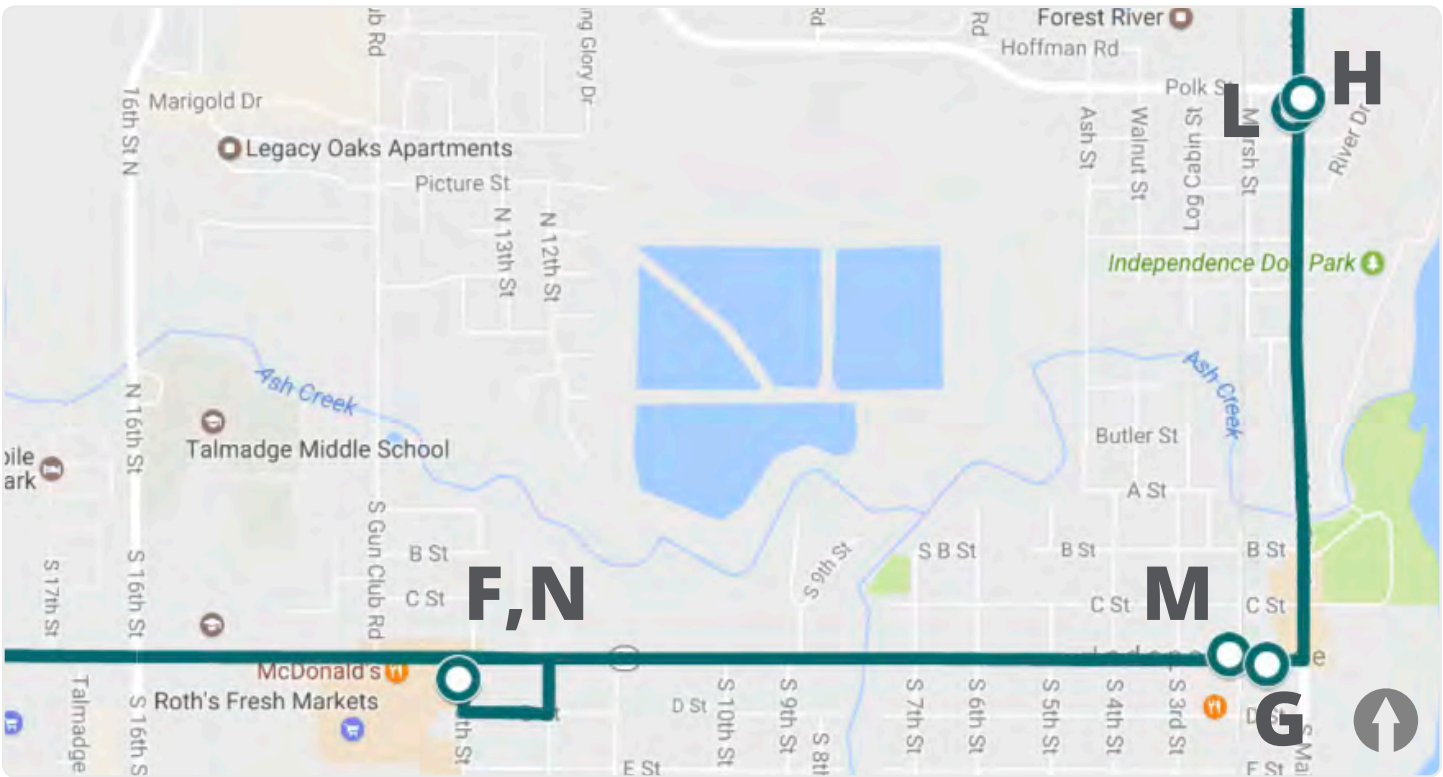
**Dallas**



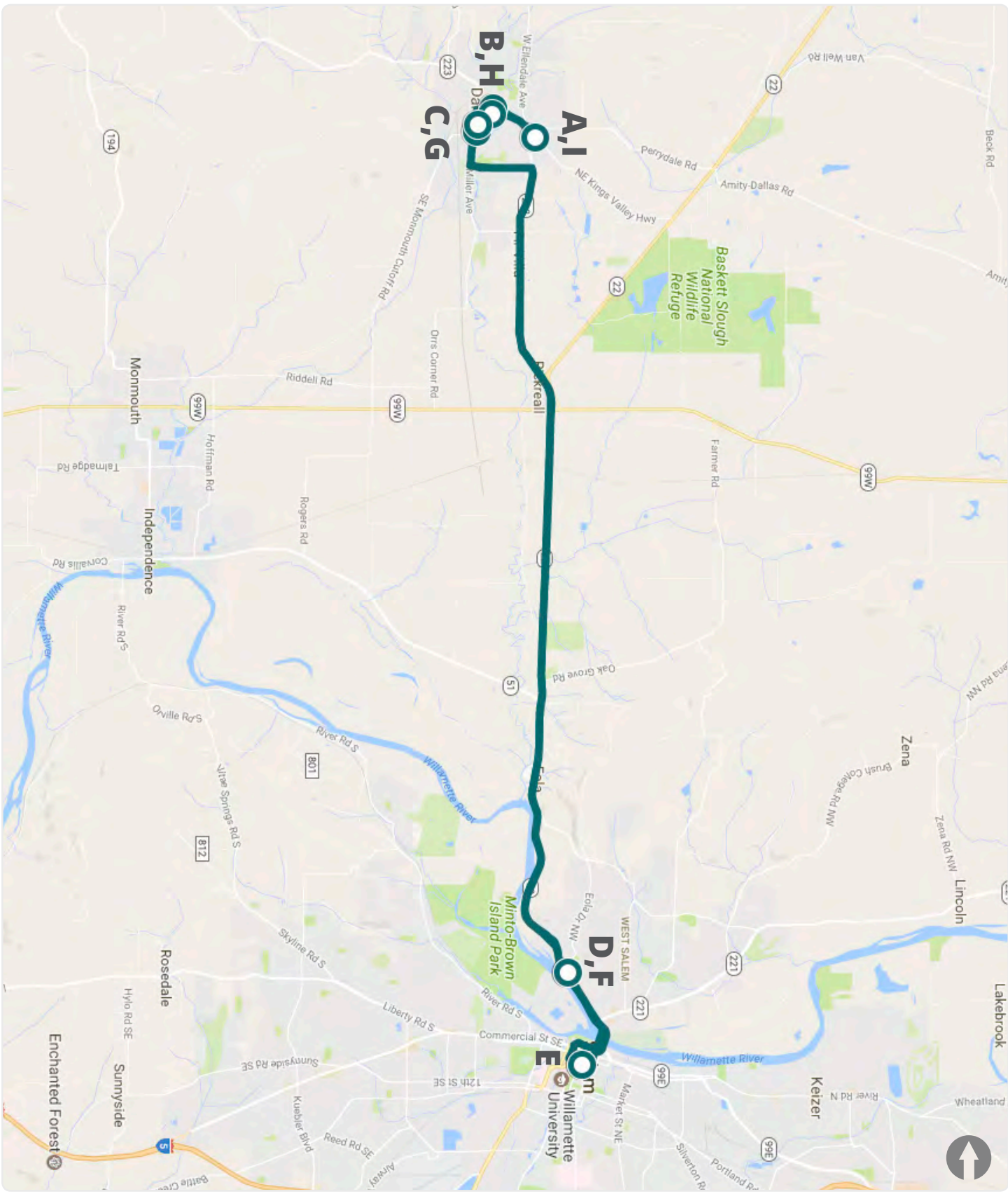
**Monmouth**



**Independence**







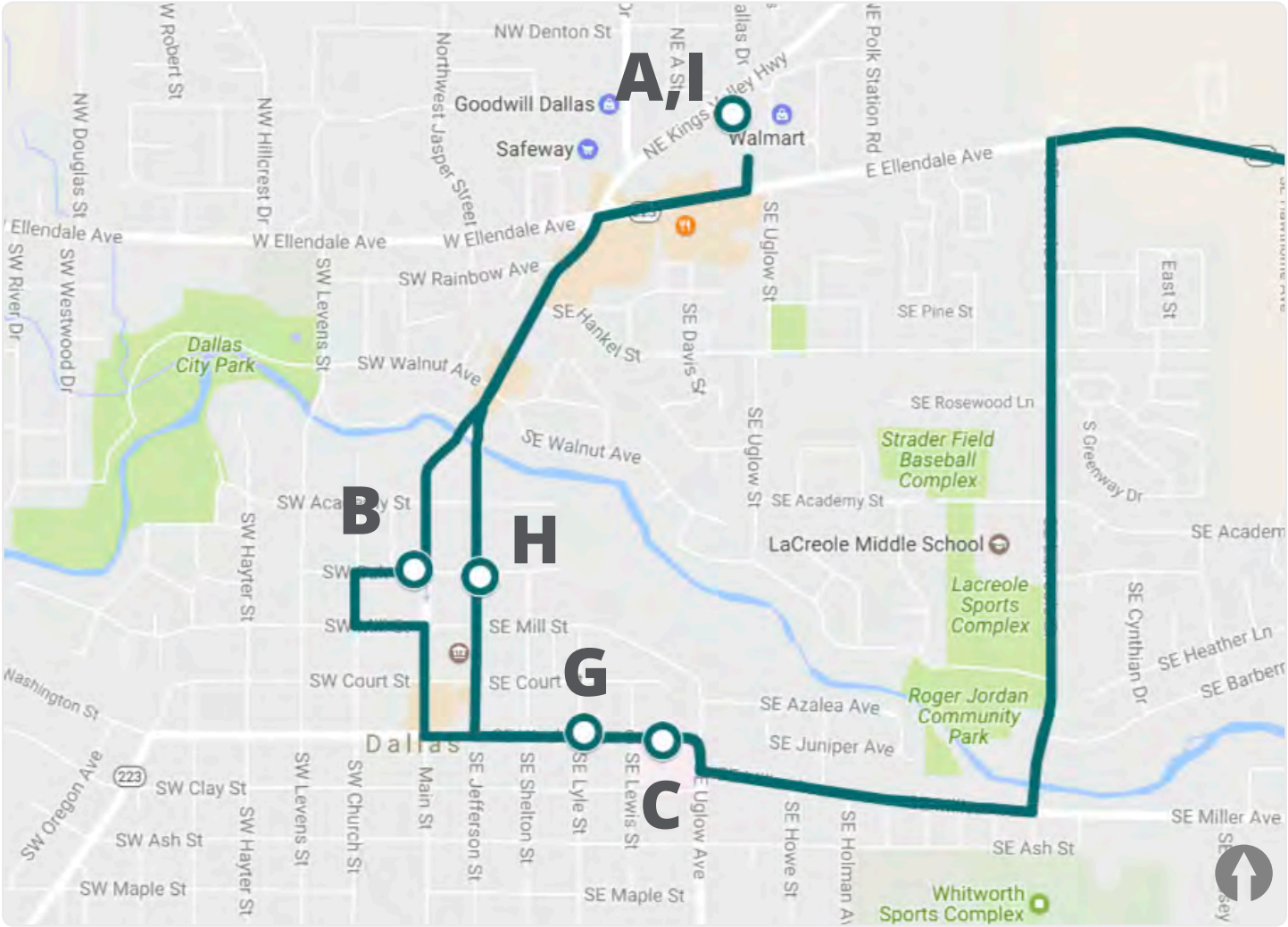
**To Salem**

A	B	C	D	E
<b>Kings Valley @ Dallas Dr</b> (Dallas Walmart Parking Lot)	<b>Oak @ Main</b> (Dallas)	<b>Washington @ Lewis</b> (Dallas West Valley Hospital)	<b>Edgewater @ Rosemont</b> (Salem)	<b>Downtown Transit Center</b> (Salem)
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4:14p	4:21p	4:24p	4:43p	4:50p

