



**Salem Area Mass Transit District
Board Of Directors Meeting Agenda Packet**

Thursday, April 23, 2026 at 5:30 p.m.

Directors: Ramiro Navarro Jr., Sadie Carney, Maria Hinojos Pressey, Ian Davidson, Sara Duncan,
Bill Holmstrom

Available meeting formats:

- **In Person:** Senator Hearing Room, 555 Court St. NE, Salem, OR 97301
- **[Watch the Live Stream on CC Media's YouTube](#)** or view on **Comcast Channel 21**
- **Zoom Gov:**
 - **[Join the Board Meeting Virtually](#)**
Meeting ID: 161 115 6964; Passcode: 680098
 - Phone: (669) 254-5252 (US)

Public Comment: The public may provide comments on transit-related matters during the meeting. Public comment is limited to three minutes per speaker.

Comments can be submitted:

- In person
- Via ZoomGov
- By email - Board@cherriots.org
- By mail - Attn: District Board of Directors, 555 Court St. NE, Suite 5230, Salem, OR 97301

Written comments received by 12:00 p.m. on the meeting day will be included in the official record.

Consent Calendar: Routine items are approved by a single motion. Any Director may request that an item be removed from the Consent Calendar for separate discussion and action.

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

Closed Captioning (CC): Live closed captioning is available through ZoomGov.

Alternative Formats: Individuals who need meeting materials in alternative formats, sign language interpretation, translation, or other auxiliary aids or services are encouraged to contact the Clerk of the Board at (503) 588-2424 or clerkoftheboard@cherriots.org or TTY 711 (Oregon Relay Service), at least 48 hours in advance of the meeting.

Electronic Copies: [Download Board Meeting Agenda Packet.](#)

Email Distribution List: Email clerkoftheboard@cherriots.org to join the District's public meeting distribution list.

Formatos de reunión disponibles:

- **En persona:** Senator Hearing Room, 555 Court St. NE, Salem, OR 97301
- **[Vea la transmisión en vivo en el canal de YouTube de CC Media](#)** o en el canal 21 de Comcast.
- **Zoom Gov:**
 - **[Participe virtualmente en la reunión de la junta directiva.](#)**
Meeting ID: 161 115 6964; Código de acceso: 680098
 - Teléfono: (415) 449-4000 (US)

Comentarios del público: El público puede presentar comentarios sobre asuntos relacionados con el transporte público durante la reunión. Los comentarios públicos están limitados a tres minutos por persona.

Los comentarios pueden enviarse:

- En persona
- A través de ZoomGov
- Por correo electrónico: Board@cherriots.org
- Por correo postal: A la atención de: Junta Directiva del Distrito, 555 Court St. NE, Suite 5230, Salem, OR 97301

Los comentarios escritos recibidos antes de las 12:00 p.m. del día de la reunión se incluirán en el acta oficial.

Calendario de Consentimiento: Los puntos rutinarios se aprueban mediante una única moción. Cualquier director puede solicitar que se elimine un punto del calendario de consentimientos para su debate y resolución por separado.

Informes de la Junta Directiva: Los directores informan sobre cuestiones relacionadas con el transporte público, incluida la participación en comités, la divulgación comunitaria y los proyectos especiales que representan al Distrito.

Subtítulos (CC): Se ofrecen subtítulos en directo a través de ZoomGov.

Formatos alternativos: Se recomienda a las personas que necesiten materiales de la reunión en formatos alternativos, interpretación en lengua de signos, traducción u otras ayudas o servicios auxiliares que se pongan en contacto con el secretario de la Junta en el (503) 588-2424 o en clerkoftheboard@cherriots.org o TTY 711 (Servicio de Retransmisión de Oregón), al menos 48 horas antes de la reunión.

Copias electrónicas: **[Descargue el paquete de la agenda de la reunión de la Junta.](#)**

Lista de distribución por correo electrónico: Envíe un correo electrónico a clerkoftheboard@cherriots.org para unirse a la lista de distribución de reuniones públicas del Distrito.

Agenda

1. Call To Order

- A. Note Attendance for a Quorum
- B. Safety Minute – GM/DGM
- C. Announcements and/or Changes to the Agenda

2. Presentations

- A. State Legislative Update4

3. Public Comment

4. Consent Calendar

- A. Approval of Minutes
 - I. March 26, 2026 Board Meeting26
 - II. April 9, 2026 Board Work Session30
- B. Routine Business Items
 - None

5. Items Deferred from Consent Calendar

6. Action Items

- A. Approve the General Manager Job Description32

7. Informational Reports

None

8. Reports

- A. General Manager
- B. Board of Directors43

9. Adjourn

Next Meeting: May 28, 2026 at 5:30 P.M.

Board Meeting Memo – Agenda Item 2.A

To: Board of Directors
From: Allan Pollock, General Manager
Date: April 23, 2026
Subject: Recieve the 2026 State Legislative Session Report

Issue

Shall the Board receive the 2026 State Legislative Session Report?

Background and Findings

The state held its legislative session beginning on February 2, 2026 and adjourned on March 6, 2026. During the session the District was represented by CFM Advocates state legislative team. Dale Penn, Partner and Waylon Buchan, State Affairs Counsel will present an overview of the session. Enclosed as Attachment A is the 2026 State Legislative Session Final Report and Attachment B is the Final Bills Report.

Financial Impact

None.

Recommendation

None. For information Only.

Proposed Motion

None.

2026

Legislative Session Report



2026 Legislative Session Summary

The Oregon Legislature closed its 2026 short session on March 6 after a fast, tense five weeks in Salem. Lawmakers walked into the Capitol dealing with a shaky economic outlook, the ripple effects of federal tax changes, and constant debate about how Washington, D.C. policy will affect Oregon's budget. With limited time and little appetite for big fights, leaders narrowed the agenda to a handful of targeted bills and budget adjustments. Still, the final days produced several decisions that will shape the state's policy and economic landscape heading into the next long session.



Budget pressure hung over nearly every conversation in the building. Oregon's financial outlook is tied closely to federal policy, and lawmakers spent much of the session responding to changes in the federal tax code and preparing for possible shifts in Medicaid funding. One bill that moved late in session (SB 1507) partially disconnects Oregon from federal tax cuts created under H.R. 1. The bill raised nearly \$300 million to plug

state funding holes by not allowing new federal tax cuts for vehicle interest, bonus depreciation, or qualified small business stock to be deducted on state returns. Supporters said the move protects state revenue while business groups warned it undercuts investment at a time when Oregon is already struggling to compete for jobs and capital. State Rep. Ed Diehl (R-Salem) who made headlines earlier last year with efforts to refer the transportation tax to the ballot has threatened to also refer this legislation to the ballot.

