

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

**Special Meeting  
November 17, 2011**

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## MINUTES

BOARD OF DIRECTORS  
Salem Area Mass Transit District  
November 17, 2011  
Salem-Keizer Transit Administration Office – Suite 350  
925 Commercial Street SE, Salem, OR 97302

Call To Order &  
Note Of Attendance

President Thompson called the regular meeting to order at 6:01 p.m. Attendance was noted and a quorum was present.

**Present:** President Jerry Thompson; Directors Doug Rodgers, Marcia Kelley, Bob Krebs, Ron Christopher and Steve Evans (arrived at 6:08 p.m.)

**Absent:** Director Kate Tarter

**Staff:** Allan Pollock, General Manager; Paula Dixon, Director of Human Resources; Sue Quick, Director of Operations; Pat Mercier, Director of Finance; Jared Choc, Strategic Planning/Technology Services Manager; Linda Galeazzi, Administrative Secretary; Ben Fetherston, SAMTD Legal Counsel

**Guests:** Lesley Hegewald, Mid-Willamette Valley Council of Governments (MWVCOG); Elaine Howard, consultant; Chris Eppley, Nate Brown, Shannon Johnson, and Susan Gahlsdorf for the City of Keizer; Bill Holmstrom, Budget Committee Citizen Member, Subdistrict #4

ANNOUNCEMENTS  
AGENDA CHANGES

Mr. Pollock announced one addition to the agenda under Action Items C.4 requesting approval to include Salem-Keizer Transit in a letter from Transportation for America to Senator Merkley that asks for his support to advance *Moving Ahead for Progress in the 21<sup>st</sup>* (MAP-21) to fund the nation's long-term infrastructure priorities.

PUBLIC COMMENT  
• Redistricting

There was no written or verbal testimony concerning the alternative options for redistricting the Board of Directors subdistricts.

ACTION ITEMS  
C.1 Redistricting  
[6:02 PM]

Mr. Pollock reviewed the process per legal counsel's advice that the District followed for redistricting. According to ORS 267.112, ORS 174.116 and ORS 174.117 redistricting for Salem Area Mass Transit District (SAMTD) is done by the Oregon Secretary of State's Office. The District contacted the Secretary of State's Office (SOS) to begin the process. The Secretary of State's Office contracted with the Mid-Willamette Valley Council of Governments (MWVCOG) to do the work, and as a result there were two redistricting alternatives for the Board's review. The alternatives were posted on the Districts website and a press release was issued on November 9<sup>th</sup> requesting public input and comments. As of this meeting time, no public input or comments were received. It was important to note that each alternative allowed board members to remain in their subdistricts.

Lesley Hegewald, GIS Analyst from the MWVCOG, explained the need for redistricting once the census is complete every ten years that fixes electoral district boundaries as nearly as is practical to balanced populations within 5%

above or below the target population, resulting in no more than a 10% difference in population between zones. The Secretary of State determines criteria that newly drawn board zones must meet to include being of equal population and being contiguous. Redistricting is accomplished by using GIS mapping software and the 2010 census data. The data that is used for analysis is the census block -the smallest unit in geography - for which census data is tabulated. It generally follows physical features such as roads or streams; some may follow non-visible features. The blocks are aggregated to form board zones and as such those boundaries must follow the block boundaries that cannot be split. The SOS requires equal population which is somewhat open to interpretation; but the COGs goal has traditionally been to attempt to balance the population within five percent plus or minus of the target population. The target population is calculated by taking the District's total population and dividing it by the total number of board zones. The current zones were analyzed to determine where the population requires balancing. Two alternatives were developed using two different approaches by making adjustments to current boundaries. The current target population for each zone is 32,875. Of the seven board zones, three are within the target range, while four zones were more than 5% above or below the target population. Adjustments made to the four zones will have some impact on all the board zones within their target range as well.