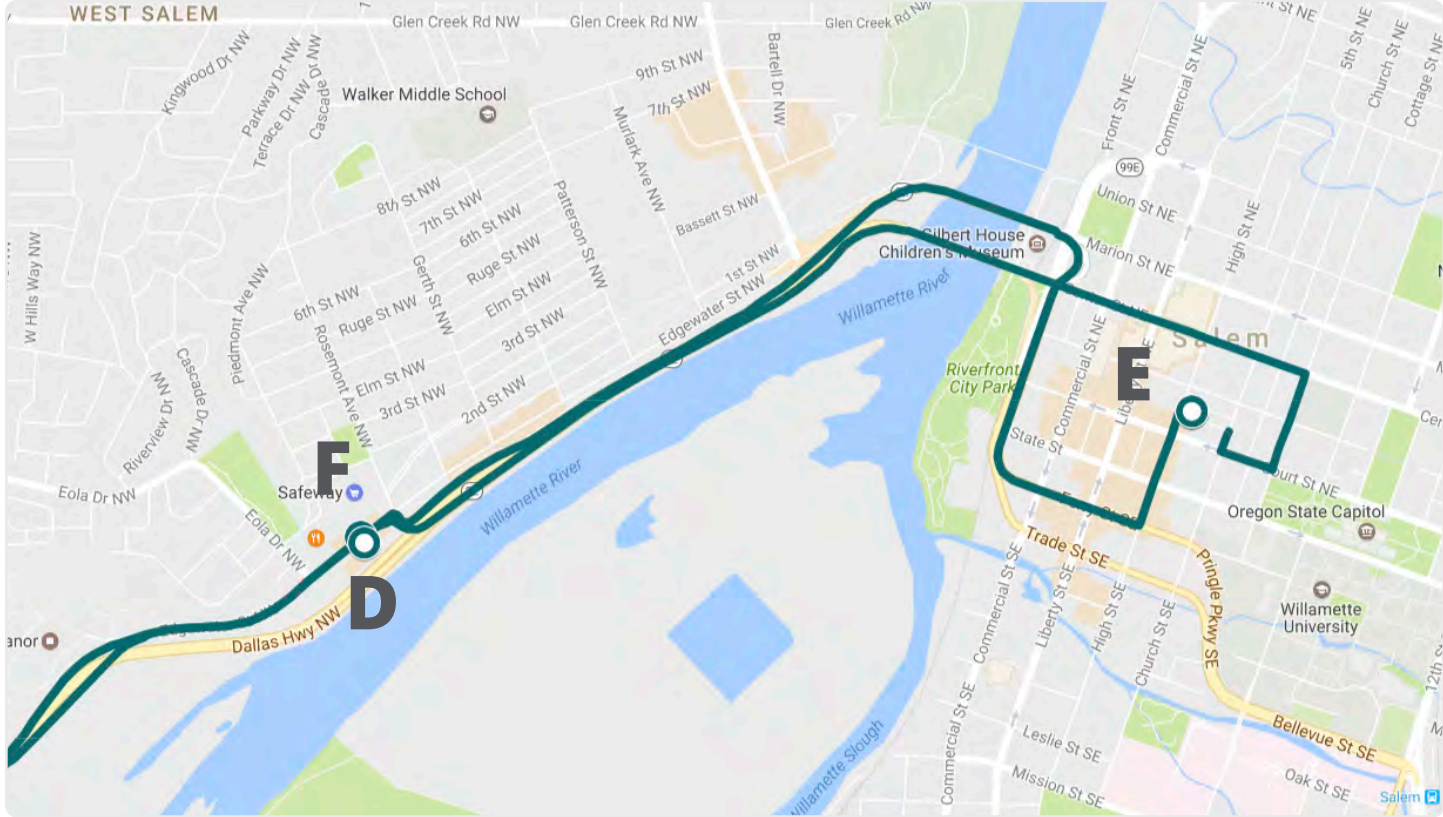
**To Dallas**

E	F	G	H	I
<b>Downtown Transit Center</b> (Salem)	<b>Edgewater @ Rosemont</b> (Salem Safeway)	<b>Washington @ Lyle</b> (Dallas)	<b>Jefferson @ Oak</b> (Dallas)	<b>Kings Valley @ Dallas Dr</b> (Dallas Walmart Parking Lot)
7:00a	7:07a	7:26a	7:28a	7:35a
5:00p	5:09p	5:28p	5:30p	5:37p