Prior to the start of the session, budget writers agonized about the potential need to cut \$1 billion out of the current biennium's budget. Passage of the disconnect, combined with a rosier economic forecast and a better understanding of federal requirements under H.R. 1 provided lawmakers the flexibility to cut about a third of that. Most agencies saw reductions in supplies, vacancy savings and some reversions (return of unused previously budgeted funds) as cuts - not serious programmatic changes. In the end, legislators were able to ensure all eligible Oregonians would remain on SNAP benefits, make no cuts to schools and retain most of the investments from the 2025 budget.

One of the most visible policy decisions of the session centered on the future of the Moda Center. Lawmakers approved a financing package (SB 1501) that directs income tax revenue tied to the Portland Trail Blazers and arena events toward a major renovation of the facility. A broad, bipartisan group of legislators saw the deal as a practical step to keep the NBA franchise in Oregon and protect the surrounding downtown economy. The proposal cleared the



Legislature, marking one of the session’s few large bipartisan economic development victories.

Several other issues grabbed attention as the session wrapped up. Lawmakers delayed implementation of Measure 114 gun restrictions while the courts continue to sort through legal challenges (HB 4145).

Economic development came up often but produced modest results. Governor Tina Kotek pushed legislation (HB 4084) aimed at improving Oregon’s competitiveness through faster permitting and more support for industrial site development. Most of the bill survived the process, but the bill was amended late in the session to add a one year moratorium on data centers being eligible for enterprise zones, a local tax abatement tool that has helped fuel economic growth across Oregon. A separate proposal designed to expand land for semiconductor manufacturing near Hillsboro (SB 1586) failed to advance after a successful lobbying campaign by 1000 Friends of Oregon and other land use advocates. This frustrated business leaders who hoped the session would address Oregon’s lagging job growth and slow recovery in several key industries.



The Legislature approved two bills altering how transient lodging taxes are used. HB 4134 increases the statewide lodging tax and redirects the increase away from tourism promotion and toward conservation and wildlife programs, a move that broke with a long-standing agreement with Oregon’s hospitality industry. A separate bill, HB 4148, makes changes to how lodging tax revenue can be allocated locally, expanding flexibility for communities to fund housing and other public needs. This policy was part of a careful negotiation between tourism advocates and local governments.

Lawmakers passed several bills to address challenges in Oregon’s beleaguered health system this year. The largest of the bills was an omnibus health care package (HB 4040) that included a wide range of tweaks to health care policies, including a major win for hospitals in a small adjustment to Oregon’s presumptive charity law that will reduce the amount of free care going to individuals who would not otherwise qualify for the discount. Lawmakers also passed a bill establishing clearer and more transparent rate setting requirements for Oregon’s Medicaid coordinated care organizations (HB 4039), aimed at creating a more predictable and data driven system for setting reimbursement levels. Another bill addressed how hospitals respond to immigration enforcement activity on their campuses (SB 1570), clarifying protections for patient information and outlining procedures for law enforcement engagement. Several proposals that the broader health care industry strongly opposed, including a bill requiring mandatory arbitration between providers and insurers and another expanding liability under the Unlawful Trade Practices Act, failed to advance before adjournment.



Transportation was one of the session’s biggest unresolved fights. After key fee and tax increases in HB 3991 (2025 special session) were referred to the voters, most of that new revenue was suspended pending a statewide vote, leaving ODOT to manage a \$297 million maintenance and operations shortfall. Lawmakers responded by passing SB 1599, which moved Referendum Petition 2026-302 to the May 19, 2026 primary, and by assembling a short-term budget fix to keep core functions running through the remainder of the biennium.

That fix relied on a combination of fund shifts and spending reductions. SB 1601 redirected \$218 million to ODOT operations and maintenance, including \$42 million from Connect Oregon, \$17 million from Safe Routes to School, \$8 million from Oregon Community Paths, \$20 million from the Transportation Operating Fund, and \$5 million from the Student Driver Training Fund, along with \$126 million from HB 2017 named projects. Separately, HB 5204 reduced ODOT’s authorized State Highway Fund spending by \$78.2 million, with the agency absorbing those cuts by holding more than 130 positions vacant and reducing spending on services and supplies.

In practical terms, the Legislature preserved highway maintenance, storm response, and DMV operations for now, but only by delaying or shrinking several grant and multimodal programs. That stabilized the system in the short run, but it did not solve the underlying State Highway Fund problem. The larger transportation funding debate now shifts to the May referendum vote and, more significantly, to the 2027 session, when lawmakers will have to confront the structural gap they deferred this year.



Lawmakers also spent time on workplace policy. One bill (HB 4027) creates a new funding stream for the Bureau of Labor and Industries to support enforcement of wage and workplace laws. Another clarifies criminal penalties tied to wage theft cases (HB 4089). Several more aggressive proposals targeting employers stalled before adjournment after negotiations with business groups and labor organizations.

Legislators also approved a bill (HB 4153) easing state and county restrictions on farm stands, allowing farmers to sell a wider range of products produced off-site, a change supporters say will help small farms diversify revenue and attract more customers. Despite opposition from land use advocates, the bill had overwhelming bipartisan support in both chambers, with Governor Kotek leading the effort. She is expected to sign the bill.

What hung over the building most of all was the federal government. Many proposals introduced this year were written as direct responses to federal immigration policy or federal tax changes. Legislators talked openly about how federal health care decisions could affect Oregon’s Medicaid program and state finances in the next few years.



The session ended with a handful of wins for different interests and a long list of unfinished work. Long-term transportation funding, tax policy, and broader economic strategy all remain unresolved. Those debates are waiting for lawmakers when they return in 2027. The next session will run for six months instead of five weeks, and the issues left hanging this year will be sitting at the top of the agenda.

Your CFM team will begin developing comprehensive interim strategies on legislator and stakeholder engagement, issue monitoring and advocacy as we enter the 2026 campaign season and beyond.

Thank you for allowing our team to represent your interests in Salem this year!



