



SALEM AREA MASS TRANSIT DISTRICT
BOARD OF DIRECTORS MEETING AGENDA PACKET

Thursday, July 24, 2025 at 5:30 p.m.

Directors: Joaquín Lara Midkiff | Ramiro Navarro Jr. | Sadie Carney | Maria Hinojos Pressey |
Ian Davidson | Sara Duncan | Bill Holmstrom

Available meeting formats:

In Person: *Senator Hearing Room, 555 Court Street NE, Salem, Oregon 97301*

Zoom Gov: **Meeting ID:** 161 115 6964 | **Passcode:** 680098

Link: <https://cherriots-org.zoomgov.com/j/1611156964?pwd=T0VPaXp3eVJpc0NJWWkxeXJSNnE5dz09>

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Live Stream: <https://www.capitalcommunitymedia.org/all>

Comcast Channel 21

Public Comment: Community members may provide comments on transit-related matters during the meeting, with a three-minute time limit per speaker. Comments can be submitted in writing, by email, in person, or via ZoomGov. Written comments received by 12:00 P.M. on the meeting day will be included in the official record.

Email: Board@cherriots.org

Mail: Attn: District Board of Directors, 555 Court St. NE, Suite 5230, Salem, OR 97301

Consent Calendar: Routine items are adopted collectively through a single motion unless a Director requests to remove an item. Any item withdrawn for discussion will be addressed after the Consent Calendar is approved.

Board of Director Report: Board members report on transit-related issues, including committee participation, community outreach, and special projects representing the District.

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Formatos de reunión disponibles:

En persona: Senator Hearing Room, 555 Court Street NE, Salem, Oregon 97301

Zoom Gov: Meeting ID: 161 115 6964 | Código de acceso: 680098

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Comcast Canal 21

Comentarios del público: Los miembros de la comunidad pueden hacer comentarios sobre asuntos relacionados con el tránsito durante la reunión, con un límite de tiempo de tres minutos por orador. Los comentarios pueden presentarse por escrito, por correo electrónico, en persona o a través de ZoomGov. Los comentarios por escrito recibidos antes de las 12:00 p.m. del día de la reunión se incluirán en el acta oficial.

Correo electrónico: Board@cherriots.org

Correo postal: District Board of Directors, 555 Court St. NE, Suite 5230, Salem, OR 97301

Calendario de Consentimiento: Los puntos de rutina se adoptan colectivamente mediante una sola moción, a menos que un Director solicite retirar un punto. Cualquier punto retirado para ser debatido se tratará después de la aprobación del Calendario de Consentimiento.

Informe del Consejo de Administración: Los miembros de la Junta Directiva informan sobre temas relacionados con el tránsito, incluida la participación en comités, la extensión a la comunidad y los proyectos especiales que representan al Distrito.

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Copias electrónicas: Los paquetes del orden del día están disponibles en <https://www.cherriots.org/meetings/>.

Lista de distribución por correo electrónico: Para inscribirse en la lista de distribución de reuniones públicas del Distrito, envíe un correo electrónico al Secretario de la Junta a publictestimony@cherriots.org.



AGENDA

- 1. CALL TO ORDER**
 - A. Note of Attendance for a Quorum
 - B. Safety Minute
 - C. Announcements | Changes to Agenda
- 2. OATH OF OFFICE**
 - A. Newly elected officers take the Oath of Office
 - B. Board Committee Review
- 3. OUTGOING & INCOMING LEADERSHIP REMARKS**
- 4. PRESENTATIONS**
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- 5. PUBLIC COMMENT**
- 6. CONSENT CALENDAR**
 - A. Approval of Minutes
 - I. June 26, 2025 Board Meeting 16
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 - B. Routine Business Items - None
- 7. ITEMS DEFERRED FROM CONSENT CALENDAR**
- 8. ACTION ITEMS**
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 - C. Award of Contract for Farebox Replacement 48
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- 10. REPORTS**
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11. ADJOURN

NEXT MEETING: AUGUST 28, 2025 AT 5:30 P.M.



BOARD MEETING MEMO

Agenda Item 4.A

To: Board of Directors
From: Allan Pollock, General Manager
Date: July 24, 2025
Subject: State Legislative Report

ISSUE

Shall the Board receive the 2025 State Legislative report?

BACKGROUND AND FINDINGS

The state held its legislative session beginning on January 13, 2025 and adjourned on June 27, 2025. During the session the District was represented by the CFM Advocates state legislative team. Dale Penn, Partner will present an overview of the session. Enclosed as Attachment A is the 2025 State Legislative Session Report.

FINANCIAL IMPACT

None.

RECOMMENDATION

For information only.

PROPOSED MOTION

None.

2025

Legislative Session Report



Prepared For:



Oregon 2025 Legislative Session Overview

The 2025 Oregon legislative session adjourned on June 27 following a turbulent final stretch shaped by revenue shortfalls, partisan divides, and a series of scaled-back compromises. While Democratic supermajorities entered the session with ambitious goals, ranging from transportation funding and housing production to expanded labor protections and environmental reforms, many of those efforts were tempered by a sobering May economic forecast that projected a nearly \$800 million drop in anticipated revenue. As a result, budget writers were forced to prioritize core services and defer more expensive proposals, setting the tone for a cautious and fiscally constrained session.

Despite the challenging fiscal backdrop, lawmakers advanced several notable policies across health care, labor, housing, and environmental sectors. The session saw the passage of a major Medicaid funding package, the legalization of unemployment benefits for striking workers, incremental progress on housing development reforms, and expanded authority for Oregon's drug affordability board. At the same time, the Legislature failed to pass a long-anticipated transportation revenue package, leaving infrastructure funding needs unresolved heading into 2026. For many stakeholders, the 2025 session delivered meaningful but incomplete progress, with interim workgroups now expected to carry unresolved debates into the short session and potential ballot fights ahead.

May Economic Forecast Turns Sour

Oregon's May 2025 Economic Forecast delivered sobering news for lawmakers, projecting a nearly \$800 million shortfall in expected revenue for the 2025–27 biennium. This decline was driven by weaker-than-anticipated personal and corporate income tax collections, combined with a shift in the economic outlook toward slower growth. The report noted a 25% chance of a recession within the next year, well above historical averages, highlighting concerns over trade policy, inflation, and interest rate volatility. Oregon's economists warned that while the economy is not in recession, several economic indicators suggest the need for cautious fiscal management.





At the same time, the personal income tax kicker rebate was set at \$1.64 billion, prompting debate over whether to divert some of it for wildfire resilience, an idea championed by Governor Kotek but lacking legislative traction.


This constrained landscape forced budget writers to make difficult decisions across the board. Many agency budgets had to be rewritten in response to the forecast, and legislators were tasked with allocating a limited pool of capital construction funding—just \$300 million to respond to more than \$2 billion in requests, much of which is locked in lottery bonds over general fund. The sharp reduction in available resources marked a notable shift from recent budget cycles and required a more restrained approach to spending, even on widely supported priorities.

The legislative impact was immediate. Leaders in both chambers abandoned plans for any major new spending packages, and several high-profile funding proposals, including those tied to the transportation package and major housing investments, were scaled back or shelved. Budget writers instead focused on protecting core services and avoiding cuts, using a mix of reserves and underspending strategies to close the gap. Although Oregon’s economy remains fundamentally stable at the moment, the May forecast cast a long shadow over the session’s final month, recalibrating expectations and laying the groundwork for more conservative fiscal planning heading into 2026.

Transportation Takes Center Stage

One of the most high-profile issues this session has been the massive transportation funding package, HB 2025, proposed by Democrats to raise over \$1 billion annually. The bill included a 15-cent gas tax hike, an expansion of the transit-related payroll tax, higher registration fees, new vehicle sales taxes, and a Road User Charge (RUC) system for electric vehicles. The plan also continued the “50/30/20” revenue-sharing framework for preservation, expansion, and safety improvements for cities, counties and the state.

The proposal drew sharp Republican opposition, prompting former Senator Brian Boquist to threaten a 2026 ballot referral under the “No Gas Hikes” Political Action Committee. Tensions around the bill escalated as Democrats sought to use their slim supermajorities to pass it before session’s end. This only proved to be a fool’s errand as Senator Mark Meek (D-Oregon City) came out vehemently opposed to the package, citing concerns with both cost and process. This led to Senate President Rob Wagner (D-Lake Oswego) removing Meek from the committee, replacing him with himself. That did not stop Meek from participating in the Joint Transportation Reinvestment committee meeting where they moved out HB 2025, even being given the opportunity to speak by Co-Chair Representative Susan McLain.



Despite months of planning and broad discussion, the package encountered deep resistance when language was finally released late in session. In an effort to save the package during the last few days of session, legislative leaders scheduled a hearing on HB 3402, a gut-and-stuff bill option that would allow a scaled back version of the package to pass. The only amendment under consideration would have raised gas taxes by 3¢ and was focused on safeguarding SEIU ODOT employees. This option provided no support to struggling transit systems, failed to allocate money to cities and counties via the 50-30-20 split, and it did not address many of the other transportation stakeholder concerns.

After hearing from dozens opposing the bill and receiving hundreds of pieces of angry testimony, Democratic leaders moved this new bill out of committee. However, House Republicans immediately refused to provide rules suspension, blocking a vote on the House floor and killing the issue for the 2025 session.

As the session adjourned, neither HB2025 nor HB3402 had passed, leaving Oregon's crumbling roads and bridges in the pipeline and transportation agencies confronted with looming budget gaps. Legislators are now faced with the choice of grappling with a transportation package during a special session or if they will attempt another bill during the upcoming 2026 short session. If the past is prologue, lawmakers may view the unfinished 2025 transportation package like we now view the unfinished package from 2015: a precursor to getting it right on the next attempt.