**Dallas**



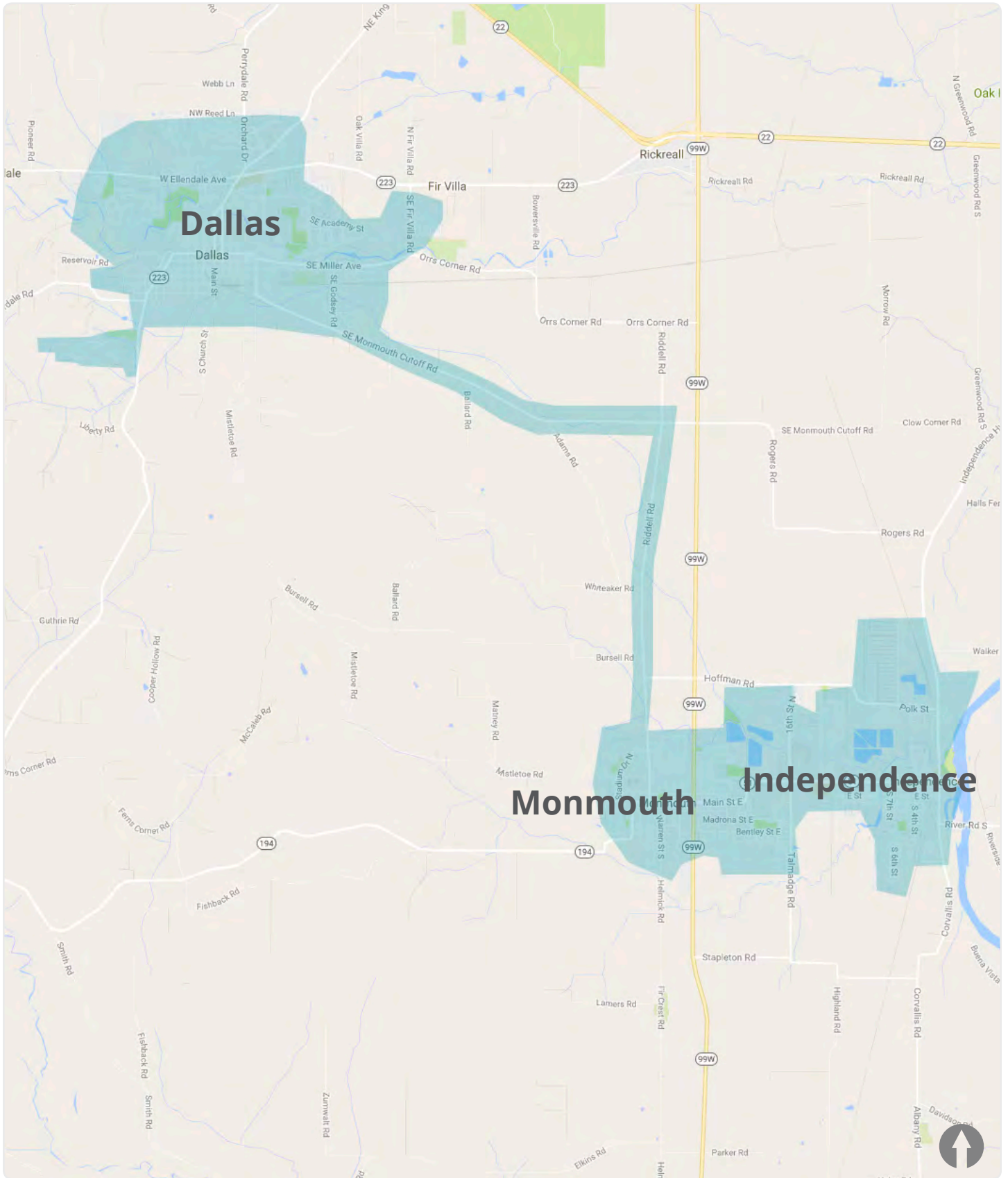
**Salem**







# Polk County Flex





# Polk County Flex

Rides on the Polk County Flex must be scheduled 24 hours in advance. Any rider can make a trip request. However, the number of trip reservations may be limited in order to keep the bus on schedule. To make a reservation, riders call the Cherriots Call Center at 503-315-5544.

In addition to the below times, the bus is in Dallas from 4 to 4:40 p.m.

## To Dallas

Independence / Monmouth	Dallas
7:00-7:45a	8:00-8:15a
7:35-8:30a	8:40-9:20a
8:25-8:50a	9:00-9:35a
9:55-10:15a	10:35-11:00a
11:20a-12:30p	12:45-1:15p
12:25-12:50p	1:00-1:15p
2:40-3:25p	3:35-4:20p

## To Independence / Monmouth

Dallas	Independence / Monmouth
8:00-8:15a	8:25-8:50a
9:00-9:35a	9:55-10:15a
10:35-11:00a	11:20a-12:30p
11:30a-12:10p	12:25-12:50p
2:00-2:30p	2:40-3:25p
3:35-4:20p	4:30-5:15p

**MEMO TO: BOARD OF DIRECTORS**  
**FROM: ALLAN POLLOCK, GENERAL MANAGER**  
**SUBJECT: BOARD MEMBER COMMITTEE REPORT**

**Issue**

Shall the Board report on their committee participation and meetings attended?

**Background and Findings**

Board members are appointed to local, regional, or national committees. Board members also present testimony at public hearings on specific issues as the need arises. After these meetings, public hearings, or other activities attended by individual members on behalf of SAMTD, time will be scheduled for an oral report/update. The following activities have designated board member representation:

<b><u>Board/Committee</u></b>	<b><u>Director(s)</u></b>
Special Transportation Fund Advisory Committee (STFAC)	Director Hammill Alternate: Director Thompson
Mid-Willamette Area Commission on Transportation (MWACT)	Director Kelley Alternate: Director Lincoln
Mid-Willamette Valley Council of Governments (MWVCOG)	Director Thompson Alternate: President Krebs
Salem-Keizer Area Transportation Study Policy Committee (SKATS)	President Krebs Alternate: Director Busch