Cherriots

The 2026 short session was less about winning new transit investments and more about defense, positioning and protecting future optionality. Cherriots' clearest success was defeating HB 4023 without a hearing, thereby preserving the district's existing funding authority. At the same time, SB 1599 moved the statewide transportation funding fight onto a much faster timeline, which has major implications for Cherriots because STIF-related revenues are now tied to a near-term May vote rather than a November wait. HB 4007 had limited direct impact on the district but continued Oregon's broader multimodal policy work, while SB 1544 demonstrated how quickly a regional STIF governance issue can evolve into a statewide question with implications for other transit systems.

This session also required meaningful defensive work to stop hostile transit amendments from gaining traction. In addition to defeating HB 4023 as a standalone attack on Cherriots' financing authority, we also monitored and pushed back on similar language when it resurfaced as a proposed amendment to HB 4007, the session's main transportation omnibus bill. That amendment was essentially a redraft of HB 4023 and would have again restricted financing methods for certain mass transit districts formed by resolution, a direct concern for Cherriots and a troubling precedent for other districts. HB 4007 also briefly carried a separate proposed amendment that would have conditioned STIF-related planning on a 50 percent farebox recovery ratio, another unworkable concept for many Oregon transit providers. None of those hostile amendments advanced, but their appearance in a major omnibus bill underscored the need for close monitoring and active defense on behalf of Cherriots throughout the session.

HB 4023 - Attack on Established Transit Funding Mechanism

HB 4023 was Cherriots' top legislative threat of the 2026 short session. The bill, sponsored by Rep. Kevin Mannix and Rep. Ed Diehl, would have restored older financing restrictions for certain mass transit districts formed by resolution and required voter approval before using several financing methods under ORS 267.300. It also would have suspended any covered ordinance adopted on or after January 1, 2026 until approved by district voters. In practical terms, the bill was aimed squarely at Cherriots and would have undercut the district's existing authority to pursue an employer payroll tax authorized by the Legislature in 2018.

For Cherriots, this was not a symbolic bill. If it had advanced, it would have reopened the core compromise established through SB 1536 and injected significant uncertainty into the district's long-term financial planning just as Cherriots has been working through business engagement, agency implementation questions, and a possible 2028 local tax timeline.

CFM and Cherriots strongly opposed the bill and succeeded in keeping it from gaining traction. HB 4023 remained in the House Committee on Transportation and was never scheduled for public testimony. That mattered. In a short session, measures that do not receive a hearing usually die quickly, and that is what happened here. From Cherriots' perspective, the most important outcome was simple: the Legislature did not reopen the district's statutory funding authority, and the most direct attack on that authority failed without consideration.



SB 1599 - Transportation Referral Election Date

SB 1599 was one of the most consequential transportation bills of the session, even though it was not drafted specifically around public transit operations. The bill moved the statewide vote on Referendum Petition 2026-302, which challenges portions of the 2025 transportation package, from the November 3, 2026 general election to the May 19, 2026 primary election. The referred provisions include not only fuel taxes and registration-related increases, but also the 0.1% increase to the statewide employee payroll tax that funds transit through STIF.

That timing change has real implications for Cherriots. Because the challenged 2025 law included the statewide payroll tax increase supporting transit, SB 1599 accelerates the political timeline for determining whether that revenue stream remains intact. For Cherriots, that means the period of uncertainty around statewide transit funding is shorter, but it also means the district and the broader transit community will get an answer much sooner on whether Oregon preserves a major element of its post-2025 transit finance structure.

That accelerated timeline appears likely to stick. After SB 1599 passed, opponents sued to block the move to May, but a Marion County Circuit Court judge recently ruled against that challenge, leaving the transportation referendum on the May 2026 primary ballot. This is an immediate political question that will shape the runway into the 2027 session.

HB 4007 - ODOT Omnibus

HB 4007 ended session as a fairly narrow ODOT omnibus measure. The enrolled bill primarily deals with micromobility and e-bike regulation, helmet standards for children using bicycles and similar devices, lower operating ages for some e-bikes and motor assisted scooters, a new offense involving sale of “impostor” vehicles, a five-year fluid milk hauling pilot, and an extension of the Department of Administrative Services’ timeline for reviewing highway cost allocation study methodology.

There is no major direct transit funding provision in HB 4007, so its effect on Cherriots is more indirect than operational. The most relevant piece for Salem-Keizer is that the bill continues the Legislature’s broader move toward regulating emerging mobility modes and clarifying how newer devices fit into the transportation system. For a district like Cherriots serving an urbanizing region, those issues matter at the margins because they affect first-mile/last-mile connections, access to bus stops, and the broader planning environment around multimodal travel. The bill does not create a new funding source or program for Cherriots, but it does reflect that Oregon policymakers remain focused on how local transportation systems integrate bicycles, e-bikes, scooters and other micromobility devices alongside more traditional transit service.

The other piece worth noting is the highway cost allocation review extension. That does not change Cherriots’ funding directly, but it signals the state is still working through major structural questions about transportation finance, cost responsibility and mode balance after the 2025 special session package. For



transit districts, including Cherriots, that matters because these broader financing debates will continue to shape the policy environment in which future statewide transit investments are negotiated.

SB 1544 – STIF Qualified Entity Changes

SB 1544 became one of the more important transit-policy bills of the short session because it expanded the definition of “qualified entity” for public transportation funding purposes. As enrolled, the bill amends ORS 184.752 so that certain intergovernmental entities providing transit on behalf of a county or tribe can qualify for STIF-related purposes alongside counties, mass transit districts, transportation districts and federally recognized tribes. The bill grew out of a Central Oregon issue involving COIC and Cascades East Transit, where supporters argued that the existing framework forced a regional transit system to route STIF decision-making through multiple separate qualified entities.

Cherriots and the Oregon Transit Association had real concerns about the bill because, while it was intended to solve a Central Oregon governance issue, the statutory language had the potential to ripple well beyond that region. ODOT’s testimony was especially important here. The department warned that the proposed amendment was broader than the specific problem it was supposed to fix, could create ambiguity about when ODOT should distribute STIF Formula dollars to an intergovernmental entity instead of the statutorily designated qualified entity, and might even create scenarios where a change in qualified entity status mid-biennium could disrupt funding altogether. ODOT explicitly noted that the bill could complicate STIF distributions for other qualified entities, which is where districts like Cherriots had reason to pay close attention.

