



**SALEM AREA MASS TRANSIT DISTRICT**  
**LEGISLATIVE SUBCOMMITTEE AGENDA PACKET**

Thursday, December 18, 2025 at 4:00 p.m.

Directors: Sadie Carney | Ian Davidson | Ramiro Navarro Jr.

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**Available meeting formats:**

**In Person (Directors & Staff Only):** Pringle Creek, 555 Court Street NE, Salem, Oregon 97301

**Zoom Gov:** Meeting ID: 161 720 9803 | Passcode: 328152

**Link:** <https://cherriots-org.zoomgov.com/j/1617209803?pwd=d6rRgkl0Tzm547pOV3M8NNNGpREE0z.1>

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**Formatos de reunión disponibles:**

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## AGENDA

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**1. CALL TO ORDER**

- A. Note of Attendance
- B. Safety Minute
- C. Announcements | Changes to Agenda

**2. ACTION ITEMS**

- A. Approval of Minutes
  - i. December 17, 2024 Legislative Subcommittee Meeting ..... 03

**3. DISCUSSION**

- A. Draft 2026 Federal Legislative Agenda ..... 05
- B. Draft 2026 State Legislative Agenda ..... 07
- C. Board Priorities and Principles ..... 08

**4. ADJOURN**

**NEXT MEETING: TBD**



**SALEM AREA MASS TRANSIT DISTRICT**  
**LEGESLATIVE SUBCOMMITTEE MINUTES**

Thursday, December 17, 2024 at 1:00 p.m.

ATTENDEES: Chair Sadie Carney (Virtual) | Members Maria Hinojos Pressey | Sara Duncan

STAFF: GM Allan Pollock | DGM David Trimble | Executive Assistant Kirra Pressey

GUEST: CFM Waylon Buchan (Virtual)

**1. CALL TO ORDER**

**A. Note of Attendance**

Chair Carney called the meeting to order at 1:06 p.m.

Attendance was noted.

**B. Safety Minute**

General Manager Pollock provided the safety minute, noting that during the holiday season, those with illnesses should consider attending meetings virtually to avoid spreading sickness to others.

**2. ACTION ITEM(S)**

**A. Approval of Minutes**

**i. January 16, 2024 Legislative Subcommittee Meeting Minutes**

Action			
Motion:	Approve the minutes from the January 16, 2024, Legislative Subcommittee Meeting.		
Motion by:	Member Maria Hinojos Pressey	Second:	Member Sara Duncan
Vote			
Aye:	Chair Sadie Carney, and Members Maria Hinojos Pressey and Sara Duncan		
Motion passes unanimously 3-0			

**3. DISCUSSION**

**A. Discuss the Draft 2025 Federal Legislative Agenda**

GM Pollock presented the draft federal legislative agenda, explaining that unlike the state agenda, the federal agenda focuses on project funding applications and policy priorities. He noted the document is intended to help CFM (the agency's lobbying firm) communicate with the federal delegation.

The committee discussed four potential project priorities: South Salem Transit Center, Zero Emission Buses, Transit Security Funding, and Cybersecurity Grant.



Member Duncan raised concerns about the sustainability of these grant programs under a potential new administration, with Allan noting that formula funding would likely continue but "plus-up" funding might be at risk.

Board Chair Carney suggested more specific language around "green elements" and "sustainability objectives" in the project descriptions to clarify environmental goals and potentially reference the city's and agency's climate action plans.

For policy priorities, the committee confirmed they would continue advocating for:

- Increased funding for bus and bus facility programs
- Making the alternative fuels tax credit permanent (currently worth over \$200,000 annually to the agency)

**B. Discuss the Draft 2025 State Legislative Agenda**

The committee reviewed the draft state legislative priorities: Preserve and enhance transit investments, Transportation package, Zero emission, and Support investments in pedestrian/bicycle infrastructure.

The committee decided to remove the West Side Commuter Rail expansion as a standalone priority and instead support it through the Council of Governments' (COG) legislative priorities.

The committee discussed adding a high-priority item focused on protecting their payroll tax authority and other statutory provisions in ORS 267. GM Pollock and CFM's Buchan explained this would provide broad protection against any potential changes to the legislation governing transit districts. The committee agreed this should be either priority #1 or combined with the first item about preserving transit investments.