### Current Board Zones (Subdistricts)

Zone	Population	Deviation*	% Deviation*
1	34,903	2,208	6.2%
2	33,456	581	1.8%
3	29,362	-3,513	-10.7%
4	33,881	1,006	3.1%
5	35,097	2,222	6.8%
6	33,930	1,055	3.2%
7	29,495	-3,380	-10.3%
Total	230,124	n/a	n/a

Source: U.S. Census Bureau, P.L. 94-171 Redistricting File

### Alternative 1

Zone	Population	Deviation*	% Deviation*
1	32,699	-176	-0.5%
2	34,044	1,169	3.6%
3	32,249	-626	-1.9%
4	33,568	693	2.1%
5	31,993	-882	-2.7%
6	32,311	-564	-1.7%
7	33,260	385	1.2%
Total	230,124	n/a	n/a

Source: U.S. Census Bureau, P.L. 94-171 Redistricting File

### Alternative 2

Zone	Population	Deviation*	% Deviation*
1	33,327	362	1.1%
2	33,183	308	0.9%
3	32,041	-834	-2.5%
4	32,940	65	0.2%
5	32,196	-679	-2.1%
6	33,209	334	1.0%
7	33,318	443	1.3%
Total	230,124	n/a	n/a

Source: U.S. Census Bureau, P.L. 94-171 Redistricting File

Ms. Hegewald advised the Board that the Alternative #1 map balanced all of the zones within 4% of the target population with minimal changes from current boundaries and utilized the newly drawn legislative boundaries as much as possible;

the Alternative #2 map followed the neighborhood association boundaries as much as possible. This alternative was also within 4% of the target population and retained all board members within their current zones.

Board members shared their preference for either Alternative #1 or #2.

Director Kelley liked that Alternative #2 kept neighborhood associations intact so that fewer neighborhood associations were represented in more than one zone.

Director Rodgers' preference was for Alternative #1 because it encompassed his work place, but for future persons running for a Board position in Subdistrict #5, the better choice might be Alternative #2.

(Director Evans arrived at 6:08 p.m.)

Director Krebs preferred Alternative #1 because the boundaries were cleaner and more easily defined.

Director Christopher said the boundaries changes would have very little effect on his subdistrict but he chose Alternative #1.

Director Evans preferred Alternative #1 because it was cleaner. Alternative #1 for his subdistrict would maintain the downtown area and would cut out portions of three neighborhood associations that he would be responsible to visit.

Director Kelley asked if it would be possible to use Alternative #1 and include a portion along Pringle Creek and Mission Street that encompasses the South Central Association of Neighbors (SCAN) in her zone. Ms. Hegewald responded that it could probably be adjusted because there is minimal population in that area and it would not throw the targeted population count off.

**Director Krebs moved to accept Alternative #1 with an adjustment to Zone #7 to include all of the South Central Association of Neighbors (SCAN). Director Evans seconded. The motion was passed unanimously by those present (6).**

Ms. Hegewald explained what happens next. She will report back to the Secretary of State's Office that an alternative has been chosen and will complete a GIS file to submit to the County by the end of the month so that they can draw up precincts based on the new boundaries. COG will do a final map for the Board in electronic format to put on the District's website. She and Mr. Pollock will talk about other mapping products that might be necessary.

C.2 Keizer URA  
[6:13 PM]

Mr. Pollock gave the staff report from the agenda under C.2 asking the Board to approve Resolution #11-12 concurring with the City of Keizer's proposed Urban Renewal Area (URA) Plan Amendment. Mr. Pollock noted that there was a slight revision in the Resolution since the Board received the initial staff report based on the City's interactions with other tax entities [Herein given as Attachment A and by this reference made a part of these minutes].