For Cherriots, the main takeaway is not that SB 1544 directly changes Salem-Keizer’s STIF status today. Cherriots remains a mass transit district and therefore a clearly identified qualified entity under statute. The larger concern is precedent. Any time the Legislature changes the definition of who can stand in the shoes of a qualified entity for STIF purposes, it raises questions about future governance, distribution methodology, and whether other regions may seek similar exceptions or restructuring.

Interim Work

Following the 2026 legislative session, Cherriots should prioritize proactive engagement with legislators across the Salem-Keizer delegation and key transportation leaders during the interim. With the Legislature adjourned, the months ahead provide an opportunity to deepen relationships and reinforce the district’s role as a critical mobility provider for the Mid-Willamette Valley. CFM will work with Cherriots leadership to schedule meetings with lawmakers, focusing on members of the Marion and Polk County delegations, legislative transportation leaders, and budget writers who shape statewide transportation policy. These conversations will help ensure legislators understand Cherriots’ ridership trends, workforce access needs in the Salem area, and the district’s long-term service plans. They will also provide an opportunity to brief policymakers on the district’s funding structure and ongoing community engagement efforts related to future service investments.

The interim will also coincide with a leadership transition at the district as longtime General Manager Allan Pollock prepares to retire. This transition presents an important opportunity to introduce the incoming



General Manager to regional and state leaders. Coordinated outreach during the summer months will allow the new GM to establish relationships with legislators, agency leadership, and key stakeholders early in their tenure while reinforcing continuity in the district’s policy priorities. Legislators generally appreciate early engagement with new leadership, and these introductions will help ensure that Cherriots maintains strong working relationships in Salem as the district moves into its next chapter.

Finally, the district will closely monitor and prepare for discussions surrounding a potential 2027 statewide transportation funding package. Following the debates of the past several legislative sessions, policymakers are expected to revisit long-term transportation finance, including issues related to highway maintenance, multimodal investments, and the future of the Statewide Transportation Improvement Fund. CFM will track these conversations through legislative work groups, agency discussions, and stakeholder coalitions and will ensure that Cherriots is positioned to engage early and effectively. Preparing data, policy priorities, and coalition relationships during the interim will allow the district to participate constructively in the development of any future transportation package and advocate for solutions that support reliable transit service for the Salem-Keizer region.



Custom Report

Report Date: March 12, 2026

Salem Area Mass Transit District

Bill Number	Bill Sponsor	Priority	Bill URL	Last Three Actions	Status
HB 4007	Pre-session filed (at the request of House Interim Committee on Transportation)	1	https://olis.oregonlegislature.gov/liz/2026R1/Downloads/MeasureDocument/HB4007/Enrolled	03/10/26 - President signed. 03/10/26 - Speaker signed. 03/05/26 - Third reading. Carried by Pham. Passed. Ayes, 28; Excused, 2--Drazan, Hayden.	Pending

Relating to transportation; and prescribing an effective date.

Digest: The Act defines what a "powered micromobility device" is. It also combines the laws for kids under 16, making it clear that they must wear helmets when riding bikes, e-bikes, e-scooters and some other vehicles. Changes age a kid must be to use different classes of e-bikes and other types of vehicles. Says a store may not sell a vehicle that looks like an e-bike if it is not an e-bike by state law. The Act tells ODOT to make a new pilot program and let trucks haul more milk on certain routes. The Act tells ODOT to report on the results of the pilot program. Gives DAS more time to finish review of HCAS. (Flesch Readability Score: 73.1).

Digest: The Act defines what a "powered micromobility device" is. It also combines the laws for kids under 16, making it clear that they must wear helmets when riding bikes, e-bikes, e-scooters and some other vehicles. Changes age a kid must be to use different classes of e-bikes and other types of vehicles. Says a store may not sell a vehicle that looks like an e-bike if it is not an e-bike by state law. The Act tells ODOT to make a new pilot program and let trucks haul more milk on certain routes. The Act tells ODOT to report on the results of the pilot program. (Flesch Readability Score: 70.7).

Defines "powered micromobility device" for the vehicle code.

Consolidates and makes uniform standards for wearing protective headgear for children under 16 years of age when riding or using a bicycle, electric assisted bicycle, motor assisted scooter, powered micromobility device and certain nonmotorized vehicles.

Lowers the age requirement to operate a Class 1 electric assisted bicycle. Provides that there is no minimum age requirement to operate a Class 1 or Class 2 electric assisted bicycle if the person is participating in a bicycle safety program.

Lowers age requirement to operate motor assisted scooter.

Creates offense of improper sale or lease of a vehicle. Punishes by maximum fine of \$250.

Creates offense of selling an impostor vehicle. Punishes by maximum fine of \$250.

Directs the Department of Transportation to establish a five-year pilot program that allows vehicles to haul fluid milk products with a loaded weight of not more than 129,000 pounds on routes approved by the department. Directs the department to conduct a study and prepare a report on the results of the pilot program.

Extends the time the Oregon Department of Administrative Services has to undertake its review of the methodology for the highway cost allocation study. Makes the report due March 15, 2028.

Takes effect on the 91st day following adjournment sine die.