**C. Discuss the Draft Board Priorities and Principles**

The committee reviewed the existing board priorities and principles document. Chair Carney suggested revising the first priority to clarify that increased service should include both frequency and coverage improvements. The committee also noted that an example about parking minimums was outdated since Salem has eliminated those requirements.

**D. Legislative Appointments**

CFM Buchan provided an overview of key legislative committee appointments relevant to transportation issues.

**4. ADJOURN**

Chair Carney adjourned the meeting at 1:42 p.m.

**Respectfully Submitted**

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**Sadie Carney, Chair**



## **DRAFT 2026 FEDERAL LEGISLATIVE AGENDA**

### **FUNDING REQUESTS**

#### **PROJECT DESCRIPTION**

#### **REQUEST**

##### **South Salem Transit Center and Mobility Hub (SSTCMH)**

**\$3,000,000**

Cherriots is seeking funding to construct the South Salem Transit Center and Mobility Hub (SSTCMH), a new facility designed to expand mobility options and enhance connectivity in south Salem. Located at Commercial Street SE and Wiltsey Road SE, the SSTCMH will replace four unsafe, disconnected on-street stops with a community hub for transportation integration, providing right-sized services tailored to local needs. The project will include local and regional fixed-route buses, paratransit vehicles, and neighborhood circulators, while maintaining flexibility to accommodate microtransit, rideshare vehicles, bike share and scooter share, bicycles, pedestrians, and dedicated drop-off and pick-up areas for easy transfers between car and bus. Cherriots also plans to include a small park-and-ride area and establish super-stops across south Salem to improve transfers between mainline and circulating routes. With NEPA clearance secured and land acquisition underway, the project is ready for federal support to deliver the final lasting safety, operational, and community benefits. By creating a safe, sustainable, and convenient transfer point in south Salem, an area with many low-income households and limited transportation options, the SSTCMH will equitably expand mobility and opportunity for families who rely on public transit.

*Account: FTA Buses and Bus Facility Program*

##### **SSTCMH Sustainability Enhancements**

**\$880,000**

Cherriots is seeking funding to procure and install approximately three in-ground inductive battery electric bus chargers at the South Salem Transit Center and Mobility Hub (SSTCMH). Funds would be used to ensure electric battery charging infrastructure is fully funded during the broader construction of SSTCMH. Cherriots is currently unable to operate Battery Electric Buses (BEBs) on routes that serve south Salem because of the limited number of miles a BEB can travel on a single charge. Procuring and installing three inductive chargers would allow BEBs to recharge at SSTCMH during their layover periods between trips. That extra charging will allow Cherriots' BEBs to maintain enough power to complete a full block of service in and around south Salem. As described above, the SSTCMH will be a transformative investment that enhances safety, accessibility, and equity in one of Salem's fastest-growing areas. In addition to supporting alternatives to single-occupancy vehicles, the facility will reduce Cherriots carbon footprint by incorporating sustainable design elements, including battery-electric bus charging to advance the agency's transition to a zero-emission fleet.

*Account: CDS/CP THUD Transit Infrastructure Projects*

##### **Zero Emission Buses [Do we want to keep this on here?]**

**\$7,800,000**

The District is requesting funds to acquire five (5) zero emission buses and supporting infrastructure that will support Cherriots' transition to a clean, no emission fleet and replace five (5) diesel buses that have exceeded their useful life. Replacing these old, unreliable and energy inefficient buses will reduce maintenance costs and meet our sustainability objectives in the Salem region, which is a maintenance area for Carbon Monoxide and Ozone.

*Account: FTA Low or No Emission Grant Program; CDS/CP THUD Transit Infrastructure Projects*

**Transit Security Funding – Del Webb Fence and Exterior (Perimeter) Upgrade****\$2,000,000**

Cherriots is requesting funding for upgrades to its security fencing and entry gates at its Operations Headquarters. The full scope includes securing the maintenance and operations administration buildings. Presently, the campus is an open, unsecured campus which allows for incidents of trespass, vagrancy, and other unwanted behaviors. This project will enable Cherriots to fully secure its campus on a 24/7 basis and ensure a controlled access point for all visitors and vendors. The security improvements throughout the system are designed to enhance the safety of employees, riders, and the broader community. Upgrades will ensure year-round protection of Cherriots' assets by addressing the unique needs of Salem, which serves as the Oregon State Capital and hosts numerous large-scale events each year including the State Fair.