Nate Brown stated that the City of Keizer recognizes the importance of the transit district in a lot of aspects having to do with urban renewal which is an effort to try to

stimulate economic development and in every aspect of what the City is looking for in the future. According to the proposal, it is the City's desire to keep their partners whole and have as little impact as possible with their request. Mr. Brown addressed the misinformation that had been presented to the community in the news stating that the City of Keizer was bailing out the developers. He said the City considers that they are very good partners and have worked well with their partners on a lot of levels. The Urban Renewal District (URD) has had a direct benefit to all jurisdictions that are affected. Keizer Station area alone generated over \$1million in tax revenues. The URD generated \$5.2 million in tax revenues. A significant number of jobs were created; transportation improvements have been made and the Board knows of the City's participation in the new transit center that has all happened as a result of the transportation improvements made while the City looks forward to providing transit services in the Keizer community. Public services have been increased, aesthetic improvements have been made in the parks, the quality of life has improved and so has overall convenience. He said the City was asking the transit district for help by allowing the City to extend and increase the maximum indebtedness of the URD. Urban renewal has been a tool to spur economic development, and it has worked very well in Keizer. The tax base in the URD increased from \$45 million to in excess of \$345 million.

Susan Gahlsdorf introduced Keizer's city manager, Chris Eppley; Elaine Howard, an urban renewal consultant based out of Lake Oswego; and city attorney, Shannon Johnson. Ms. Gahlsdorf gave a historical background on Keizer's urban renewal beginning in 2005 when the City had a major plan amendment. They reduced about one-third of the district and allowed the tax increment revenue to be distributed to the overlapping districts. This gave the other eight jurisdictions about \$940,000 a year. The transit district's share was a little over \$55,000 per year which means in the last six years, the transit district benefitted \$335,000 because of that reduction in the URD from the 20-year plan. Despite what the Statesman Journal reported, the City is not bailing out the developer; instead they are being very aggressive in pursuing whatever sanctions they can against the developer. When the City entered into the contracts with the property owners, one of the elements in the contract was if they did not make their payments on time and in full, they would lose their right to the debt reserve. This unusual feature to the City's debt is that they had a 10% reserve that they were going to stick into a savings account that no one could touch in the life of the debt. The City would use the account to apply to the developer's last payment if in fact they paid on time and in full. When the developer was two weeks late with an August payment, that developer lost \$900,000 which is now the City's money. This was the first sanction against the developer who also has a long term lease with two other property owners who are involved in this. In October 2011, the developer attempted to make good on the payments by paying partial amounts. The developer was assessed a penalty of \$43,000 which was paid but every time the payment is late, the developer will be assessed another penalty plus additional interest on the unpaid balance. As a part of entering into the agreement, the developer has given the property to the City as collateral; but with the real estate market as it is, and because these are undeveloped parcels, the property values have declined. The City is asking that instead of the URD dissolving at the end of this fiscal year – which it will because it will have reached its maximum indebtedness –that it be extended for four years on

a very limited level. The City would release 70% of the taxing incurred revenues to the taxing jurisdictions which to the transit district would be about \$157,000 a year. The City is asking to take over the transit district's share of about \$74,000 per year for the next four years. The City is offering to guarantee repayment of that at 4% interest. It makes sense for the City because they are paying 5.2%; so it is like refinancing with a little higher interest rate and it allows the City to pay off their debt sooner. Ms. Gahlsdorf stressed that they hoped they would not have to take advantage of this action should the taxing jurisdictions choose to allow the City to extend the URD. They hope they do not have to collect this money. What they would rather do is foreclose on the property, take ownership of the properties and sell them quickly to pay off the debt but they do not think that is realistic. It is not something they have a lot of control over but it buys them time so that they can put money together to pay down the debt until the property can be sold. If the URD dissolves, which the City thinks will happen within the next couple of months, they cannot later go back and recreate it. State statutes do not allow it. In addition to asking for this extension, they have looked for other measures and at their own coffers to see what kind of funding the City has and what other kinds of programs can be cut to contribute to paying on the debt. There is \$1 million in funds earmarked for River Road Renaissance Projects that City officials recommended not using and the City sold property last year and has about \$620,000 in proceeds. They are looking at other properties in the URD that could potentially be sold; however, the likelihood of selling those within the next year is not good, and foreclosing on the developer properties has issues too. It comes down to some really crummy choices. The City can ask the transit district to forego \$74,000 in revenues a year for the next four years. They know everyone is hurting and that it is a hard choice to make. The City could take money out of the General Fund which will mean another \$315,000 a year for 20 years. That equates to about four FTE, and with 66 FTE it is a big hit, but they will likely do that if they cannot take this action; however, it will cause a reduction in services and that will impact everyone. They could look at generating revenues or floating a bond measure although that did not go very well for the City in the last election, but those are the choices.