Custom Report

Report Date: March 12, 2026

Salem Area Mass Transit District

Bill Number	Bill Sponsor	Priority	Bill URL	Last Three Actions	Status
HB 4008	Pre-session filed (at the request of House Interim Committee on Transportation)	1	https://olis.oregonlegislature.gov/liz/2026R1/Downloads/MeasureDocument/HB4008/A-Engrossed	03/06/26 - In committee upon adjournment. 02/18/26 - Referred to Ways and Means by prior reference. 02/18/26 - Recommendation: Do pass with amendments, be printed A-Engrossed, and be referred to Ways and Means by prior reference.	Failed
<p>Relating to a transit funding task force; declaring an emergency.</p> <p>Digest: The Act makes the Transit Funding Task Force and tells the task force to make a report. (Flesch Readability Score: 100). Establishes the Transit Funding Task Force and directs the task force to report to an interim committee of the Legislative Assembly related to transportation no later than December 1, 2026.</p> <p>Declares an emergency, effective on passage.</p>					
HB 4023	Rep Diehl; Rep Mannix; Sen Manning Jr (Pre-session filed)	1	https://olis.oregonlegislature.gov/liz/2026R1/Downloads/MeasureDocument/HB4023/Introduced	03/06/26 - In committee upon adjournment. 02/02/26 - Referred to Transportation. 02/02/26 - First reading. Referred to Speaker's desk.	Failed
<p>Relating to mass transit districts initiated by resolution; prescribing an effective date.</p> <p>Digest: The Act limits methods of financing for some mass transit districts. (Flesch Readability Score: 60.7). Restores the restrictions on methods of financing for certain mass transit districts.</p> <p>Takes effect on the 91st day following adjournment sine die.</p>					
SB 1599	Rep Speaker Fahey; Sen President Wagner	1	https://olis.oregonlegislature.gov/liz/2026R1/Downloads/MeasureDocument/SB1599/Enrolled	03/04/26 - Effective date, March 2, 2026. 03/04/26 - Chapter 1, 2026 Laws. 03/02/26 - Governor signed.	Passed
<p>Relating to a special election date for Referendum Petition 2026-302; and declaring an emergency.</p> <p>Digest: The Act says the vote on the transportation ballot measure will be in May. (Flesch Readability Score: 77.8). Moves the election date for the parts of chapter 1, Oregon Laws 2025 (special session), referred to the people by Referendum Petition 2026-302, to the primary election held on May 19, 2026.</p> <p>Sets the procedure for the statewide special election on Referendum Petition 2026-302.</p> <p>Declares an emergency, effective on passage.</p>					

Custom Report

Report Date: March 12, 2026

Salem Area Mass Transit District

Bill Number	Bill Sponsor	Priority	Bill URL	Last Three Actions	Status
HB 4055	Pre-session filed (at the request of Joint Legislative Committee on Information Management and Technology for Representative Nancy Nathanson)	2	https://olis.oregonlegislature.gov/liz/2026R1/Downloads/MeasureDocument/HB4055/Introduced	03/06/26 - In committee upon adjournment. 02/06/26 - Public Hearing held. 02/02/26 - Referred to Information Management and Technology with subsequent referral to Ways and Means.	Failed

Relating to information security; declaring an emergency.

Digest: Tells a local public body to give a report to the state when there is an information security incident. Prescribes what must be in the report. (Flesch Readability Score: 63.4).

Requires a local government, local service district or special government body to notify and submit a report to the State Chief Information Officer within 48 hours of an information security incident or ransomware incident. Prescribes the information that a public body is required to report.

Directs the State Chief Information Officer to establish a reporting system that allows a public body to submit a notification or report in a timely, secure and confidential manner. Directs the State Chief Information Officer to create a webpage to provide instructions on how to provide notification and submit a report.

Requires the State Chief Information Officer to provide an annual report to the Governor and the Joint Legislative Committee on Information Management and Technology on the information security incidents and ransomware incidents reported for the preceding year.

Exempts information security incident or ransomware incident reports from disclosure under public records laws and allows for the sharing of information under certain circumstances.

Becomes operative July 1, 2026.

Declares an emergency, effective on passage.

Bill Number	Bill Sponsor	Priority	Bill URL	Last Three Actions	Status
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Custom Report

Report Date: March 12, 2026

Salem Area Mass Transit District

Bill Number	Bill Sponsor	Priority	Bill URL	Last Three Actions	Status
HB 4094	Rep Andersen; Rep Chaichi; Rep Chotzen; Rep Gamba; Rep Isadore; Rep Munoz; Rep Nelson; Rep Rieke Smith; Rep Sosa; Rep Tran; Rep Walters; Rep Wise; Sen Campos; Sen Frederick; Sen Gorsek; Sen Manning Jr; Sen Neron Misslin; Sen Patterson (Pre-session filed)	3	https://olis.oregonlegislature.gov/liz/2026R1/Downloads/MeasureDocument/HB4094/A-Engrossed	03/06/26 - In committee upon adjournment. 02/18/26 - Referred to Ways and Means by order of Speaker. 02/18/26 - Recommendation: Do pass with amendments, be printed A-Engrossed, and be referred to Ways and Means.	Failed
<p>Relating to compensation for certain unused paid time off upon termination of employment; prescribing an effective date.</p> <p>Digest: This Act makes laws about payouts for certain unused paid time off. (Flesch Readability Score: 81.8). [Requiring employers who provide paid vacation time to compensate employees for all earned or accrued but unused paid vacation time when employment terminates.] Requiring employers that provide, by written policy or employment contract, for the payment of earned or accrued but unused paid time off upon termination to make such payments in accordance with statutory requirements governing final wages. Takes effect on the 91st day following adjournment sine die.</p>					

Bill Number	Bill Sponsor	Priority	Bill URL	Last Three Actions	Status
HB 4009	Pre-session filed (at the request of House Interim Committee on Transportation)	No Priority	https://olis.oregonlegislature.gov/liz/2026R1/Downloads/MeasureDocument/HB4009/Introduced	03/06/26 - In committee upon adjournment. 02/11/26 - Public Hearing held. 02/02/26 - Referred to Transportation.	Failed

Relating to transportation; prescribing an effective date.

Digest: The Act would phase in a mandatory per-mile road usage charge for owners and lessees of electric and hybrid cars and delivery vans engaged in e-commerce. The Act would allow a flat annual fee in lieu of the per-mile road usage charge.
 The Act would have ODOT biennially recommend a rate for the per-mile road usage charge that would raise the money needed to keep up the highways in this state.
 The Act would pause an EV rebate and limit another EV rebate to one per household. (Flesch Readability Score: 62.2).
 Phases in a mandatory per-mile road usage charge for registered owners and lessees of electric and hybrid passenger vehicles and delivery vehicles engaged in e-commerce. Allows an annual flat fee in lieu of the mandatory per-mile road usage charge.
 Requires the Department of Transportation to submit a biennial report to the Legislative Assembly recommending a rate for the per-mile road usage charge that would sustainably raise the revenue necessary to maintain the public highways in this state.
 Prohibits the Department of Environmental Quality from providing certain zero-emission and electric vehicle rebates for a period of time. Limits the charge ahead rebate to one per household.
 Takes effect on the 91st day following adjournment sine die.