Oregon Metropolitan Planning Organization Consortium (OMPOC)	President Krebs Alternate: Director Busch

**Financial Impact**

None

**Recommendation**

Receive and File

**Proposed Motion**

None



Salem Area Mass Transit District  
Board of Directors

~ WORK SESSION ~

November 14, 2016  
Courthouse Square – Senator Hearing Room  
555 Court Street NE, Salem, Oregon 97301

**MINUTES**

PRESENT: Board	President Robert Krebs; Directors John Hammill, Kathy Lincoln, Marcia Kelley, Colleen Busch, Jerry Thompson, and Steve Evans
Staff	Allan Pollock, General Manager; David Trimble, Chief Operating Officer; Paula Dixon, Director of Administration; Steve Dickey, Director of Transportation Development; Patricia Feeny, Director of Communication; Linda Galeazzi, Executive Assistant; Ben Fetherston, SAMTD Legal Counsel
Guests	Cindy Rogers, City Clerk, City of Aumsville; Brent Standridge, TripLink Call Center Manager, MV Transportation

**1. CALL TO ORDER** **5:30 PM**  
President Bob Krebs called the work session to order.

**2. DISCUSSION**

**a. CARTS Regional Redesign Project Update** **5:30PM**

Staff report: Pages 1-50 of the agenda  
Presented by: Ted Stonecliffe, Long-Range Planning Analyst, Transportation Development Division  
Board members received a summary and the outcomes of the public outreach conducted by staff over a six week period to receive feedback on the proposed changes recommended for the CARTS regional service area. Mr. Stonecliffe reviewed the list of changes that will be recommended. He also reported on where the feedback from the public outreach events were received and the respondents overall feelings about the proposed changes. A comprehensive list of all of the comments and the changes made to address those comments will be included in the Board's agenda packet for the January 26, 2017 regular meeting. Staff intends to send this packet of information out to all who gave the District their email address at least one to two weeks prior to the board meeting for review and comment.