Cap-and-Trade

One of the more unconventional revenue-raising ideas floated during session discussions was converting Oregon's existing Climate Protection Program into a cap-and-trade system focused on carbon emissions from motor fuels and other sources. Lawmakers briefly considered the concept as a way to generate substantial, long-term funding for transportation infrastructure. Revenue from motor fuels would likely have been constitutionally restricted to highway purposes, but hundreds of millions in new, flexible dollars from other sectors could have been directed toward transit, project planning, and climate resiliency. While the idea never advanced beyond informal conversations, its appearance in transportation negotiations underscores the growing pressure on lawmakers to find politically viable solutions to support Oregon's multimodal transportation system.

Labor and Employment Battles

SB 916 passed in the final days of session, allowing striking workers to access up to 10 weeks of unemployment insurance. While labor groups praised the move as long overdue, opponents raised concerns about impacts on the UI trust fund. The final version included clarifying amendments intended to limit eligibility to good-faith disputes and address concerns about employer lockouts.

Health Care - Medicaid Budget and Policy Changes

Lawmakers passed HB 2010 to stabilize Oregon's Medicaid system amid federal funding reductions, adjusting provider taxes and reimbursement rates. SB 951 also passed, establishing new limits on corporate control of medical practices and banning noncompetes for physicians. Broader Medicaid impacts tied to federal changes are expected to dominate 2026 planning.

Other key outcomes:

- The OHSU-Legacy merger collapsed, amid workforce backlash and financial concerns.
- A result of an interim hospital discharge work group coming out of the pandemic, SB 296 was amended to, among other things, require Oregon to provide a post-hospital extended care benefit up to 100 days to Medicaid recipients.
- Lawmakers braced for major Medicaid impacts from Trump's "One Big Beautiful Bill Act," including possible coverage loss for 20% of enrollees and a projected \$1 billion reduction in federal matching funds.

Housing/Homelessness

Housing remained a top priority in Oregon's 2025 legislative session, with lawmakers advancing a range of bills rather than a single marquee measure. Over \$468 million in LIFT funds were approved, and key bills streamlined development approvals (HB 2138, HB 2258), adjusted design review processes (SB 974), and created frameworks for long-term investments in housing infrastructure (HB 3031) and shelter operations (HB 3644). While some provisions faced pushback, the session marked progress toward addressing Oregon's housing and homelessness challenges.

Education

The Legislature approved \$11.4 billion for K-12 education through the State School Fund. Alongside this investment, new accountability measures were enacted to improve oversight and performance. However, lawmakers also made targeted cuts, including reductions to Outdoor School and early childhood initiatives, due to budget pressures.



Environmental and Water Legislation

Water policy was a major theme this session. SB 1153, which proposed major changes to Oregon's water transfer system, failed amid strong opposition from agricultural and local stakeholders concerned about regulatory impacts and legal ambiguity. A revised groundwater bill, SB 1154, did pass—granting new authorities to multiple agencies and restructuring how the state designates and manages groundwater quality areas. HB 3372 also passed, expanding exempt well use for small-scale commercial agriculture with regional carve-outs to address local groundwater concerns. The state also established an Environmental Restoration Council to oversee \$700 million in funds from the Monsanto settlement.

Gun Safety and Public Safety Reforms

SB 243, the Community Safety Firearms Act, passed and bans rapid-fire gun accessories and allows local governments to restrict concealed carry in public buildings. Broader firearm licensing reforms failed to advance, and litigation over Measure 114 continues. HB 3075, which sought to update parts of Measure 114, failed to advance out of Joint Ways and Means, while a related measure to require state licensing for gun dealers (HB3076) was defeated by House Republicans.

Political and Institutional Changes

The session saw the sad passing of Sen. Aaron Woods, the appointment of Rep. Courtney Neron Misslin to his Senate seat, and the swearing-in of Sue Rieke-Smith to Neron's vacant House district. Meanwhile, several Republican lawmakers launched podcasts to connect with constituents and amplify their minority party message.

Lawmakers also considered HB 2006, which would cap bill introductions by individual legislators and agencies—a response to the overwhelming 3,400+ measures introduced this session.



Closing Thoughts and Interim Plans

With many issues left on the table and others newly enacted, interim work will be critical in shaping the next phase of implementation and policy refinement. The CFM team is already mapping the emerging landscape and tracking anticipated rulemaking, task force activity, and legislative workgroups. We are also keeping our ears to the ground around any news of a special session or further conversations on a transportation package, understanding that this can impact everyone and every industry.

We'll be reaching out in the coming weeks to coordinate interim strategies, identify engagement opportunities, and ensure your priorities are well positioned heading into the 2026 short session. Thank you for your continued partnership and allowing our team to represent you in Salem!



Cherriots

HB 2025 - Transportation Package Impacts on Cherriots

In addition to the details outlined above, the most important and pressing issue for Cherriots this session was ensuring any package contained increased investments for transit.

Additional transit funding was a key component of this package for a majority of progressive Democrats, and transit advocates from Cherriots, the Oregon Transit Association (OTA) and others rallied support at multiple public hearings and forums throughout session. Despite raising significant revenue for transit, the payroll tax expansion garnered low amounts of negative feedback compared to all other portions of the bill. Transit was front and center in every interim road-show hearing in larger numbers than any other constituency and that advocacy resulted in stable support for a substantial increase in payroll tax funding for transit in every iteration of the package.

Originally, the package was released with a disappointing 0.008 increase to the existing 0.01 payroll tax, resulting in a number that OTA and fellow advocates indicated would cause massive transit cuts. Lawmakers heard the concerns from Cherriots and others loud and clear and subsequent package frameworks contained a much healthier 0.03 total payroll tax dedicated to transit (equivalent to three pennies for every \$10 of payroll for an employee).

Cherriots leadership and board members were a constant presence in the Capitol during session, advocating for transit investments with local and statewide leaders. General Manager Allan Pollock and Board President Maria Hinojos Pressey testified on more than one occasion in support of the package. This local leadership was met with appreciation from lawmakers on both sides of the aisle.

As the 2025 session adjourned without passage of either HB2025 or HB3402, efforts to address Oregon's long-term transportation needs, including critical investments in public transit, were left unfinished. Transit agencies, already facing service cuts and structural funding shortfalls, are now left without the financial tools they had hoped the package would deliver. Lawmakers must now decide whether to revisit the issue in a special session or wait until the 2026 short session, with many advocates drawing parallels to 2015's failed package, which ultimately laid the foundation for a successful deal two years later.



HB 3453: WES Commuter Rail Expansion Authority

HB 3453, which advanced out of the Joint Transportation Committee but ultimately stalled in Ways and Means, would have granted the Portland metropolitan area's TriMet and the South Metro Area Regional Transit (SMART) district authority to enter into cooperative agreements to expand commuter rail service beyond their existing boundaries. Specifically, the bill aimed to facilitate the long-discussed extension of the Westside Express Service (WES) commuter rail line to the city of Salem by allowing the necessary intergovernmental coordination.

In testimony, Maria Hinojos Pressey, Board President of Cherriots, strongly supported the bill, emphasizing it did not impose new taxes or establish new service—rather, it provided a foundational tool to begin long-term planning. She noted the WES extension could provide a critical alternative to I-5 congestion and increase equitable access to jobs, education, and services between the mid-Willamette Valley and Portland metro areas. HB 3453 received broad support from local governments and transit agencies, including the City of Wilsonville and ODOT, which highlighted its importance for future regional transit integration. Despite bipartisan backing, the bill did not advance before the end of session, but it helped elevate the conversation about regional rail connectivity and may resurface in future transportation planning efforts.

STIF Modification Bills - SB 160 and HB 2795

One of the perennial issues monitored during a legislative session is potential changes to Oregon's Statewide Transportation Improvement Fund (STIF). Two bills this session sought to make drastic changes to this funding mechanism, or eliminate it outright. In both instances, Cherriots and OTA stakeholders mobilized to advocate against these efforts, ultimately killing both bills before public hearings or work sessions could occur. ODOT is currently convening a STIF improvement rules advisory committee which hopes to have targeted updates and revisions to the process in the coming months. Advocates argued that it was important to allow that conversation to take place before making legislative changes.

SB 160, introduced by Sen. Mark Meek (D-Happy Valley) would have repealed the STIF entirely while HB 2795, introduced by then-Representative Courtney Neron (now Sen. Courtney Neron Misslin), would have modified the definition of "qualified entity" for purposes of the STIF distributions for public transit.



SB 1124: Public Transit Worker Assault and Enforcement Tools

SB 1124 aimed to strengthen enforcement tools available to Oregon transit agencies by expanding the definition of public safety officers to include designated transit employees, allowing them to issue exclusion orders and address certain safety-related violations. It also would have created new felony-level penalties for individuals who commit assault against a transit worker. In testimony, representatives from ATU, Lane Transit District, and TriMet emphasized the increasing number of assaults and disruptive behavior on buses and trains, and argued the bill would provide much-needed protections for frontline workers and enhance safety for riders. Cherriots has been a strong supporter of this legislation and helped lobby lawmakers in the policy and budget committees during session. While the bill passed out of the Senate Judiciary Committee, it ultimately died in Ways and Means due to budget considerations.

Other Bills of Note for Cherriots:

- HB 2721 - A repeat bill from a previous session from Rep. Paul Evans (D-Salem). It would have authorized a city or county to impose a public transit incentive surcharge on city or county parking fines. It did not move forward.
- HB 2880 - Another bill from Rep. Paul Evans, this would allow Business Oregon to provide grants to some cities for public transit projects. This also failed to move forward.
- SB 689 - A bill from Sen. Chris Gorsek (D-Gresham) and Sen. Khanh Pham (D-SE/NE Portland) that would create a new state agency, the Oregon Rail Department, focused on rail services across the state. It failed to secure a hearing and died.
- HB 3231 - Another legislative concept from Sen. Gorsek, this bill would have directed ODOT to include strategies related to boosting capacity, infrastructure, upgrading and improving rail tracks, and information on federal grant submittals in a new biennial report. All of this in an effort to increase ridership and investment in rail services across the state. It received a public hearing but did not pass out of committee before Sine Die.
- HB 3841 - A bill from Rep. Tom Andersen (D-Salem) and Sen. Deb Patterson (D-Salem) requiring Cherriots to collaborate with ODOT, the Department of Environmental Quality, local community members, economists and business leaders to study the feasibility of establishing a rail streetcar system in the City of Salem. Ultimately this did not receive a public hearing and died this session.