Custom Report

Report Date: March 12, 2026

Salem Area Mass Transit District

Bill Number	Bill Sponsor	Priority	Bill URL	Last Three Actions	Status
HB 4085	Rep Boshart Davis; Rep Dobson; Rep McLain; Rep Pham H; Rep Tran; Sen Meek; Sen Reynolds; Sen Starr (Pre-session filed)	No Priority	https://olis.oregonlegislature.gov/liz/2026R1/Downloads/MeasureDocument/HB4085/Introduced	03/06/26 - In committee upon adjournment. 02/09/26 - Public Hearing held. 02/02/26 - Referred to Transportation.	Failed
Relating to autonomous vehicles.					
Digest: Allows the use of a self-driving vehicle without a license or permit. Allows the use of a self-driving vehicle to transport persons or property for hire. Preempts local laws and rules. (Flesch Readability Score: 62.6).					
Allows a person to operate an autonomous vehicle with the automated driving system engaged without a grant of driving privileges if certain conditions are met. Requires an automated driving system to be able to achieve a minimal risk condition or issue a request to intervene. Requires an autonomous vehicle to operate in compliance with state vehicle laws and comply with federal safety standards. Provides for exemptions.					
Allows the Department of Transportation to grant an autonomous vehicle that operates exclusively by an automated driving system and without an onboard driver an exemption to any state equipment requirement.					
Requires a person operating an autonomous vehicle that is involved in a collision that results in damages to property to perform certain duties. Exempts a person operating an autonomous vehicle from other certain duties of a driver.					
Prescribes financial responsibility requirements for a person operating an autonomous vehicle.					
Authorizes a person to operate an autonomous vehicle for the purpose of transporting persons or property for hire if the person provides certain information to the department and provides a first responder interaction plan. Prescribes that authorization does not expire unless suspended or revoked.					
Exempts autonomous vehicles and on-demand autonomous vehicle networks from provisions related to motor carriers. Prohibits local governments from regulating, imposing a tax or fee on or requiring a license or permit for on-demand autonomous vehicle networks. Prohibits local governments from prohibiting or regulating the operation of autonomous vehicles or on-demand autonomous vehicle networks.					

Custom Report

Report Date: March 12, 2026

Salem Area Mass Transit District

Bill Number	Bill Sponsor	Priority	Bill URL	Last Three Actions	Status
HB 4090	Rep Rieke Smith; Rep Ruiz; Sen Gorsek (Presession filed)	No Priority	https://olis.oregonlegislature.gov/liz/2026R1/Downloads/MeasureDocument/HB4090/Introduced	03/06/26 - In committee upon adjournment. 02/02/26 - Referred to Transportation with subsequent referral to Revenue. 02/02/26 - First reading. Referred to Speaker's desk.	Failed

Relating to county vehicle registration fees; prescribing an effective date.

Digest: The Act permits a large county to reduce or get rid of county vehicle fees in zones for which ODOT finds median income is less than \$____. The Act also permits a large county to adopt a plan to use fee moneys for projects with areas listed in the plan, instead of the usual ways fee moneys are used. (Flesch Readability Score: 60.7).

Authorizes a county with a population of 700,000 or more to, by ordinance, identify zones within the county where the Department of Transportation has estimated that median household income is less than \$____ and to reduce or eliminate county registration fees within those zones.

Authorizes a county with a population of 700,000 or more to establish a regional allocation plan and allocate county registration fee revenues derived from sub-areas identified in the plan to specific transportation projects within those sub-areas.

Requires counties that adopt fee reduction or elimination ordinances or regional allocation plans to annually report to affected cities and to the Legislative Assembly on specified effects of these decisions.

Takes effect on the 91st day following adjournment sine die.

HB 4126	Rep Andersen; Rep Gamba; Rep Munoz; Rep Rieke Smith; Sen Frederick; Sen Golden; Sen Meek; Sen Neron Misslin; Sen Pham (Presession filed)	No Priority	https://olis.oregonlegislature.gov/liz/2026R1/Downloads/MeasureDocument/HB4126/A-Engrossed	03/06/26 - In committee upon adjournment. 02/18/26 - Referred to Ways and Means by prior reference. 02/18/26 - Recommendation: Do pass with amendments, be printed A-Engrossed, and be referred to Ways and Means by prior reference.	Failed
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Relating to road usage charges; declaring an emergency.

Digest: The Act would have ODOT biennially recommend a rate for the per-mile road usage charge that would raise the money needed to keep up the highways in this state. (Flesch Readability Score: 60.7).

Requires the Department of Transportation to submit a biennial report to the Legislative Assembly recommending a rate for the per-mile road usage charge that would sustainably raise the revenue necessary to maintain the public highways in this state.

Declares an emergency, effective on passage.

Custom Report

Report Date: March 12, 2026

Salem Area Mass Transit District

Bill Number	Bill Sponsor	Priority	Bill URL	Last Three Actions	Status
HB 4129	Rep Boshart Davis; Rep Helfrich; Rep Scharf (Pre-session filed)	No Priority	https://olis.oregonlegislature.gov/liz/2026R1/Downloads/MeasureDocument/HB4129/Introduced	03/06/26 - In committee upon adjournment. 02/02/26 - Referred to Climate, Energy, and Environment. 02/02/26 - First reading. Referred to Speaker's desk.	Failed

Relating to fuel; prescribing an effective date.

64.6). Digest: This Act caps low carbon fuel standards at a ten percent reduction and stops local governments from banning large fuel tanks. (Flesch Readability Score:

Limits greenhouse gas emission reductions, for purposes of low carbon fuel standards, to 10 percent below 2010 levels.
Prohibits local governments from prohibiting or limiting the storage capacity of fossil fuel terminals.
Takes effect on the 91st day following adjournment sine die.