Comments: Mr. Pollock advised that there will be a 17% cut in state funding for all of the properties across the state. Staff will do an analysis to see what the effects will be on the CARTS project. He has a chart that gives more information on the cuts and their impact from past bienniums and the current 2015-2017 biennium.

Director Lincoln asked if the District had a plan B if there are cuts to be made. She asked if there was a possibility to use, add on or extend the state employee bus pass program to the CARTS system.

Director Thompson advised that the District is the designated STF agency for

Marion and Polk Counties. Cuts may not affect the first year of the biennium, but cuts may be necessary in the second year.

Director Kelley said they can wait and see what the legislature decides to do; a percentage of the cigarette tax has gone into the STF fund.

President Krebs said there could be a financial package that comes out of the legislature; they will have to wait and see. He noted that the public hearing for comments regarding the CARTS regional plan has closed; so comments received will need to come to the Board through the January board meeting.

**Direction: Director Kelley recommended that the Board receive the CARTS packet of information as early as possible in December, due to the holidays, so they have time to review and comment prior to the January meeting.**

#### **b. Cherriots Service Changes**

**6:05 PM**

Staff report: Pages 51-70 of the agenda

Presented by: Chris French, Senior Planner, Transportation Development Division

The Board was apprised of service changes to the Cherriots fixed route service that will take effect on January 3, 2017. A map of the service changes was provided as Attachment B in the staff report. Staff had been monitoring and modifying the new service since September 2015 after the District launched major *Moving Forward* service changes. Mr. French explained in detail the issues and the solutions for the issues that have consistently surfaced since these service changes were made. Staff will provide another informational update at the Board's regular meeting on December 8<sup>th</sup>.

Comments: Director Kelley remarked that she hoped these changes would get the routes back on schedule again.

Director Hammill stated that the changes should eliminate the bottleneck and the additional wait times should be easier too. He said difficulties with missing the transfer has been an issue that he has heard a lot about. Transfer reliability at transfer stations should also be considered.

#### **c. Proposed Website Development Contract**

**6:32 PM**

Staff report: Pages 71-72 of the agenda

Presented by: Jenny Furniss, Marketing/Social Media Specialist, Communication Division

Ms. Furniss reported on the findings for updating the District's website and gave examples of the issues that were shared with the marketing and technology services staff. The procurement process has been completed and the evaluation committee determined that OMBU was the most responsive to the procurement criteria. The Board will be asked to take action on the proposed contract at the December 8<sup>th</sup> regular meeting. OMBU proposed an eight month timeline to redevelop the website.

Comments: In response to questions asked by the Board, Ms. Furniss reported that the proposer for the District's website design has also worked with Metro and their corridor plan using dynamic maps. OMBU is based out of Portland so the kick off meeting will be onsite. The proposed timeline is eight months with incremental time points to stay on track. Staff is doing an internal inquiry of all departments to get feedback on what staff wants to include on the District's website.

#### **d. District Property Commercial Advertising Policy**

**6:45 PM**



Staff report: Pages 73-78 of the agenda

Presented by: Patricia Feeny, Director of Communication, Communication Division

Board members reviewed revisions to the Board's advertising policy as a result of the Board's discussion at the August 8<sup>th</sup> work session. Board members provided feedback on advertising content standards, Items A to Q (on pages 75-76 of the agenda). Final revisions to the policy will be brought to the Board for action through the Resolution process at their December 8<sup>th</sup> Board meeting. Upon approval, a Request for Proposal (RFP) process will begin.

Comments: President Krebs advised that the Board has a choice; to go forward with this action item or ignore it. He personally does not like wraps that cover the windows, but this issue involves the potential to generate an estimated \$100-\$150,000 of revenue a year.

Director Kelley remarked that the District has had advertising on the buses for a long time and were not sued. This is an opportunity for local businesses to advertise. This was her original proposal. They do not have many choices and it could be a feel good opportunity with their knowing that the revenue was going to help underprivileged youth.

Director Busch asked about the Oregon Lottery exception under Item 117.05(k) since the primary income derived by the Lottery was gambling. She noted that the legal age to gamble was 18 years and older. Director Kelley suggested that the Oregon Lottery would advertise things like the gambling hot line.