2025 Session Team



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SALEM AREA MASS TRANSIT DISTRICT
BOARD OF DIRECTORS MEETING & BUDGET HEARING
Thursday, June 26, 2025

Index of Board Actions

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Adopt Resolution No. 2025-07, Adopting FY2025-26 Budget, Making Appropriations, Imposing and Categorizing Taxes	3
Approve the Consent Calendar	3-4
A. Approval of Minutes	
a. May 22, 2025 Board Meeting	
b. June 12, 2025 Board Executive Session	
c. June 12, 2025 Board Work Session	
B. Routine Business Items	
a. Approval of FY2026 United Way Donation	
b. Adopt Resolution No. 2025-08, Amending CAC Bylaws PULLED	
c. Adopt Resolution No. 2025-09, Supporting the TGM Grant	
d. Adopt Resolution No. 2025-10, Approving STIFAC Recommendations For FTA 5310 Formula Funding	
I move the Board adopt Resolution No. 2025-08 to restate and replace the Community Advisory Committee Bylaws to better reflect the Committee's intended purpose and structure, and to ensure broader representation of the communities we serve	4
Authorize the General Manager to execute a contract with Gillig for the purchase of two (2) 40' (forty-foot) battery electric buses for an amount not to exceed \$3,600,000	4-5
I move that the Board adopt Resolution #2025-11 to amend the FY2024-25 Budget by appropriation transfer and authorize the transfer within the General Fund of \$300, to the General Administration Division from the Operations Division for a total of \$450,000	5



SALEM AREA MASS TRANSIT DISTRICT

BOARD MEETING MINUTES

Thursday, June 26, 2025 at 5:30 p.m.

ATTENDEES: President Hinojos Pressey | Directors Joaquín Lara Midkiff | Ramiro Navarro Jr. | Sadie Carney | Ian Davidson | Sara Duncan | Bill Holmstrom (5:35 p.m.)

STAFF: GM Allan Pollock | DGM David Trimble | CSO Cliff Carpentier | CFO Denise LaRue | CELRO Jaél Rose | CPDO Shofi Azum | COO Tom Dietz | Senior Manager, Project & Contract Administration Melissa Kidd | Maintenance Manager Zach Leeth | Strategic Initiatives Administrator Bobbi Kidd

Executive Assistants Crisandra Williams | Kirra Pressey

GUEST: District Budget Committee's Vice-Chair Nick Fortey | Cumming Group's Project Manager Kayla Krauss | Legal Counsel Sara Sayles

1. CALL TO ORDER

A. Note of Attendance for a Quorum

President Hinojos Pressey called the meeting to order at 5:30 p.m.

Attendance was noted with a quorum present.

B. Safety Minute

GM Pollock presented the safety moment, highlighting summer safety driving tips.

C. Announcements | Changes to Agenda: - None

2. PRESENTATIONS

A. Climate Action Plan Strategy Review

Presenter: Strategic Initiatives Administrator Bobbi Kidd & Cumming Group's Project Manager Kayla Krauss

Agenda Packet: Pg. 5-32

Cumming Group's Project Manager Krauss presented the strategizing. The presentation included themes from the stakeholder visioning process, preliminary goals and strategies for decarbonization and climate resilience, and the timeline for continued engagement and refinement. Board members were invited to provide feedback on the feasibility, alignment, and implementation of strategies, as well as suggestions for community engagement and measuring progress.

3. PUBLIC COMMENT

Tyler McCulley provided public comment for the Boards consideration and review.

4. BUDGET HEARING

President Hinojos Pressey opened the Budget Hearing at 6:38 p.m. No public comment was received. President Hinojos Pressey closed the Budget Hearing at 6:38 p.m.



5. DELIBERATION OF BUDGET HEARING

Adopt Resolution No. 2025-07, Adopting FY2026 Budget, Making Appropriations, Imposing and Categorizing Taxes.

Presenter: CFO Denise LaRue & Budget Committee Vice-Chair Nick Fortey

Vice-Chair Fortey provided the Budget Committee's recommendation, and CFO LaRue presented an action item to the Board recommending adoption of Resolution No. 2025-07 to formally adopt the FY2025-26 Budget.

6. BUDGET HEARING ACTION ITEM

Action			
Motion:	I move the Board adopt Resolution No. 2025-07 to adopt the FY2025-26 Budget, making appropriations, and imposing and categorizing taxes.		
Motion by:	Director Sara Duncan	Second:	Director Ian Davidson
Vote			
Aye:	President Hinojos Pressey, Directors, Lara Midkiff, Navarro, Carney, Davidson, Duncan, and Holmstrom		
Motion passes unanimously 7-0			

7. CONSENT CALENDAR

A. Approval of Minutes

- i. May 22, 2025 Board Meeting
- ii. June 12, 2025 Executive Session
- iii. June 12, 2025 Work Session

B. Routine Business Items

- i. Approval of FY2026 United Way Donation
- ii. ~~Adopt Resolution No. 2025-08, Amending CAC Bylaws~~ **PULLED**
- iii. Adopt Resolution No. 2025-09, Supporting the TGM Grant Application
- iv. Adopt Resolution No. 2025-10, Approving STIFAC Recommendations for FTA 5310 Formula Funding

Action			
Motion:	I move to approve the Consent Calendar as presented, with the exception Item 7.B.ii.		
Motion by:	Director Bill Holmstrom	Second:	Director Ian Davidson
Vote			



Aye:	President Hinojos Pressey, Directors, Lara Midkiff, Navarro, Carney, Davidson, Duncan, and Holmstrom
Motion passes unanimously 7-0	

8. ITEMS DEFERRED FROM CONSENT CALENDAR

A. Adopt Resolution No. 2025-08, Amending CAC Bylaws

Presenter: CELRO Jaél Rose & COO Tom Dietz

Agenda Packet: Pg.229-250

CELRO Rose and COO Dietz presented an action item to the Board recommending adoption of revised Bylaws for the Community Advisory Committee, reflecting updates proposed by the Board DEI Subcommittee to clarify the committee's purpose, structure, and ensure broader community representation.

Action			
Motion:	I move the Board adopt Resolution No. 2025-08 to restate and replace the Community Advisory Committee Bylaws to better reflect the Committee’s intended purpose and structure, and to ensure broader representation of the communities we serve.		
Motion by:	Director Joaquín Lara Midkiff	Second:	Director Sara Duncan
Vote			
Aye:	President Hinojos Pressey, Directors, Lara Midkiff, Navarro, Carney, Davidson, Duncan, and Holmstrom		
Motion passes unanimously 7-0			

9. ACTION ITEMS

A. Authorize Purchase of Battery Electric Buses (BEBs)

Presenter: Maintenance Manager Zach Leeth

Agenda Packet: Pg. 258-259

Maintenance Manager Leeth presented an action item to the Board recommending authorization for the General Manager to execute a contract with Gillig for the purchase of two (2) 40' battery electric buses, supporting the District's sustainability goals and expanding clean transportation options, with delivery anticipated in early 2027.

Action	
Motion:	I move the Board authorize the General Manager to execute a contract with Gillig for the purchase of two (2) 40' (forty-foot) battery electric buses for an amount not to exceed \$3,600,000.



Motion by:	Director Joaquín Lara Midkiff	Second:	Director Ian Davidson
Vote			
Aye:	President Hinojos Pressey, Directors, Lara Midkiff, Navarro, Carney, Davidson, Duncan, and Holmstrom		
Motion passes unanimously 7-0			

B. Adopt Resolution No. 2025-11, Approving Budget Amendment

Presenter: CFO Denise LaRue

Agenda Packet: Pg. 260-264

CFO LaRue presented an action item to the Board recommending approval of a resolution to transfer \$450,000 within the General Fund from the Operations Division to the Communication and General Administration Divisions to cover projected budget overages, with no net increase in the overall FY2024-25 Budget appropriations.

Action			
Motion:	I move that the Board adopt Resolution #2025-11 to amend the FY2024-25 Budget by appropriation transfer and authorize the transfer within the General Fund of \$300,000 to the Communication Division and \$150,000 to the General Administration Division from the Operations Division for a total of \$450,000 as detailed in this memo.		
Motion by:	Director Bill Holmstrom	Second:	Director Ramiro Navarro Jr.
Vote			
Aye:	President Hinojos Pressey, Directors, Lara Midkiff, Navarro, Carney, Davidson, Duncan, and Holmstrom		
Motion passes unanimously 7-0			

10. **INFORMATIONAL REPORTS**

A. Creating Community Connections Project Update

Presenter: CELRO Jaél Rose

CELRO Rose provided a brief update on the CCC Project, highlighting the team's recent focus areas, including the development of internal and external talking points, as well as public presentations. She emphasized the importance of maintaining consistent messaging across the Board.

11. REPORTS

A. GENERAL MANAGER'S REPORT

General Manager Pollock discussed the upcoming Business Community Round Table scheduled for July 31. He also highlighted the recent public meeting of the Joint Committee on Transportation and recognized the TransDASH Awards received at the TransDASH Performance Summit.

B. BOARD OF DIRECTORS REPORT

President Hinojos Pressey and Directors provided reports on committees and activities in which they represent the District.

12. ADJOURN

President Hinojos Pressey adjourned the meeting at 7:45 p.m.

Respectfully Submitted

Maria Hinojos Pressey, Board President



SALEM AREA MASS TRANSIT DISTRICT

BOARD WORK SESSION MINUTES

Thursday, July 10, 2025 at 5:30 p.m.