Custom Report

Report Date: March 12, 2026

Salem Area Mass Transit District

Bill Number	Bill Sponsor	Priority	Bill URL	Last Three Actions	Status
HB 4138	Rep Andersen; Rep Chaichi; Rep Chotzen; Rep Fragala; Rep Gamba; Rep Gomberg; Rep Grayber; Rep Hudson; Rep Isadore; Rep Javadi; Rep Kropf; Rep Marsh; Rep McDonald; Rep McLain; Rep Munoz; Rep Nathanson; Rep Nelson; Rep Nguyen D; Rep Nosse; Rep Ruiz; Rep Sosa; Rep Tran; Rep Walters; Rep Wise; Sen Campos; Sen Frederick; Sen Gelser Blouin; Sen Golden; Sen Jama; Sen Manning Jr; Sen Neron Misslin; Sen Patterson; Sen Pham; Sen Prozanski; Sen Reynolds; Sen Sollman (Presession filed)	No Priority	https://olis.oregonlegislature.gov/liz/2026R1/Downloads/MeasureDocument/HB4138/Enrolled	03/10/26 - President signed. 03/10/26 - Speaker signed. 03/06/26 - House concurred in Senate amendments and repassed bill. Ayes, 34; Nays, 18--Boice, Breese-Iverson, Bunch, Cate, Diehl, Edwards, Elmer, Harbick, Helfrich, Lewis, Mannix, McIntire, Osborne, Reschke, Scharf, Skarlatos, Smith G, Yunker; Excused, 5--Hartman, Javadi, Levy B, Owens, Valderrama; Excused for Business of the House, 3--Boshart Davis, Nelson, Wright.	Pending
<p>Relating to limitations on the actions of public employees; and declaring an emergency.</p> <p>Digest: The Act sets police ID rules and limits the actions of public employees when working with U.S. or out-of-state law enforcement. The Act also allows a person to seek an injunction when the rules are violated. The Act goes into effect when the Governor signs it. (Flesch Readability Score: 62.5).</p> <p>Requires law enforcement agencies to require officers to wear uniforms with specified identifying information. Specifies exceptions.</p> <p>Requires law enforcement agencies to enact policies prohibiting the wearing of facial coverings by officers except in specified circumstances. Prohibits the wearing of facial coverings by law enforcement officers except in specified circumstances.</p> <p>Prohibits employees of state and local law enforcement agencies and other public bodies in this state from participating in certain actions. Directs state and local law enforcement agencies and other public bodies to enact policies prohibiting engagement in certain actions.</p> <p>Provides that volunteers in a civil defense force are agents of a public body for purposes of the Oregon Tort Claims Act.</p> <p>Allows a person harmed by violations of certain provisions to seek an injunction.</p> <p>Declares an emergency, effective on passage.</p>					

HB 4173	Rules (H)	No Priority	https://olis.oregonlegislature.gov/liz/2026R1/Downloads/MeasureDocument/HB4173/Introduced	03/06/26 - In committee upon adjournment. 02/05/26 - Referred to Rules. 02/05/26 - First reading. Referred to Speaker's desk.	Failed
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Relating to public meetings.

Digest: Tells OGEC to study and report on public meetings. (Flesch Readability Score: 66.1).

Requires the Oregon Government Ethics Commission to study public meetings. Directs the commission to submit findings to the interim committees of the Legislative Assembly related to the judiciary no later than September 15, 2027.

Sunset on January 2, 2028.

Custom Report

Report Date: March 12, 2026

Salem Area Mass Transit District

Bill Number	Bill Sponsor	Priority	Bill URL	Last Three Actions	Status
HB 4175	Rules (H)	No Priority	https://olis.oregonlegislature.gov/liz/2026R1/Downloads/MeasureDocument/HB4175/Introduced	03/06/26 - In committee upon adjournment. 02/05/26 - Referred to Rules. 02/05/26 - First reading. Referred to Speaker's desk.	Failed
<p>Relating to transportation.</p> <p>Digest: The Act says that ODOT must study speed bumps. (Flesch Readability Score: 94.3). Requires the Department of Transportation to study the development of uniform standards for speed bump height and markings. Sunsets January 2, 2028.</p>					
SB 1541	Pre-session filed (at the request of Senate Interim Committee on Natural Resources and Wildfire)	No Priority	https://olis.oregonlegislature.gov/liz/2026R1/Downloads/MeasureDocument/SB1541/A-Engrossed	03/06/26 - In committee upon adjournment. 02/12/26 - Referred to Ways and Means by prior reference. 02/12/26 - Recommendation: Do pass with amendments and be referred to Ways and Means by prior reference. (Printed A-Eng.)	Failed
<p>Relating to greenhouse gas emissions; prescribing an effective date.</p> <p>Digest: This Act creates a program to recover the costs of climate change. (Flesch Readability Score: 81.8). Establishes the Climate Superfund Cost Recovery Program as an interagency response to the effects of climate change. Directs the Department of Land Conservation and Development to serve as the lead agency of an interagency team. Requires [<i>the department</i>] certain agencies to conduct an assessment on the costs of greenhouse gas emissions. Directs the Department of Environmental Quality to issue cost recovery demand notices to entities determined to be responsible for the costs of climate change. Establishes the Climate Superfund Cost Recovery Program Account. Takes effect on the 91st day following adjournment sine die.</p>					

Custom Report

Report Date: March 12, 2026

Salem Area Mass Transit District

Bill Number	Bill Sponsor	Priority	Bill URL	Last Three Actions	Status
SB 1542	Pre-session filed (at the request of Senate Interim Committee on Transportation)	No Priority	https://olis.oregonlegislature.gov/liz/2026R1/Downloads/MeasureDocument/SB1542/Introduced	03/06/26 - In committee upon adjournment. 02/09/26 - Public Hearing held. 02/02/26 - Informational Meeting held.	Failed
<p>Relating to transportation.</p> <p>Digest: Directs OTC to create a 10-year CIP. The CIP must include a way to score and rank projects before they are added to the STIP. The Act tells ODOT to report on how the roads are faring. The OTC must add more information to its website. (Flesch Readability Score: 86.9).</p> <p>Directs the Oregon Transportation Commission to create a 10-year capital investment plan. Provides that the plan must include a scoring methodology to prioritize and rank projects that are included in the Statewide Transportation Improvement Program. Specifies requirements for the scoring methodology.</p> <p>Adds criteria to the list the commission must consider before adding a project to the Statewide Transportation Improvement Program.</p> <p>Requires the Department of Transportation to produce a condition report on the highways.</p> <p>Specifies additional information the commission must include on its website.</p>					
SB 1543	Pre-session filed (at the request of Senate Interim Committee on Transportation)	No Priority	https://olis.oregonlegislature.gov/liz/2026R1/Downloads/MeasureDocument/SB1543/Introduced	03/06/26 - In committee upon adjournment. 02/16/26 - Work Session held. 02/09/26 - Public Hearing held.	Failed
<p>Relating to transportation; declaring an emergency.</p> <p>Digest: The Act makes changes to OTC and tells the OTC to make a policy about how to handle debt for road projects. The Act says that ODOT may still ask to issue bonds, but first it must let the OTC know and review the request. (Flesch Readability Score: 82.4).</p> <p>Modifies membership of the Oregon Transportation Commission.</p> <p>Directs the commission to develop a debt financing management policy for all forms of debt financing issued to finance highway projects.</p> <p>Provides that before the Department of Transportation may request the State Treasurer to issue bonds, the department must first submit the proposed request to the Oregon Transportation Commission for review.</p> <p>Declares an emergency, effective on passage.</p>					