*Account: FTA Buses and Bus Facilities Program*

**[Do you want to add the CISA cyber security grant request?]**

## **POLICY PRIORITIES**

**Maintain FTA Bus Competitive Grant Programs**

Cherriots requests funding the Buses and Bus Facilities/Low-No account at the level of \$2.2 billion (annual) set by the Infrastructure Investments and Jobs Act (IIJA). The Buses and Bus Facilities/Low-No program remains significantly oversubscribed, indicating continued nationwide demand. Additionally, Cherriots strongly supports the Bus Coalition's position maintaining the robust competitive grant program for the Bus and Bus Facilities/Low-No accounts and opposes any effort to shift grant funds to the formula program. Competitive funding is essential for larger bus purchases and facility projects, especially for smaller transit agencies that will receive very little formula funds.

**Make Permanent the Alternative Fuels Tax Credit**

The Alternative Fuels Tax Credit helps transit systems reduce their emissions by providing a tax credit for a portion of the costs associated with alternative fuel use. Cherriots receives an annual benefit of \$200,000 from the credit for Cherriots' operations. The credit was extended by the Inflation Reduction Act but expired at the end of 2024. We support a permanent extension of the provision to provide long-term support and certainty for Cherriots and other agencies in the pursuit to reduce emissions.

**CONTACT**

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## **2026 STATE LEGISLATIVE AGENDA**

The Salem Area Mass Transit District (aka Cherriots) has established as its top 2026 legislative priorities to preserve, maintain and enhance public transportation investments, defend against transit funding reduction opportunities and improve public transit safety.

<b>Priority</b>	<b>Item</b>
1	<b>Preserve, Maintain and Enhance Public Transportation Investments.</b> <ul style="list-style-type: none"><li>• <i>Work with OTA, ODOT, transit advocates and others to preserve, maintain and enhance funding for public transportation investments.</i></li><li>• <i>Protect against efforts to reduce transit funding resulting from the Statewide Transportation Improvement Fund employee payroll tax.</i></li></ul>
1	<b>Defend the district's established transit funding authority.</b> <i>Defend the district's established transit funding authority.</i>
2	<b>Leverage environmental investment opportunities.</b> <ul style="list-style-type: none"><li>• <i>Monitor and engage on proposals that expand zero-emission vehicle transit infrastructure or support investment in clean transit technologies.</i></li><li>• <i>Track any legislative exploration of cap and invest or similar carbon pricing mechanisms and ensure Cherriots is positioned for meaningful public transit investments.</i></li></ul>
2	<b>Support Increased Investments on Footpaths and Bicycle Trails.</b> <i>Monitor discussions and activity surrounding legislative concepts and budget appropriations that would increase investments on footpaths and bicycle trails.</i>
3	<b>Regional Passenger Rail Implementation.</b> <i>Work with legislative champions, transit advocates and local community members in support of efforts to study the expansion of the passenger rail line from Portland to Salem.</i>

As particular bills work through the system, CFM will work with Cherriots leadership to monitor and report on any legislative concepts which may impact the District and prepare an appropriate response.

### **CONTACT**

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## **BOARD PRIORITIES AND PRINCIPLES**

Salem Area Mass Transit District, also known as Cherriots, has established priorities and principles that board members can use when representing the District on external committees.

### **Cherriots Board of Directors adopts the following priorities and principles:**

#### **Support for increased public transit funding**

*While Cherriots has seen an expansion of service in recent years, noticeable gaps in frequency and coverage remain in the existing service both inside and outside the Salem-Keizer Urban Growth Boundary. As such, we are supportive of initiatives that could support the expansion of public transit services in Marion and Polk counties. Funding could include federal, state, or local (city and county) sources.*

#### **Pedestrian and bicyclist infrastructure**

*Transit riders and other community members depend on a strong, multi-modal network to reach their destinations. Large sections of the urban growth boundary do not have sidewalks, and bike infrastructure is inadequate. As Cherriots becomes a mobility integrator, we must advocate for strong "Active Transportation" infrastructure.*

#### **Environmental justice**

*Decisions on how to allocate resources should be viewed through a lens of environmental justice. New projects should always consider historically underserved communities.*

#### **Maintenance of existing travel lanes before building new infrastructure**

*Allocation of funding for automobile travel lanes should prioritize the maintenance of existing infrastructure before building new, costly-to-maintain infrastructure.*

#### **Unaccounted costs**

*Attention should be paid to policies that put the burden of costly infrastructure on the public when the number of individuals who would benefit is nominal*

Adopted: January 23, 2025