ATTENDEES: President Maria Hinojos Pressey | Directors Joaquín Lara Midkiff | Ramiro Navarro Jr. | Sadie Carney | Ian Davidson | Sara Duncan | Bill Holmstrom (Virtual)
STAFF: GM Allan Pollock | DGM David Trimble | CSO Cliff Carpentier | CFO Denise LaRue | CELRO Jaél Rose | CPDO Shofi Ull Azum | COO Tom Dietz | Transit Planner II Jeremy Jorstad | Transit Planner II Jolynn Franke | Planning Analyst Xuan Wu | Executive Assistants Crisandra Williams | Kirra Pressey

1. CALL TO ORDER

A. Note of Attendance for a Quorum

President Hinojos Pressey called the meeting to order at 5:30 p.m.
Attendance was noted.

B. Safety Minute

General Manager Pollock presented the safety moment, highlighting water safety tips to keep families safe this summer.

C. Announcements | Changes to Agenda: None

2. PRESENTATIONS

A. Bus Stop Inventory Update

Presenter: Transit Planner II Jolynn Franke

Agenda Packet: Pg. 3-9

Transit Planner Franke presented the Bus Stop Accessibility Assessment Report. Between January and June 2025, the Planning Department conducted on-site evaluations of all 797 bus stops in the District's service area. Of these, 41.5% were fully ADA compliant, 38.5% were functional but not fully compliant, and 17.9% did not meet ADA accessibility standards. The assessment also documented key amenities such as shelters, benches, trash receptacles, and lighting. The findings will guide future infrastructure improvements and support continued collaboration with local jurisdictions to enhance accessibility and transit equity.

Board members and staff engaged in discussions regarding the information presented along with next steps.

3. DISCUSSIONS

A. Service Enhancement Subcommittee Update

Presenter: Director Ian Davidson

Director Davidson provided a brief update on the most recent Service Enhancement Subcommittee meeting, highlighting findings from the executive interviews conducted by CFM and outlining CFM's suggestions for next steps.

President Hinojos Pressey provided a brief update on their most recent meeting with the Chamber.



B. Committee Board Assignments

Presenter: GM Allan Pollock

Agenda Packet: Pg. 10-13

GM Pollock discussed upcoming Board Committee assignments and noted that any requests for changes should be submitted to President Hinojos Pressey.

4. GENERAL MANAGER COMMENTS/REPORTS

A. Upcoming Agenda Items

B. Board Calendar

GM Pollock reviewed the upcoming agenda and calendar items.

5. ADJOURN

President Hinojos Pressey adjourned the meeting at 6:47 p.m.

Respectfully Submitted

Maria Hinojos Pressey, Board President



To: Board of Directors
From: Denise LaRue, Chief Financial Officer
Thru: Allan Pollock, General Manager
Date: July 24, 2025
Subject: FY2025 Preliminary Year-End Financial Report

ISSUE

Shall the Board accept the FY2025 preliminary year-end financial report?

BACKGROUND AND FINDINGS

The District's fiscal year ended June 30, 2025. Oregon Revised Statutes – ORS 267.140(5) – requires the District to make a financial report for the previous year available to its Board within 30 days of fiscal year end. To comply with the timeframe established by the State of Oregon, District staff have prepared a report providing preliminary results. Audited reports will be prepared when the independent audit work has been completed.

The preliminary report includes statements for the General Fund, Transportation Programs Fund, and the Capital Project Fund. These statements compare the budget amounts to actual amounts by legal appropriations category. Because this is a preliminary look at FY25, some transactions and adjustments have not yet been made, so they are not included in this preliminary report. These items include depreciation of assets, year-end revenue accruals, and various expense adjustments.

Attachment A shows the Estimated Financial Overview for FY25.

General Fund Revenues:

General Fund Total Operating Revenues are at 104% of budget.

Passenger Fares are anticipated to be at 125% of budget, STIF funding being at 115%, and Oregon State In-Lieu at 106%. These numbers may increase over the estimate by a revenue accrual for the fourth quarter.

General Fund Expenditures:

The Total Operating expenditures of the General Fund are under budget at 74% of the total annual budget with all Divisions anticipated to be within budget.

Transportation Programs Fund Revenues:

Transportation Total Revenues are at 61% of budget, mainly due to not planning to transfer funds from the General Fund because we have prior year reserves to use that are within this fund.

Additional revenues will be accrued when drawdown calculations have been completed.

Transportation Programs Fund Expenditures:

The Total Transportation Programs Fund expenditures are below budget, coming in at 87%.

Capital Projects Fund Revenues and Expenditures:

Overall, the Capital Project Fund has received and expended about 11% and 10% of the appropriated budget, respectively. As with the other fund statements, reimbursement requests are in process and the revenues will be reported with the audited report.

Many of the planned FY25 capital projects take longer than one year to complete for various reasons. These have been carried forward to the Adopted FY2025-26 budget year to be completed.

FINANCIAL IMPACT

None.

RECOMMENDATION

Staff recommends the Board accept the FY2025 preliminary year-end financial report as presented.

PROPOSED MOTION

I move that the Board accept the FY2025 preliminary year-end financial report as presented.

Salem Area Mass Transit District**Estimated 2024-25 Year-End Financials****General Fund Revenues/Resources and Expenses/Requirements Summary**

				FY2024-25 Amended	% of	
	Actual	Budget @ 6/30/25	Budget	Budget	Budget	
1	Operating Revenues/Resources					1
2	Passenger Fares	\$ 2,373,562	\$ 1,896,149	\$ 1,896,149	125%	2
3	Planning Grant	128,984	120,000	120,000	107%	3
4	Federal Funding	3,405,000	3,382,972	3,382,972	101%	4
5	STIF Formula	9,758,119	8,496,125	8,496,125	115%	5
6	Miscellaneous	179,863	225,640	225,640	80%	6
7	Property Taxes	15,815,013	16,310,471	16,310,471	97%	7
8	Oregon State In-Lieu	9,003,981	8,500,000	8,500,000	106%	8
9	Interest on Investments	2,281,577	2,420,000	2,420,000	94%	9
10	Renewable Gas/Energy Tax Credits	535,625	400,000	400,000	134%	10
11	Operating Revenues/Resources Total	\$ 43,481,724	\$ 41,751,357	\$ 41,751,357	104%	11
12	Operating Expenses/Requirements					12
13	General Manager/Board/Strategic Init.	\$ 1,059,445	\$ 1,105,346	\$ 1,105,346	96%	13
14	Human Resources	1,423,135	1,488,472	1,488,472	96%	14
15	Finance	1,816,390	2,034,003	2,034,003	89%	15
16	Marketing & Communications	2,389,066	2,405,223	2,405,223	99%	16
17	Operations	29,622,514	30,971,459	30,971,459	96%	17
18	Deputy General Manager	1,124,199	1,125,682	1,125,682	100%	18
19	Information Technology & Infrastructure	1,704,572	2,354,055	2,354,055	72%	19
20	Planning and Development	1,084,170	1,274,805	1,274,805	85%	20
21	Safety & Security	1,788,822	2,547,140	2,547,140	70%	21
22	Unallocated General Administration	1,672,461	1,958,432	1,958,432	85%	22
23	Transfer to Transportation Programs Fund	-	4,054,000	4,054,000	0%	23
24	Transfer to Capital Fund	467,180	8,641,138	8,641,138	5%	24
25	Operating Expenses/Requirements Total	\$ 44,151,954	\$ 59,959,755	\$ 59,959,755	74%	25

**Salem Area Mass Transit District
Estimated 2024-25 Year-End Financials**

**Transportation Programs Fund Revenues/Resources and
Expenses/Requirements Summary**

		Actual	Budget @ 6/30/25	FY2024-25 Amended Budget	% of Budget	
1	Transportation Fund Revenues/Resources					1
2	Passenger Fares	\$ 279,893	\$ 402,090	\$ 402,090	70%	2
3	Federal Funds	2,677,451	4,463,354	4,463,354	60%	3
4	State STIF Funds	3,165,199	3,156,846	3,156,846	100%	4
5	State Funds	2,474,954	2,200,527	2,200,527	112%	5
6	Interest on Investments	89,244	70,200	70,200	127%	6
7	Transfers from Other Funds	-	4,054,000	4,054,000	0%	7
8	Transportation Fund Revenues/Resources Total	\$ 8,686,741	\$ 14,347,017	\$ 14,347,017	61%	8
9	Transportation Fund Expenses/Requirements					9
10	Communication	\$ 104,232	\$ 105,756	\$ 105,756	99%	10
11	Operations	10,635,470	11,925,033	11,925,033	89%	11
12	Planning and Development	347,513	700,000	700,000	50%	12
13	Transportation Fund Expenses/Requirements Total	\$ 11,087,215	\$ 12,730,789	\$ 12,730,789	87%	13

* Transportation Programs Fund is using prior year reserves rather than transferring from General Fund.