President Thompson asked about the other jurisdictions and do they have an equal vote? Ms. Gahlsdorf stated that they had conversations with all nine of the jurisdictions – the City of Keizer, Marion County Soil & Water District, and the Willamette Education Service District have concurred. They met with Chemeketa Community College (CCC) on November 16<sup>th</sup> and CCC will vote on the proposal at their next meeting; CCC also wanted to see what Salem-Keizer School District 24J (SKSD) was going to do. The City had their first meeting with SKSD. The second meeting is scheduled for December 13<sup>th</sup>. The City has had discussion with Marion County staff on a number of occasions but has not yet planned a meeting time with them. The regional library is a part of CCC. Voting power is based on the permanent rate and SKSD has 35% of the permanent rate so that they have veto power. Keizer will need to get 75% concurrence.

Mr. Brown noted that the Marion County Fire District met and voted not to concur. Unlike most other taxing districts, they have been following the *death* of the URD and had budgeted for the release of those funds. The other point that Ms.

Gahlsdorf brought up earlier made it very untenable for them to concur and that was the mischaracterization that the City was bailing out the developer. The Statesman Journal headline read "City Agrees to Pay Developers Debt." That headline, which was completely inaccurate, did more to damage this effort than twenty other things put together could have. Consequently, the City has taken action through the newspaper editor to repair some of that damage, but it made it very difficult for the fire district who relies on operation levies and other levies to support them knowing that next year and the year after that, they will have to go to the voters to ask for more. He did not like it but he understands it.

Director Christopher noted that Keizer had one URD; and asked how many the City of Salem had and how many of their URDs have been extended. Ms. Gahlsdorf recalled that Salem has eight URDs and all are open. Keizer's maximum indebtedness is \$45,890,384 but they are asking for an increase to \$51,653,891. Director Christopher noted that the City of Keizer is pretty conservative with the lowest taxing district in the state; and by the numbers, people are moving to Keizer and there is a good reason for that. The City's proposal was just good common sense. The City is using the money wisely and the debt is tied to specific land which can be sold. He attended the school board meeting where they brought up some valid reasons for their position. Ms. Gahlsdorf said that she had talked with the SKSD Finance Director and what was presented to them will hold them harmless.

Director Rodgers asked for clarification about utilizing 70% now and 30% in the future. Mr. Eppley explained that what this means starting next year, is that the District will receive \$157,000 that was not anticipated; as opposed to \$74,000 more than that number. The City is asking the District to forego that last \$74,000 that would actually make it \$224,000 or so. The developer wants to come good and does not want to lose \$8 million worth of property just from a financial standpoint nor does he want to continue to pay penalties. The City may be able to sell property sooner than later but it is dependent on the values in relation to the real estate market. The issue for the City is really a matter of timing. They have this potential debt that matures in 2031. Right now the City is only paying on the interest; they are not able to pay down on the principle because of the default. With the developer's payments, they were able to pay down portions of the principle each year and that allowed them to stay ahead of the interest curve. When they are not paying down the principle, the interest just keeps racking up but the payments the City receives are finite; so there is a huge liability that is growing. The City has an opportunity now if they can pay down a certain amount, to get over a tipping point whereby the payments they receive from the other property owners will be enough to pay off principle and interest, even if the developer never pays another dime. If the City does not get their hands around that, they are going to slip past the opportunity to get around this debt issue and it is why they are trying to take immediate, quick action now to give themselves time with the real estate market to realize the best value as possible for selling the foreclosed property.