Mr. Pollock explained what was involved in working with the vendor. There is no control over the cost of the ad but there should be no expense for the District; the vendor hires the installer. Prior to cancelling the contract with Lamar, they guaranteed a dollar amount of \$250,000 per year.

Director Hammill remarked that the draft policy framed the issues nicely. The issues are not about revenue but about public perception. Senator Courtney had asked him why they did not advertise and he responded that there was not much of a return.

Director Lincoln said the revised policy was better than the last policy draft, noting that there was still some risk. It is not risk-free but the Board is going into it with their eyes wide open. She suggested that language in the policy under Item 117.13 in the last sentence be changed to state the general manager was responsible for implementation of the policy rather than both the General Manager and the Director of Communication.

**Direction: President Krebs stated that staff will do some wordsmithing and ask legal counsel to review the policy one more time prior to adding it to the agenda for board action at the December 8 meeting.**

#### **e. 2016-2017 Strategic Plan Update**

**7:05 PM**

Staff report: Pages 79-82 of the agenda

Presented by: Allan Pollock, General Manager

Mr. Pollock provided an update on the Board's strategic planning process that began on August 26<sup>th</sup> with the Board's subcommittee at a kick off meeting. Feedback from that initial meeting was presented to the full Board at the September 22<sup>nd</sup> regular meeting when Board members

asked to discuss the strategic planning process further at a work session. Board members considered two approaches to provide a strategic document that will set a course for the District for the next five to twenty years – They could start over with a new strategic document that would require help from a facilitator to move the group through the process; or they could meet to review and update the existing document. Mr. Pollock provided steps to be taken during the process with a timeline.

Comments: Director Thompson was in favor of adjusting the current strategic business plan (SBP) but did not want to go through the process of rewriting it. He said it was a painful and lengthy process. Director Kelley agreed; recalling that it took two full Saturdays. There is only so much you can do with a transit plan; the destination is the same. She did not think the SBP needed a lot of tweaking.

Director Lincoln noted that Director Hammill brought up some serious concerns at their subcommittee meeting. One of the concerns he raised was whether the Board wanted commuter service or to help people with no transportation.

Director Hammill said his concerns were based on the fact that there have been a number of significant changes since the Board voted on a 75/25% split of frequency and coverage. During all of their debates in the last four years, the SBP was never used. We know we need a SBP; it provides strategic direction. He said we want a SBP that provides guidance; a living document and we do not have that right now.

Director Thompson was in favor of tying District's activities back to the SBP.

President Krebs said they need to see if the SBP is current.

Mr. Pollock recapped what he heard that they are not communicating how the changes reflect the goals in the SBP or what is in the District's Strategic Pillars that he talked about in his Budget Message. The District is repackaging service, not growing service. We need to link all of that activity together.

Direction: **Mr. Pollock advised that staff will add discussion about the strategic business plan over the next five to ten years on to the work session agendas next year until it is completed.**

### 3. GENERAL MANAGER COMMENTS

7:19 PM

Staff report: Pages 29-32 of the agenda

Presented by: Allan Pollock, General Manager

Mr. Pollock reminded the Board that there will be no transit service on District holidays to include November 24, Thanksgiving Day, the day after Christmas on December 25 and the day after the New Year's Day holiday, on January 2, 2017. He noted that the next regular Board meeting was scheduled for December 8 where the Board will take action on the third and final amendment to the CFM Strategic Communications contract, on two budget committee appointments and a revised advertising policy. Looking ahead, Mr. Pollock stated that the Board will take action on the District's state legislative priorities at their January 26, 2017 meeting.

President Krebs noted that the Mid-Willamette Valley Council of Governments sent out a call for nominations for three regional awards to be presented at the MWVCOG Annual Dinner on

January 25, 2017. Director Busch submitted a nomination [on file] to consider. Director Kelley recommended that this nomination be submitted for the Professional Services Award. Completed nomination forms are due back to the COG by December 29, 2016 and will be kept confidential until the awards dinner.

Director Lincoln inquired about Sandy Hernandez, who expressed an interest to her about serving on the Special Transportation Fund Advisory Committee. Director Hammill noted that there were three vacancies to fill. Mr. Pollock responded that staff has tried to contact her but have not heard back from her yet.

Director Busch shared a request from the Keizer Chamber about the District sponsoring the cost of shuttling people back and forth to Keizer Rapid Park for an event they are planning. Mr. Pollock advised that he would be willing to hear about their ideas and sponsorship; however, the District does not provide service on weekends.