**Salem Area Mass Transit District
Estimated 2024-25 Year-End Financials**

**Capital Project Fund Revenues/Resources
and Expenses/Requirements Summary**

		Actual	Budget @ 6/30/25	FY2024-25 Amended Budget	% of Budget	
1	Capital Revenues/Resources					1
2	Federal Funding	\$ 2,999,387	\$ 25,792,031	\$ 25,792,031	12%	2
3	State STIF Funds	297,053	691,478	691,478	43%	3
4	State Funding	70,756	1,322,996	1,322,996	5%	4
5	Transfers from Other Funds	467,180	8,641,138	8,641,138	5%	5
6	Capital Revenues/Resources Total	\$ 3,834,376	\$ 36,447,643	\$ 36,447,643	11%	6

**Capital Expenses/Requirements Summary by
Division**

7	Finance	\$ 7,039	\$ 168,863	\$ 168,863	4%	7
8	Information Technology & Infrastructure	1,711,763	2,513,556	2,513,556	68%	8
9	Deputy General Manager	68,843	640,000	640,000	11%	9
10	Planning & Development	195,540	7,497,038	7,497,038	3%	10
11	Operations	1,743,248	25,628,186	25,628,186	7%	11
12	Capital Expenses/Requirements Total	\$ 3,726,433	\$ 36,447,643	\$ 36,447,643	10%	12

Salem Area Mass Transit District
Estimated Financial Overview for FY25

		FY2025	
Indicators	Measure	Q4 YTD	Notes
Audits of General Health		Q4 YTD	
Report of Independent Auditors - Annual	Unmodified Opinion	F	The audit was completed with no findings and submitted to the Secretary of State on 12/31/24.
Deficiencies in Internal Control - Annual	No material weakness noted. No significant deficiencies or non-compliance noted.	F	The audit was completed with no findings and submitted to the Secretary of State on 12/31/24.
Fraud & Noncompliance with Laws & Regulations - Annual	No instances of fraud or noncompliance with laws and regulations identified.	F	The audit was completed with no findings and submitted to the Secretary of State on 12/31/24.
FTA Comprehensive Review - Every 3 Years	No significant deficiencies or material internal control weaknesses noted.	F	The onsite review was completed in June. We have received the draft final report indicating no findings.
NTD Agreed Upon Procedures - Annual	No material noncompliance with requirements.	F	Review complete, with no findings.
ODOT Compliance Review - Every 3 Years	No significant deficiencies or material internal control weaknesses noted.	F	Onsite review completed in May with no findings.
STIF Agreed Upon Procedures Review	No material noncompliance with requirements.	F	Complete with no findings.
ODOT Single Audit Review - Annual	No material noncompliance with requirements.	F	Completed and filed timely with no findings.
Transparency		Q4 YTD	
GFOA Excellence in Financial Reporting Award	Award Received	F	FY23 Award Received - 12th Consecutive Award

F Favorable - Trend is positive with respect to goals & policies
--- In Process
F/C Favorable/Caution - Trend is in compliance with policies or anticipated results, but there is risk of change.
U Unfavorable - Trend is negative and there is immediate need for corrective action.

Salem Area Mass Transit District
Estimated Financial Overview for FY25, pg 2

Indicators	Measure	Q4 YTD	Notes
General Fund Financial Performance		Q4 YTD	
YTD Operating Revenues/Budget	YTD Percentage of annual budget	104%	Slightly over budget.
YTD Expenditures/Budget	YTD Percentage of annual budget	74%	Within budget.
Transportation Programs Fund Financial Performance		Q4 YTD	
YTD Operating Revenues/Budget	YTD Percentage of annual budget	61%	Less than budget because of using prior year reserves.
YTD Expenditures/Budget	YTD Percentage of annual budget	87%	Within budget.
Capital Fund Financial Performance		Q4 YTD	
YTD Operating Revenues/Budget	YTD Percentage of annual budget	11%	Many large capital projects are carrying over into FY26.
YTD Expenditures/Budget	YTD Percentage of annual budget	10%	Expenses are mainly for the ITS Project and Vehicle Hoist Replacements
FY2025 Strategic Plan			
Organizational Tactics - Budget Usage		Action	Q4 YTD
Share the Cherriots Story	Solicitation/Contract for Public Relations Consultant	\$ 183,475	Contract has been executed.
Cherriots Intelligent Transportation System Implementation	Complete Installation/System Acceptance	\$ 1,466,881	Project complete.
Conduct Comprehensive Operational Analysis (COA)	Procure Vendor and Complete Analysis	\$ 5,234	Vendor has begun work on the project.
Improve Safety and Security	Complete Phase 1 of the DW Gate/Fence Project	\$ 50,193	Project Management, Engineering, and Design costs.
Implement a Mentor/Mentee Plan	Identify Executive Coach for formalized plan	\$ -	Development of solicitation currently on hold.
Complete Implementation of Reward/Recognition Program	Develop and roll out program	\$ -	Development of the program is nearly finalized and is being included in the FY26 budget.
Develop a Long Range Financial Plan	Create financial policies and complete 5-year plan	\$ 41,900	Forecasting model is complete.

To: Board of Directors
From: Denise LaRue, Chief Financial Officer
Thru: Allan Pollock, General Manager
Date: July 24, 2025
Subject: Oregon Department of Transportation (ODOT) Compliance Monitoring Program and Results

ISSUE

Shall the Board accept the 2025 ODOT Compliance Report?

BACKGROUND AND FINDINGS

The District recently participated in the ODOT Compliance Monitoring Program, which assesses how transit agencies in Oregon meet the varied compliance requirements imposed by the state as stipulated in the latest version of the State Management Plan for Public Transportation.

Each Compliance Review determines how the agency's management is complying with federal and state laws, rules, requirements, and regulations. The overall goal is to improve an agency's compliance with applicable regulations while strengthening management's abilities in the review areas.

RLS & Associates, a contracted review firm for ODOT, reviews the District following the Urban Recipient Field Guide for Conducting Oregon Compliance Reviews. The review began with data collection starting in March, and ended with an in-person review on May 8, 2025 with staff, Ms. Amy Edelman of RLS, Ms. Arla Miller, ODOT Regional Transit Coordinator, and Mr. David Campbell, ODOT Compliance Coordinator. The attached report provides the report and findings of the review.

The District is proud to announce that there were no findings as a result of this review. It should be noted the District also received no findings during the 2021 ODOT Compliance Review as well.

The specific areas reviewed were the:

- Statewide Transportation Improvement Fund (STIF)
- Requirements for STIF-Funded Assets
- Financial Management
- Americans with Disabilities Act, and
- Monitoring of Lower Tier Recipients.

FINANCIAL IMPACT

None.

RECOMMENDATION

Staff recommends the Board accept the 2025 ODOT Compliance Report.

PROPOSED MOTION

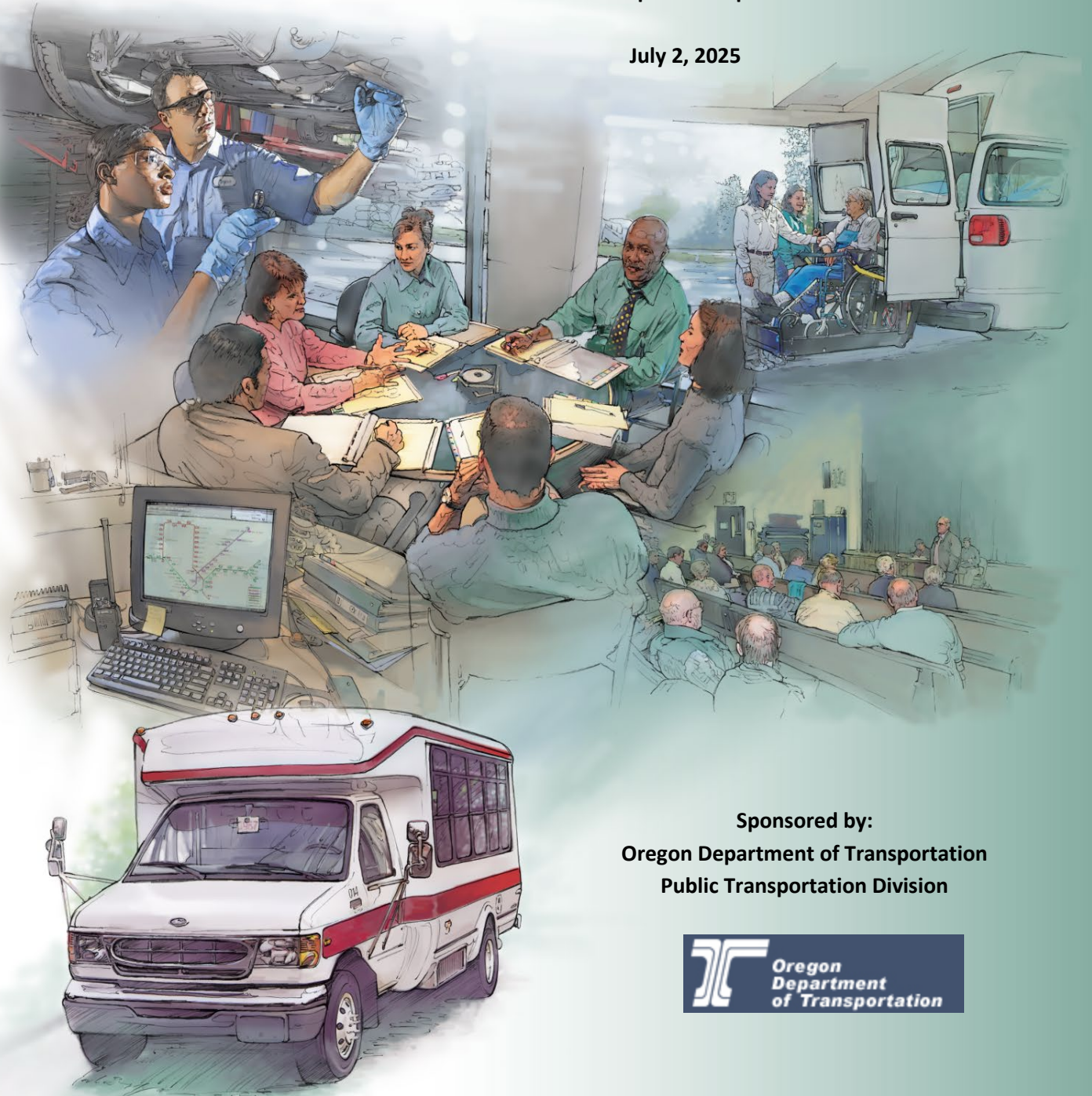
I move that the Board accept the 2025 ODOT Compliance Report.