Director Kelley said that she and President Thompson have been on the board long enough to remember when Keizer closed their other URD. The City of Salem keeps theirs open for a long time and with the amount of money indebted, they may never

close them, especially in the downtown area. She applauded Keizer for having a creative way of partially making the other districts whole. Keizer realizes that the other taxing entities lose things when URD stays open.

Mr. Eppley stated that the City fully recognizes the negative financial impact having the URD stay open an additional four years will have on all of the overlapping jurisdictions. They are sympathetic to that and they want to make it right. City officials promised voters that this URD would be closed and now they are having to swallow a very hard pill, and keep it open for a short period longer which is not anything any of the staff wants to do, but it seems to be the best financial scenario for the City to take, to be responsible with that debt for the community. They believe it is the right action to take.

Mr. Pollock noted revisions had been made to the proposed Resolution #11-12 that the Board received with their initial staff report. SAMTD legal counsel and Keizer's legal counsel have since made minor administrative changes under Resolution #11-12(1)(c) that now reads "~~Cause Provided that the City of Keizer to enter into an Intergovernmental Agreement with Salem Area Mass Transit District to repay any revenues foregone during the four year extension, calculated at the amount annual foregone plus four percent annual interest, and compounded annually.~~*This with repayment will to be made within ten years of the effective date of the Amendment date of the North River Road Economic Development Urban Renewal Area Plan.*"

Mr. Fetherston noted one other change referencing "*compounded annually*" which should be deleted because simple interest is the traditional way of calculating interest rather than compound so that it should read "*....calculated at the amount annual foregone plus four percent annual interest, and compounded annually, with repayment to be made within ten years...*"

**Director Christopher moved to approve Resolution #11-12 with the revisions, concurring with the City of Keizer's proposed Urban Renewal Plan Amendment for the North River Road Economic Development Area to increase its maximum indebtedness from \$45,890,384 to \$51,653,891. Director Rodgers seconded. The motion was passed unanimously by all those present (6).**

**Director Kelley moved to appoint Director Rodgers to serve on the Courthouse Square Solutions Task Force representing the SAMTD Board of Directors. Director Krebs seconded.**

Director Evans asked who currently serves on the task force. President Thompson responded that Directors Marcia Kelley, Bob Krebs and he also serve on the task force.

**The motion was passed unanimously by all those present (6).**

Mr. Pollock reviewed the Boards action on May 27, 2010 after a presentation made by Chris Rall, area field director for Transportation for America to support the goals of the Transportation for America campaign by becoming a campaign partner of the national coalition to reform transportation policy. As a result of action taken by Congress, the *Moving Ahead for Progress in the 21<sup>st</sup> Century Bill* (MAP-21) - to fund long term

C.3 CH2  
Solutions Task  
Force Member  
[6:40 PM]

C.4 Support Letter  
to Senator Merkley  
[6:40 PM]

infrastructure priorities to move toward a performance based transportation system and improve the economy - has moved to the Senate. The Senate's version of the two year infrastructure bill passed and is now in the Environment and Public Works Committee where the bill has been marked up. The Senate Banking Committee does the transit title of the Bill so Transportation For America has drafted a letter to Senator Merkley in support for MAP-21 [Herein given as Attachment B and by this reference made a part of these minutes]. In the last paragraph of the letter, it talks about Senator Merkley's role on the Banking Committee to make sure that support of public transit is enhanced as the Committee marks up the transit title of the bill. Transportation for America is asking its member agencies to sign on to their letter of support. It would not be a letter coming from Salem-Keizer Transit but would come from Transportation for America with a list of agency representatives who are supporting it. As of four o'clock this afternoon, Mayor Kitty Piercy from the City of Eugene, Lane Transit District, Commute Options and a whole list of other agencies have signed on in support. The District will need to give Transportation for America an answer by Monday, November 21<sup>st</sup> in order to be added to this list.

**Director Kelley moved that Salem-Keizer Transit be signed on to Transportation for America's letter to Senator Merkley. Director Evans seconded. The motion was passed unanimously by those present (6).**

OTHER  
BUSINESS

Mr. Pollock announced that the Mid-Willamette Valley Council of Governments will hold their Annual Meeting on January 25<sup>th</sup>. Board members who wish to attend should RSVP by December 7<sup>th</sup>. Also, Board members were invited to the District employee holiday luncheon on December 9<sup>th</sup>.