#### **4. WORK SESSION ADJOURNED**

**7:32 PM**

Recorded by: Linda Galeazzi, Executive Assistant/Clerk of the Board



Salem Area Mass Transit District  
Board of Directors

~ **Web Development Subcommittee** ~

Thursday, December 8, 2016  
4:00 p.m. -

Cherriots Administration Office - Mill Creek Conference Room 5147  
555 Court Street NE, Suite 5230, Salem, Oregon 97301

**MINUTES**

**PRESENT:**

**Board** President Bob Krebs; Directors Kathy Lincoln and Jerry Thompson

**Staff** Allan Pollock, General Manager; David Trimble, Chief Operating Officer; Patricia Feeny, Director of Communication; Steve Dickey, Director of Transportation Development; Jenny Furniss, Marketing/Social Media Specialist; Kristian Sorensen, Technology Support Services Analyst; Jonah Hanson, Marketing Assistant; Linda Galeazzi, Executive Assistant/Recording Secretary

**Guests** None

**1. CALL TO ORDER**

**4:00 PM**

The Web Development Subcommittee meeting was called to order and introductions were made around the table.

**2. PURPOSE OF THE MEETING**

The purpose of this meeting was to receive input from Board members and the executive leadership team about their ideas for change and improvements to the Cherriots.org website to support the goals of the District. The Board will take action to authorize the General Manager to execute a contract with OMBU to redevelop the District's website.

The subcommittee discussed issues related to the use of Google Maps on the District's website. Google Maps does not show inbound or outbound stops accurately because of their proximity and people do not know streets and intersections as well as they do business locations or other identifiers. Google Maps used to show inbound and outbound route paths, but an update removed that feature and the District lacks control in using Google Maps. Staff will work with a new web developer to explore other mapping solutions and for more control over how its maps are displayed. *Open Street Maps* was considered as an option. Staff would have ability to make edits since it is

community driven. In addition, *Open Street Maps* interfaces with other systems such as *Apple Maps*.

Mr. Dickey advised that the District could have another team survey the system in detail and possibly update Open Street Maps with the ability to hover over a spot on the map and have it update with real-time information from CAD AVL once it goes live.

Director Lincoln recommended integrating the addition of bus stop locations imbedded on the maps with the schedule. She supported the concepts shared about the use of the CAD AVL system and considered that it would be of benefit to Dispatch as well.

The subcommittee discussed the importance of the homepage and focusing on the services that people care most about. The majority of users are riders looking for route information, schedules and fare information. Staff reported that the new website will have more dynamic infographics rather than static images that the site currently uses. Video links for commonly searched questions may appeal to some users.

The subcommittee considered a new image for the Board of Directors page, having an improved, interactive calendar other than a PDF that shows important meetings, events, etc., and a link to the [www.CCTVSalem.org](http://www.CCTVSalem.org) feed or integrating CCTV's video streams to Board's page in a "live" way as a board meeting is happening with close captioning.

The subcommittee discussed adding a directory of staff contacts and eliminating the obstacles that occur digging down into layers to find administrative documents with the use of drop down menus. On many occasions, external agencies and individuals look for budgetary or financial information, RFPs and other historical data, A library of documents to include the District's Title VI Plan, the long range plan and others would meet the District's goal to promote transparency and accountability.

The subcommittee discussed the need for a Newsroom presence on the site since much of the news is going digital. The District has diminished capacity now. The District needs to tell its own story rather than relying on news agencies. Options considered included a rotating editorial blog and weekly messages, feature stories, and an archive.

The subcommittee considered the addition of information about travel beyond the District's "borders." The current website addresses the Cherriots fixed route service but lacks information on connections to other transit systems. The website needs to include resources for people outside of the city on how to use the bus system. People are insecure about using transit but a section on "How To" may give them more confidence (about how to pay fares, or how to get on the bus with links to other agencies, etc.).



Director Lincoln suggested that there be information about the use of bike racks under the “How To” section.

President Krebs shared that he had organized and directed two fundraising tours for the Salem Downtown Lions Club to Portland using transit services. He sent his ideas for a Connections Section web page redesign in an email (Attachment A) to Mr. Pollock. The information provided would allow for seamless travel outside of the District’s borders by connecting with other regional transit districts. It would include samples of extended trips from Salem to other regions. He was willing to volunteer his time to work on this kind of project and help put the web pages together.

The subcommittee considered that the District’s website could be a model for other agencies. They reviewed samples of other agency websites for ideas to include the TriMet site ([www.trimet.org](http://www.trimet.org)) and the HART site out of Tampa ([www.gohart.org](http://www.gohart.org)) to see how they organize their documents. The TriMet website was viewed as a nice example for a logical, clean look with commonly used features that present the most important information “right in your face.” The subcommittee considered that there were minimal clicks, examples of consistent images, video pages, clear terminology, organized and compartmentalized files for Transparency and Accountability, and a subdistrict map with board member designations that included an overlay of the District’s transit system.

**3. SUBCOMMITTEE MEETING ADJOURNED**

**4:55 PM**