Compliance Review of Salem Area Mass Transit District (SAMTD)

Compliance Report

July 2, 2025



Sponsored by:
Oregon Department of Transportation
Public Transportation Division



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Exhibit 1. Compliance Review Participants

No.	Name	Title	Organization	Phone	Email
(1)	Allan Pollock	General Manager	Salem Area Mass Transit District	361-2550	allan.pollock@cherriots.org
(2)	David Trimble	Deputy General Manager	Salem Area Mass Transit District	361-2553	david.trimble@cherriots.org
(3)	Denise LaRue	Chief Financial Officer	Salem Area Mass Transit District	361-7527	denise.larue@cherriots.org
(4)	Shofi Ull Azum	Chief Planning and Development Officer	Salem Area Mass Transit District	361-2552	shofi.azum@cherriots.org
(5)	Tom Dietz	Chief Operations Officer	Salem Area Mass Transit District	361-7552	tom.dietz@cherriots.org
(6)	Jaél Rose	Chief Employee and Labor Relations Officer	Salem Area Mass Transit District	361-2551	jael.rose@cherriots.org
(7)	Ben Sawyer	Contracted Services Manager	Salem Area Mass Transit District	361-7588	ben.sawyer@cherriots.org
(8)	Chris French	Service Planning Manager	Salem Area Mass Transit District	361-7540	chris.french@cherriots.org
(9)	Deb Grant	Risk Manager	Salem Area Mass Transit District	361-7578	deborah.grant@cherriots.org
(10)	Don Clifford	Transportation Manager	Salem Area Mass Transit District	361-7594	don.clifford@cherriots.org
(11)	Matt Marquez	Grant and Project Coordinator	Salem Area Mass Transit District	361-7524	matt.marquez@cherriots.org
(12)	Melissa Kidd	Senior Manager, Project & Contract Administration	Salem Area Mass Transit District	361-7519	melissa.kidd@cherriots.org
(13)	Peggy Greene	Grants Administrator	Salem Area Mass Transit District	361-7530	peggy.greene@cherriots.org
(14)	Tim Reedy	Business Services Manager	Salem Area Mass Transit District	361-7513	tim.reedy@cherriots.org
(15)	Zach Leeth	Maintenance Manager	Salem Area Mass Transit District	361-7562	zachery.leeth@cherriots.org
(16)	Jim Row	STIFAC Chairperson	Salem Area Mass Transit District		Jim.Row@ci.woodburn.or.us
(17)	Magan Waltari	Procurement Manager	Salem Area Mass Transit District		magan.waltari@cherriots.org
(18)	David Campbell	Compliance Program Coordinator	ODOT	971-304-4915	David.M.Campbell@odot.oregon.gov
(19)	Arla Miller	Regional Transit Coordinator	ODOT	503-949-5415	Arla.Miller@odot.oregon.gov
(20)	Amy Edelman	Associate	RLS & Associates	937-299-5007	acrossin@rlsandassoc.com

Oregon DOT Compliance Monitoring Program

Scope of the Review

The Oregon Department of Transportation's (ODOT) Public Transportation Division (PTD) is responsible for the implementation and oversight of ODOT's federal and state transit grant programs. The Compliance Monitoring Program is designed to assist the PTD and public transportation providers with the assessment of how transit agencies in Oregon meet the varied compliance requirements imposed by the state, as stipulated in the latest version of the *State Management Plan for Public Transportation Programs*. This document summarizes federal and state requirements for PTD-administered grant programs.

Each Compliance Review assesses how an agency's management is complying with federal and state laws, rules, requirements, and regulations. The Program's overall goal is to improve an agency's compliance with applicable regulations while strengthening management's abilities in those areas.

Procedures for conducting this review follow the process described in the Urban Recipient Field Guide for conducting Oregon Compliance Reviews, developed by RLS & Associates, Inc. (RLS). The primary focus of the review of urbanized areas is on compliance with state grant programs – the Statewide Transportation Improvement Fund (STIF) and the Specialized Transportation Fund (STF); when applicable, compliance with federal standards is reviewed when the subject matter has direct relevance or is legislatively required.

ODOT contracted with RLS & Associates to conduct these reviews. This report documents the results of a Compliance Review conducted of Salem Area Mass Transit District, which operates SAMTD.

The review was conducted in person on May 8, 2025, by Ms. Amy Edelman of RLS. Ms. Arla Miller, ODOT Regional Transit Coordinator, and Mr. David Campbell, ODOT Compliance Coordinator also participated and observed the review.

As a direct recipient of federal Section 5307 funding from the Federal Transit Administration (FTA), SAMTD was subject to a Triennial Review in 2022. To minimize duplication of effort, it was determined through consultation with ODOT officials that the present compliance review would address the following topical areas:

1. Statewide Transportation Improvement Fund
2. Requirements for STIF-Funded Assets
3. Financial Management
4. Americans with Disabilities Act

5. Monitoring of Lower-Tier Subrecipients

An overview of the major compliance principles and elements is provided for each area referenced above. Reviewers used the Urban Recipient Compliance Field Guide to determine how the agency's policies, procedures, and daily practices aligned with federal and state requirements.

This report documents those policies, procedures, or practices requiring corrective action to bring the element(s) into compliance or for which a best practice recommendation could improve operating or administrative efficiency. Findings relative to the subrecipient are stated and remedial actions necessary to achieve compliance are outlined in each topical area along with a timetable to address the findings.

Observations and recommendations will be provided as a result of the review. These findings are typically categorized as follows:

Exhibit 2. Report Findings

Report Finding	Subrecipient Responsibility	Timeframe
Compliance Observation	Implement remedial action within a limited, prescribed timeframe.	30 -180 Days
Advisory Recommendation	Optional element to be considered by transit system management. Recommendations typically represent industry "best practices" and should be evaluated by management accordingly.	No specific timeframe

In addressing each report's recommendations, the following information will be provided:

- ◆ **Condition.** A narrative description of the condition or conditions that do not align with federal or state requirements or a condition that creates:
 - A compliance deficiency;
 - An increase in risk to the agency; or
 - An inefficient use of agency resources.
- ◆ **Remedy.** The review will provide a detailed narrative of remedial activity needed to address the condition noted above. Where applicable, sample forms, policies, or procedures will be provided to the subrecipient to assist the subrecipient in remediating the deficiency.
- ◆ **Timeframe.** In consultation with ODOT staff, the reviewer will determine a suitable timeframe to implement corrective action for all Compliance Observations.

If SAMTD requires additional time beyond what is noted in this report, the organization should consult with its ODOT Regional Transit Coordinator (RTC). A compliance review corrective action plan at the end of this report contains a summary table of all report recommendations.

Because of the test nature and other inherent limitations of the limited scope of work encompassed in this review, together with the limitations of any system of internal and management controls used to ensure compliance, this assessment will not necessarily disclose all findings of noncompliance. The

procedures employed are substantially less in scope than a compliance audit; they are designed to provide the transit system with technical assistance to facilitate compliance with the terms and conditions of federal financial assistance.

Service Area

Salem Area Mass Transit District (SAMTD) is a special Mass Transit District established under Oregon law in November 1979. SAMTD's seven-member Board of Directors is elected by the constituents of the seven subdistricts within the District. The Board hires the General Manager who, in turn, is responsible for the day-to-day operations of SAMTD.

SAMTD provides public transportation services branded as "Cherriots" in the Cities of Salem and Keizer as well as portions of Marion and Polk Counties. This service area is home to approximately 410,000 residents. SAMTD's administrative offices are in the Court House Square Transit Center, an FTA-funded multi-use facility located at 555 Court Street NE in the City of Salem. Further, SAMTD's maintenance and operations functions are located in an FTA-funded facility at 3140 Del Webb Avenue in Salem.

Description of the Transit Service

SAMTD directly operates a network of fixed routes throughout the Salem-Keizer area as well as the mid-Willamette Valley, which runs Monday through Friday from 6:00 a.m. to 9:00 p.m. The adult fare for SAMTD's fixed route service is \$1.60, with a reduced fare of \$0.80 offered to seniors aged 60 and older, individuals with disabilities, and Medicare cardholders. Youths ages 0-18 may ride all Cherriots services for free—no pass is required.

SAMTD also offers extensive regional and commuter options. From Salem, there are options to connect to other local transit agencies, such as Canby Area Transit (CAT), the Monmouth/Independence Trolley, Silverton's Silver Trolley, Yamhill County Transit, TriMet, Woodburn Transit System, and SMART Transit. These routes also take riders to and from other regional transit options Greyhound/FlixBus and Amtrak.

Additionally, SAMTD contracts with MV Transportation, Inc. to provide the following public transportation services:

- ◆ ADA complementary paratransit, branded as Cherriots LIFT, operates during the same days and hours as SAMTD's fixed route service. The Cherriots LIFT fare is \$3.20 per ride.
- ◆ Cherriots Shop and Ride, a demand response service within the Salem-Keizer urban growth boundary, is typically available Monday through Friday, starting at 8:00 a.m. with final drop-offs by 5:00 p.m.

Funding

SAMTD receives FTA funding under Sections 5307, 5310, 5339, and Oregon DOT STIF Funds.

Overview of the Compliance Status of SAMTD

Based on the interviews conducted and materials examined as part of this review, no (0) Compliance Observations and no (0) Advisory Recommendations were made.

Statewide Transportation Improvement Fund

The Statewide Transportation Improvement Fund (STIF) provides financial support to eligible Public Transportation Service Providers referred to as Qualified Entities (QE). STIF monies may be used for purposes that support the effective planning, deployment, operation, and administration of public transportation programs, including, but not limited to:

- ◆ Creation of new systems and services with origins, destinations, or stops in Oregon;
- ◆ Maintenance or continuation of systems and services; and
- ◆ Planning for and development of a Local Plan or future STIF Plan to improve public transportation service.

The majority of STIF money (90%) is allocated based on a formula basis; the formula is structured to ensure that no Qualified Entity receives less than \$100,000 per year. The remaining funds are distributed as follows:

- ◆ Five percent are distributed under the discretionary fund via a competitive statewide process;
- ◆ Four percent are distributed to be used to improve public transportation between two or more communities based on a competitive grant program; and
- ◆ One percent is used to support a statewide technical resource center to: (a) assist public transportation providers in rural areas with training, planning, and information technology; and (b) fund state administration of STIF.

There are a number of requirements associated with receiving STIF funds. The STIF section of the compliance monitoring review process encompasses the following topics:

- ◆ Qualified Entity Identification
- ◆ Budget and Accounting Requirements
- ◆ STIF Advisory Committee
- ◆ STIF Formula Funds Allocation
- ◆ STIF Plan
- ◆ STIF Reporting
- ◆ Discretionary STIF Funds and Reporting Requirements

Statewide Transportation Improvement Fund Findings

Based on materials presented to the reviewers and observations made during the review, no deficiencies were found with the ODOT requirements in the area of the Statewide Transportation Improvement Fund.