ADJOURNMENT The meeting was adjourned at 6:47 p.m.

Respectfully submitted,

Jerry Thompson  
President

**Attachments (2)**

MEMO

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TO: Salem Area Mass Transit District

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FROM: Lore Christopher, City of Keizer Mayor and Board Chair, Keizer Urban Renewal Agency

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RE: Keizer Urban Renewal Amendment Update

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DATE: November 17, 2011

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On October 26, 2011 we sent a memorandum to the taxing jurisdictions impacted from the Keizer North River Road Economic Development Area Urban Renewal Plan "Plan" requesting their concurrence to increase the maximum indebtedness of the Plan. During the intervening time, we have been requested by some of the taxing jurisdictions to guarantee that portion of foregone revenues incurred over the four year extension of the Plan "Foregone Revenues". The City Council is prepared to add this guarantee to the amendment of the Plan. The City intends to foreclose on the properties which are in default and to use those funds to repay the taxing jurisdictions their Foregone Revenues. The guarantee would have the following features:

1. The repayment of Foregone Revenues over the four year extension would occur within ten years of the extension of the Plan.

This time frame allows some time for the real estate market to recover to allow the City to sell the foreclosed properties at a higher value, imposing less of a burden on the city's general fund for the repayment of foregone revenues.

2. The Foregone Revenues would be calculated as the amount foregone annually plus four percent, compounded annually.

This interest rate exceeds the less than .5% that taxing jurisdictions are presently receiving on their investments, so helps to hedge the possibility that interest rates will increase over the ten year repayment period.

3. This guarantee will be written into the Plan amendment, which will be adopted by the Keizer City Council in an ordinance.

4. The Keizer City Council will further provide that guarantee through an Intergovernmental Agreement with the individual taxing jurisdictions.

We have modified the proposed resolution to be adopted by your Board to include these provisions. Again, thank you for your consideration of this request.

WHEREAS, the City of Keizer, Oregon is considering a substantial amendment to the Keizer North River Road Economic Development Area Urban Renewal Plan (Plan) to increase its maximum indebtedness from \$45,890,384 to \$51,653,891 (Urban Renewal Plan Amendment); and

WHEREAS, this increase is anticipated to be greater than 20 percent of the initial maximum indebtedness of the Plan, as adjusted pursuant to ORS 457.220(4) and

WHEREAS, the proposed increase in maximum indebtedness stated in the Urban Renewal Plan Amendment requires the written concurrence of those taxing districts imposing at least 75 percent of the amount of taxes imposed under permanent rate limits in the North River Road Economic Development Urban Renewal Area (Area); and

WHEREAS, the repayment of the debt incurred by the Keizer Urban Renewal Agency (Agency) for the Plan, as amended, requires that the Agency apply 34% of the tax increment revenues it receives for repayment of Agency debt (and associated costs) and stipulates that the remaining 66% be allocated to the taxing jurisdictions, which allocation requires the written concurrence of those taxing districts imposing at least 75 percent of the amount of taxes imposed under permanent rate limits in the Area; and

WHEREAS, the City of Keizer is guaranteeing to repay with four percent annual, compounding interest the portion of the revenues foregone by the taxing jurisdictions, and

WHEREAS, the (name of taxing jurisdiction) imposes permanent rate property taxes in the Area; and

WHEREAS, the Agency representatives have consulted and conferred with the affected taxing jurisdictions and have proposed a time frame for extension of the Area of four years; and

WHEREAS, concurrence under ORS 457.470(7) of the (name of taxing jurisdiction) is required for the Agency to approve the Urban Renewal Plan Amendment

NOW THEREFORE THE (name of taxing jurisdiction) RESOLVES:

1. The (name of taxing jurisdiction) Board hereby concurs with the proposed Urban Renewal Plan Amendment which will:
  - a. Increase the maximum indebtedness beyond the limits of ORS 457.220(4) and
  - b. Cause the Agency to notify the County Assessor to divide the tax revenues collected on the value in the Area according to the Urban Renewal Plan Amendment and this Resolution each tax year until the debt incurred under the Plan, as amended, is repaid.
  - c. Cause the City of Keizer to enter into an Intergovernmental Agreement to repay any revenues foregone during the four year extension, calculated at the amount annual foregone plus four percent annual interest, compounded annually. This repayment will be made within ten years of the effective date of the Amendment date of the North River Road Economic Development Urban Renewal Area Plan.

Dear Senator Merkley,

We appreciate your support for advancing Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) to fund our nation's long-term infrastructure priorities. As you know, smart investment in infrastructure is key to improving our economy and putting our nation back to work.

Transportation for America and our partners believe that Congress must move toward a system focused on accountability and performance while creating jobs, providing access and opportunity for all Americans, addressing public health and environmental concerns, and improving America's economic competitiveness.

There are a number of positive provisions in the bill as introduced. We appreciate the inclusion of performance measures, thanks largely to your efforts, throughout MAP-21. This is the first step in moving toward a performance-based transportation system. Like you, we believe that scenario planning can help communities realize the benefits from performance measures and the planning process. The communities that have conducted scenario planning have typically found ways to reduce congestion, household transportation costs, and air pollution within existing funding constraints, and we urge you to continue to push for changes to strengthen scenario planning.

We strongly support the provisions to repair our nation's highways and bridges. As several of our reports have noted we have a significant backlog of maintenance needs. The National Highway Performance Program will help fix the more than 69,000 structurally deficient bridges and improve the almost 50% of major highways not in good repair.

We believe investment in safety for people walking and bicycling is critical to providing healthier, more affordable transportation options that reduce infrastructure costs and greenhouse gas emissions while helping to create vibrant communities and neighborhoods. We thank you for your efforts to fight for dedicated funding for these types of projects.

There were several amendments offered at the Environment and Public Works committee mark-up of MAP-21 that would benefit Oregon. We ask that you work with the committee to advance the following amendments:

- **Cardin #3.** This amendment would help ensure that adequate funding will be available to improve safety for bicyclists and pedestrians as well as providing an opportunity for local communities to apply for these funds. Over the last decade more than 47,000 pedestrians have been killed on our highways – the equivalent of a jumbo jet crashing every month.
- **Gillibrand #2.** This amendment would establish a demonstration program to help provide opportunities for low-income individuals to obtain employment and training in the transportation sector.
- **Lautenberg #1.** This amendment would allow for the development of a more efficient freight network by providing increased flexibility to states to make

investments in a multimodal freight program including freight rail and ensures the impacts of freight movement on communities is properly considered.

- Lautenberg #2. This amendment would improve our multimodal transportation system by providing increased flexibility to states and metropolitan areas to invest in passenger rail projects.
- Carper #1. This amendment would help address our nation's dependence on foreign oil. It directs states and metropolitan regions to develop strategic oil savings plans with targets for reducing oil consumption and requires reporting on progress towards meeting targets.
- Carper #2. This amendment would provide targeted funding to address areas of the country with the worst traffic congestion to make investments in operational and other cost-effective improvements that will improve the performance of the existing transportation network.

In addition to working with you and the EPW Committee to advance these improvements, we also encourage you to continue to transform this bill through your position on the Banking Committee.

As you know, the Banking Committee is responsible for the transit title of the Senate surface transportation bill. Public transit has been a cornerstone to much of the growth Oregon has seen in recent years and we believe it will be for years to come. Transit ensures that people can get to work and school, to the doctor and the grocery store. And especially important when money is tight, it provides an alternative to driving and creates family wage jobs. As you work to advance MAP-21, we urge you to continue to put your full strength in the Banking Committee behind a strong and complete transit title – one which provides adequate funding, flexibility, and strong performance measures to ensure improvement of transit service.

Sincerely,