Requirements for STIF-Funded Assets

QEs and PTSPs that acquire, purchase, or lease capital assets with STIF funds must ensure satisfactory continuing control of a capital asset during the period of its useful life. QEs and PTSPs must inventory capital assets purchased in whole or part with STIF funds. The inventory will include a description of the capital asset, the date of purchase, the purchase price, the amount of STIF funds contributed to the purchase, the source of other funds, the authorized use, the entity using the capital asset, and the condition of the asset.

Inventory requirements vary depending on the nature of the asset. RPTD has additional requirements for vehicle assets and real property assets.

The requirements apply to assets acquired with STIF formula funds, discretionary funds, and intercommunity discretionary funds.

STIF-Funded Asset Management Findings

Based on the interviews conducted and materials examined as part of this review, no deficiencies were found with the ODOT requirements in the area of STIF-Funded Asset Management.

Financial Management

All subrecipients are required to establish and maintain an accounting system that follows generally accepted accounting principles (GAAP) and/or guidelines issued by the Government Accounting Standards Board (GASB). All financial transactions must be recorded in a manner to be clearly identified, easily traced, and substantially documented. The fully allocated cost of the public transit program must be identified regardless of the agency's operational nature. All ODOT subrecipients are expected to use funds received as specified in the project application and grant agreement(s). Control systems must adhere to the applicable requirements outlined in the State Management Plan and other requirements as may be established by ODOT.

Financial management encompasses the following areas in the review process:

- ◆ Accounting Practices
- ◆ Indirect Costs
- ◆ Internal Controls
- ◆ Budget
- ◆ Documentation of Costs
- ◆ Cash Management
- ◆ Financial and Program Reporting
- ◆ Local Match
- ◆ In-Kind or Contributed Services
- ◆ Program Income
- ◆ Single Audit

Financial Management Compliance Observations and Advisory Recommendations

Based on the interviews conducted and materials examined as part of this review, no deficiencies were found with the ODOT requirements in the area of Financial Management.

Americans with Disabilities Act

Under U.S. Department of Transportation (USDOT) Americans with Disabilities Act of 1990 (ADA) regulations, public and private transportation providers are required to operate services in a way that does not discriminate against persons with disabilities. The regulations include general nondiscrimination provisions that apply to all types of agencies and services. Some provisions apply only to certain types of agencies and services. For example, public fixed route operators are required to make onboard stop announcements to keep riders oriented to their location.

Based on the interviews conducted and materials examined as part of this review, no deficiencies were found with the ODOT requirements in the area of Americans with Disabilities Act/Civil Rights.

Monitoring of Lower Tier Subrecipients

Federal rules require that pass-through entities monitor a lower-tier subrecipient's compliance with federal grant administrative requirements stipulated in 2 CFR § 200.300 through 2 CFR § 200.512. Requirements for monitoring of lower-tier entities are detailed in 2 CFR § 200.330 through 2 CFR § 200.332. These requirements span:

- Administrative requirements
- Compliance and programmatic requirements
- Cost allowability controls
- Indirect costs

For the STIF program, OAR 732-040-0015 requires:

- Recipients conduct an annual financial audit of STIF monies received;
- ODOT conducts a periodic compliance review, ensuring that Recipients have:
 - Appropriate and adequate internal controls
 - Adequate management procedures governing the disbursement of STIF funds;
 - Procedures in place to ensure compliance with:
 - Program management requirements
 - Financial management requirements
 - Operations management procedures for the safe and efficient operation of public transit services
 - Adequate procurement policies to ensure compliance with federal and state laws
 - Procedures to ensure proper maintenance of state-funded equipment
 - Policies that ensure records are retained for the period specified in OAR 732-040-0020(4)(a)-(b)
 - Federal civil rights laws
 - Americans with Disabilities Act (ADA) requirements

Further, state regulations stipulate that recipients must permit access by ODOT, the Secretary of State, or their authorized representatives, upon reasonable notice, to all data and records relative to the use of STIF funds. This requirement must be included in all contracts with subrecipients and vendors.

OAR 732-042-0015 requires that the STIF Plan contain provisions that include a description of the Qualified Entity's methods and the contract language that the Qualified Entity will use to oversee its Sub-Recipients, address deficiencies in subrecipient performance, and ensure that the Qualified Entity can accomplish the applicable requirements of these rules, including but not limited to audit and compliance requirements, accounting requirements, capital asset requirements, and reporting requirements.

ODOT will conduct oversight reviews only of the QE; as a matter of ODOT policy, QEs are responsible for the conduct of subrecipients. To support this activity, ODOT has issued a guidebook, entitled "QE - Subrecipient Oversight Compliance Guide" (June 2021 and January 2025 Addendum).

Monitoring of Lower Tier Subrecipients

Based on materials presented to the reviewers and observations made during the review, no deficiencies were found with the ODOT requirements in the area of Monitoring of Lower Tier Subrecipients.

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Compliance Review Corrective Action Plan

Summary

No Compliance Observations and no (0) Advisory Recommendations were made as a result of this review.

To: Board of Directors
From: Tom Dietz, Chief Operations Officer
David Trimble, Deputy General Manager
Thru: Allan Pollock, General Manager
Date: July 24, 2025
Subject: Fare Collection System Replacement

ISSUE

Shall the Board authorize the General Manager to enter into a contract with Genfare, LLC for the delivery of a fleet-wide fare collection System and approve a project budget amount not exceed \$2,515,919?

BACKGROUND AND FINDINGS

The current fare collection equipment reached the end of its useful life in 2022 and was no longer supported (i.e. software, hardware, or replacement parts) in 2024. This posed a great challenge for maintenance and transportation staff to ensure these devices continued to work for our riders.

The District began researching replacement equipment for the fare collection system in FY2025. Additionally, with the implementation of Umo, the District decided to release a Request for Proposals (RFP) to replace the existing Genfare Odyssey equipment.

On February 7, 2025, the District issued a solicitation for the Fare Collection System Replacement project. The goal is for the implementation of a comprehensive fare collection system solution that will offer future technology features, complete integration with Umo and CAD/AVL solutions, as well as a seamless impact on our riders. The solicitation closed on April 25, 2025 and interviews and demonstrations were scheduled through June 3, 2025.

The District received two (2) proposal responses to the RFP. Proposers were determined to be responsive per FTA guidelines. The SEC determined that Genfare, LLC was the successful proposer.

FINANCIAL IMPACT

The expenses associated with this contract are accounted for the in approved FY 26 capital budget. The subsequent years of this contract (software/hardware maintenance, warranty, and licensing) will be accounted for in the upcoming FY operating budgets. The cost breakdown is shown in the table below.

Part 1: Project Services	\$584,259
Part 2: Fareboxes & Equipment	\$1,931,659
Part 3: Contingency	\$30,000
TOTAL	\$2,545,919

Funding for this proposed contract is included in the Capital Projects Budget of SAMTD's Adopted FY26 Budget for the capital expense. The operating expenses will be budgeted within the annual Operations Materials and Services Budget. The source of matching funds is SAMTD's General Fund. The table on the following page provides an itemized list of project funding.

Fund Source	Grant Percent	Match Percent	Grant Amount	Match Amount	Total Funds
FTA 5339a	80%	20%	\$1,469,387	\$367,347	\$1,836,734
FTA 5307	80%	20%	\$567,348	\$141,837	\$709,185
Grand Total:					\$2,545,919

RECOMMENDATION

Staff recommends the Board authorize the General Manager to enter into a contract with Genfare, LLC for the delivery of a Fare Collection System replacement and approve a project budget amount not exceed \$2,545,919.

PROPOSED MOTION

I move that the Board authorize the General Manager to enter into a contract with Genfare, LLC for the delivery of a Fare Collection System replacement and approve a project budget amount not exceed \$2,545,919 (two million five hundred forty-five thousand, nine hundred nineteen dollars).



To: Board of Directors
From: Zach Leeth, Maintenance Manager
Tom Dietz, Chief Operations Officer
Thru: Allan Pollock, General Manager
Date: July 24, 2025
Subject: Chemeketa Community College Surplus Equipment Donation

ISSUE

Shall the Board authorize the donation of surplus automotive parts to the diesel technologies program at Chemeketa Community College?

BACKGROUND AND FINDINGS

Over the last year the District has been partnering with the Chemeketa Community College Diesel Technology program and Commercial Drivers License (CDL) program. Staff has presented in front of both the CDL program and the diesel technology program. The diesel technology program is interested in collaborating with the District to expand its focus to include specialized training on public transportation equipment. The goal is to better prepare students for careers in the vital public transportation sector.

As a result, the District has received a request from Chemeketa Community College for surplus equipment (see attachment). The District has the following surplus equipment available for donation:

- Transmission (used)
- Steering box (used)
- Steering column (used)
- Rear axle assembly (used)

These parts are from our 2005 Orion VII CNG buses that are being decommissioned and are past their useful life. The Federal Transit Administration (FTA) has approved this donation in lieu of scrapping surplus equipment. Under normal circumstances, the District would send this equipment to Cherry City Metals for scrap metal. Considering current scrap metal prices, the District might receive approximately \$100 for the items listed above. By donating these items to the local community college diesel technologies program, these items will be repurposed in an educational environment. The District will

also further a long-standing relationship with Chemeketa Community College, and possibly yield future employees in our Fleet Maintenance department.

FINANCIAL IMPACT

The financial impact of this is the loss of approximately \$100 in scrap metal recycling.

RECOMMENDATION

Staff recommends the Board approve the donation of surplus parts to the diesel technologies program at Chemeketa Community College.

PROPOSED MOTION

I move that the Board approve the donation of surplus parts to the diesel technologies program at Chemeketa Community College.

Kevin Ruby

Diesel Technology, Program Chair
Chemeketa Community College
4910 Brooklake RD NE
Brooks, OR 97305
(503) 931-4990
kruby1@chemeketa.edu

15th of January 2025

Wendy Harwood

HR Specialist
Cherriots
555 Court ST NE, Suite 5230
Salem, OR 97301
(503) 361-7502
wendy.harwood@cherriots.org

Dear Cherriots Board Members,

I am writing to express my interest in collaborating with you to enhance Chemeketa's Diesel program by expanding its focus to include specialized training on public transportation equipment. Our goal is to better prepare students for careers in this vital sector.

To achieve this, we seek your support in the form of donations of used diesel buses and other components commonly found in public transportation vehicles. These items do not need to be new or in working condition. Specifically, we are looking for used Allison transmissions, diesel buses, steering gearboxes, alternators, starters, hydraulic pumps, lift cylinders, and any damaged parts that could be used for instructional purposes, particularly in failure analysis labs.

Any donations will be incorporated into the Diesel program, providing hands-on lab experiences for students. Additionally, we would appreciate the opportunity to work with your team to identify the most common repairs performed on your fleet. This information will help us design labs tailored to these repairs, ensuring that students are better prepared for careers in the Diesel industry, including potential employment with Cherriots.

Thank you for your continued support and for considering this partnership. I look forward to the opportunity to work together to equip the next generation of skilled professionals.

Sincerely,

Kevin Ruby

To: Board of Directors
From: Jaél Rose, Chief Employee and Labor Relations Officer
Thru: Allan Pollock, General Manager
Date: July 24, 2025
Subject: Approval of a Three-Year Labor Agreement with the Amalgamated Transit Union (ATU) for the period of July 1, 2025, through June 30, 2028

ISSUE

Shall the Board approve a three-year labor agreement with the Amalgamated Transit Union (Local 757) for the period of July 1, 2025, through June 30, 2028?

BACKGROUND AND FINDINGS

The current labor agreement between the ATU 757 and Salem Area Mass Transit District (District) expired on June 30, 2025. Pursuant to requirements of the labor agreement, District staff and union representatives began meeting on January 27, 2025, to begin negotiations on the successor labor contract agreement. The parties had six (6) negotiating sessions during a four-month period. A Tentative Agreement was reached at the conclusion of the May 30, 2025, session without the need for mediation.

Subsequently, through a voting process, the bargaining unit members ratified the tentative agreement on Friday, July 11, 2025 with 93% of ATU members voting for contract ratification.

The agreement includes a 5.0% wage increase for ATU members in the first year of the contract (which upon Board approval will be retroactive back to July 1, 2025), followed by two additional annual increases of 3.5% on July 1, 2026, and July 1, 2027. Additionally, the agreement includes small increases in longevity pay for those employees covered under this agreement who have 10 years of seniority or more.

In addition to general wage increases and longevity enhancements, the agreement provides a \$0.30 per hour tool allowance for Journey Mechanics, and increases the Step 1 wage rate for Journey Mechanics by \$2.25 effective July 1, 2025. Maintenance employees working swing or graveyard shifts will also receive a \$1.00 per hour shift differential in recognition of non-standard working hours.

The District and the ATU came to Tentative Agreements on 23 operational Articles for the successor labor agreement, and collaboratively added a 24th Article. These included items such as work rule clarifications, adjustments to work assignments and procedures for transit operators, and the removal or revision of outdated contract language.

The newly added Article 24 formalizes the use of electronic monitoring systems for disciplinary purposes. It outlines the conditions under which the District may review audio, video, or other electronic data and includes safeguards against arbitrary surveillance. The provision balances operational oversight with employee protections and reinforces the District's commitment to fairness and transparency in the review of potential policy violations.

Based on the ATU members' ratification, this action seeks the Board's approval to execute a three-year successor labor agreement with the ATU, with all new terms of the agreement to be retroactive to July 1, 2025.

FINANCIAL IMPACT

Financial impacts of the cost of Year 1 of this agreement will be covered in the FY26 Budget. All subsequent years' costs will be incorporated through the annual budget process.

RECOMMENDATION

The Negotiating Committee and staff recommend that the Board approve the three-year labor agreement with the ATU 757 for the period of July 1, 2025, through June 30, 2028.

PROPOSED MOTION

I move that the Board approve the three-year labor agreement with ATU 757 for the period of July 1, 2025, through June 30, 2028.

To: Board of Directors
From: Jaél Rose, Chief Employee and Labor Relations Officer
Date: July 24, 2025
Subject: General Manager Performance Evaluation

ISSUE

Shall the Board complete the General Manager performance evaluation and compensation change process?

BACKGROUND AND FINDINGS

In accordance with Board Policy 116 the Board of Directors is responsible for evaluating the performance of the General Manager. In addition to the evaluation, the Board shall give consideration to any change in the General Manager's compensation package.

In July 2025 the General Manager completed a self-evaluation which was shared with the Board. The Board completed individual performance evaluations and the Chief Employee and Labor Relations Officer prepared a composite performance evaluation which was validated by Board Secretary Director Duncan. On July 24, 2025 the Board held an executive session to review the composite results and to formulate a potential compensation adjustment.

FINANCIAL IMPACT

The FY 2026 budget has allocated funds in the general manager's division for a potential compensation adjustment.

RECOMMENDATION

None.

PROPOSED MOTION

None.

To: Board of Directors
From: Chris French, Service Planning Manager
Shofi Ull Azum, Chief Planning and Development Officer
Thru: Allan Pollock, General Manager
Date: July 24, 2025
Subject: September 2025 Service Change Briefing

ISSUE

Shall the Board receive a briefing regarding Cherriots fixed route service beginning September 7, 2025?

BACKGROUND AND FINDINGS

This service change will begin on Sunday, September 7, and continue through Saturday, January 3, 2026.

Local Bus Service

Notable Changes

Route adjustment

- Route 22 - Kuebler Link
 - The last section of Mill Creek Dr. has been completed, connecting it to Deer Park Dr. This development allows Route 22 to serve Corban University.
 - For eastbound trips, to Truax, the bus will continue past Mill Creek Dr., turning right on Aumsville Hwy. It will serve the stop in front of Fed Ex (Stop ID 1757), which is shared with Route 11. This added stop will provide an additional transfer point for each route. The bus will continue on Aumsville Hwy before turning right on Deer Park Rd. The bus will turn right again on Mill Creek Dr., serving a new stop across from Corban University, Mill Creek Dr @ Deer Park Dr (Stop ID 1990). The route continues on Mill Creek Dr. to Truax, where it will turn right and resume the route it currently drives.
 - There is no schedule or timepoint changes to the route.
 - There will no longer be service to Mill Creek Dr @ Logistics, (Stop ID 1974).

Stop changes

- Route 5 - Center Street
 - ADA improvements to the stop on Walker Rd. @ Swegle (Stop ID 1588) have been completed. It will return to service for inbound trips. For proper stop spacing, the stop on Swegle @ Princess (Stop ID 501) will no longer be served.

- Route 9 - Cherry / River Road
 - To provide better access to transit to the areas east of Cherry Ave. and north of the railroad crossing, a new stop will be installed on Cherry Ave. @ Johnson St. (Stop ID 1991). The stop was built as part of the new development that was added on the corner of Cherry Ave. and Johnson St. It will be located north of Johnson St. and south of the railroad crossing.

Schedule adjustment

- Route 14 - Windsor Island Road
 - To help improve schedule reliability for our customers (operators and riders) Route 4 will have minor schedule changes throughout the weekday.

Regional bus service

Notable changes

Route adjustment, stop added

- Route 10X - Woodburn / Salem Express and Route 20X - North Marion County / Salem Express
 - Routing in Woodburn for both routes will be adjusted to accommodate new construction in the Bi-Mart parking lot. Buses will continue on Mt. Hood Ave. to the stoplight near McDonalds and turn left. Buses will continue to layover in the Bi Mart parking lot, but in a different location.
 - Due to the new routing, buses will be able to serve the stop on the north side of Mt Hood Ave in the outbound direction. The stop, Woodburn - Mt. Hood Ave @ N. Pacific Hwy, (Stop ID 1992), is also served by Woodburn Transit.
 - Inbound buses will begin serving the stop on the south side of Mt. Hood Ave (Woodburn Bi-Mart - 1700 Mt. Hood Ave (Stop ID 1460)) from the street rather than in the parking lot.

Holiday service

- Veterans Day, Tuesday, November 11
 - Cherriots Local will operate at the ***Saturday*** service level.

Cherriots ***will not operate*** on Thanksgiving Day, Thursday, November 27, Christmas Day, Thursday, December 25, or New Year's Day, Thursday, January 1, 2026.

Cherriots Regional routes do not operate on holidays.

Cherriots LIFT

Holiday service

- Cherriots LIFT will match the service span of Cherriots Local on Veterans Day.

FINANCIAL IMPACT

None

RECOMMENDATION

For information only.

PROPOSED MOTION

None

To: Board of Directors
From: Allan Pollock, General Manager
Date: July 24, 2025
Subject: Board Member Committee Report

ISSUE

Shall the Board report on their activities and committee assignments as representatives of Salem Area Mass Transit District?

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 on behalf of the District. Board members may take this opportunity to report committee updates or on any meetings or items of note relating to District business.

Subdistrict:	Board Member:	Committee:
1	Joaquín Lara Midkiff	West Salem Business Association
2	Director Navarro	State Transportation Improvement Fund Advisory Committee (STIFAC)
3	Director Carney	Salem-Keizer Area Transportation Study (SKATS) Legislative Committee
4	Director Hinojos Pressey	
5	Director Davidson	FY27 Service Enhancement Committee Mid-Willamette Valley Council of Governments (MWVCOG)
6	Director Duncan	Diversity, Equity, and Inclusion Committee Mid-Willamette Area Commission on Transportation (MWACT)
7	Director Holmstrom	Community Advisory Committee MWVCOG Regional Rail Advisory Board

FINANCIAL IMPACT

None.

RECOMMENDATION

For informational only.

PROPOSED MOTION

None.