Custom Report

Report Date: March 12, 2026

Salem Area Mass Transit District

Bill Number	Bill Sponsor	Priority	Bill URL	Last Three Actions	Status
SB 1544	Pre-session filed (at the request of Senate Interim Committee on Transportation)	No Priority	https://olis.oregonlegislature.gov/liz/2026R1/Downloads/MeasureDocument/SB1544/Enrolled	03/06/26 - Speaker signed. 03/06/26 - President signed. 03/05/26 - Third reading. Carried by McLain. Passed. Ayes, 55; Excused, 3--Hartman, Levy B, Valderrama; Excused for Business of the House, 2--Edwards, Pham H.	Pending

Relating to transportation; and prescribing an effective date.

Digest: The Act changes laws about dismantlers. The Act alters a defined term used in laws about funding public transit. (Flesch Readability Score: 68.0).

Digest: The Act tells ODOT to report on its progress with current requirements. The Act tells ODOT to create a database like WDOT has and create a transportation university like other states have. The Act tells the director of ODOT to use the central office for project delivery work instead of the regional offices. The Act ends the JCT. The Act changes laws about dismantlers. The Act says certain entities may get funds to provide public transportation services. (Flesch Readability Score: 60.8).

Directs the Department of Transportation to report on a required audit, progress in implementing design practices, establishing a transportation university and the creation of a database equivalent to one created by the State of Washington.

Directs the Director of Transportation to centralize project delivery efforts.

Eliminates the Joint Committee on Transportation.

Makes changes to laws regulating dismantlers.

Expands the definition of "qualified entity" for purposes of public transportation funding.

Takes effect on the 91st day following adjournment sine die.

Custom Report

Report Date: March 12, 2026

Salem Area Mass Transit District

Bill Number	Bill Sponsor	Priority	Bill URL	Last Three Actions	Status
SB 1591	Rep Breese-Iverson; Rep Kropf; Rep Levy B; Rep Smith G; Sen Broadman; Sen McLane (Pre-session filed)	No Priority	https://olis.oregonlegislature.gov/liz/2026R1/Downloads/MeasureDocument/SB1591/Introduced	03/06/26 - In committee upon adjournment. 02/02/26 - Referred to Transportation. 02/02/26 - Introduction and first reading. Referred to President's desk.	Failed

Relating to an inland port; prescribing an effective date.

Digest: The Act tells OBDD to study the creation of a new inland port. (Flesch Readability Score: 89.5).

Requires the Oregon Business Development Department to study the legislative establishment of an inland port for the purposes of coordinating infrastructure development, improving trade mobility and promoting economic development.

Directs the department to submit findings to the interim committees of the Legislative Assembly related to economic development no later than September 15, 2027.

Sunset on January 2, 2028.

Takes effect on the 91st day following adjournment sine die.



Salem Area Mass Transit District Board Of Directors Meeting Minutes

Thursday, March 26, 2026 at 5:30 p.m.

Index of Board Actions

<u>Action</u>	<u>Page</u>
Approve the Consent Calendar	2
A. Approval of Minutes	
I. February 26, 2026 Board Meeting	
II. March 12, 2026 Board Work Session	
B. Routine Business Items	
I. Adopt the Following Resolutions:	
2026-02, Amending the Board Bylaws	
2026-03, Amending the CAC Bylaws	
2026-04, Amending the STIFAC Bylaws	
2026-05, Adopting the Budget Advisory Committee Bylaws	
II. Adopt Resolution 2026-06, Establishing Personnel & Administrative Policies & Delegating Administrative Authority to the General Manager	
Adopt Resolution No. 2026-07, reaffirming the District's Transit Asset Management Plan	3
Authorize the General Manager to amend the contract with APEX Mechanical for the installation of LED lighting, with a project and contingency amount not to exceed \$158,000	3

Attendance

Board Directors:

Present:

President Maria Hinojos Pressey
 Ramiro Navarro Jr. (Virtual)
 Sadie Carney
 Ian Davidson
 Sara Duncan

Absent:

Bill Holmstrom

Staff:

GM Allan Pollock
 DGM David Trimble
 CSO Cliff Carpentier
 CBDO Jaél Rose
 CPDO Shofi Azum
 COO Tom Dietz
 Executive Assistant Crisandra Williams
 Executive Assistant Kirra Pressey

Guests:

Legal Counsel Jean Back (Virtual)

Meeting Information

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 and a quorum was present.

B. Safety Minute

Financial Services Manager Reedy provided the safety minute highlighting eye wellness in the workplace.

C. Announcements and/or Changes to Agenda

President Hinojos Pressey announced the addition of item 6.C.

2. **Presentations**

A. Recognition of Million-Mile Operators

Presenter: COO Tom Dietz

Agenda Packet: Pg. 4-5

CCO Dietz recognized Pavel Kuzmenko and David Nichols-Alarcon for achieving the Million-Mile designation, which requires 12 consecutive years (1,600 hours annually) without a preventable accident. This milestone brings the District total to 10 operators.

3. **Public Comment**

Public comment was received from Tyler McCulley for the Board's review and consideration.

4. **Consent Calendar**

A. Approval of Minutes

- I. February 26, 2026 Board Meeting
- II. March 12, 2026 Board Work Session

B. Routine Business Items

- I. Adopt the Following Resolutions:
2026-02, Amending the Board Bylaws
2026-03, Amending the CAC Bylaws
2026-04, Amending the STIFAC Bylaws
2026-05, Adopting the Budget Advisory Committee Bylaws
- II. Adopt Resolution 2026-06, Establishing Personnel & Administrative Policies & Delegating Administrative Authority to the General Manager

Action

- Motion: I move to approve the Consent Calendar as presented.
- Motion by: Director Duncan
- Second: Director Carney
- Vote: Aye: President Hinojos Pressey, Directors Navarro, Carney, Davidson, and Duncan.
Nay: None
- Outcome: Motion passes unanimously 5-0

5. **Items Deferred From Consent Calendar**

None

6. **Action Items**

A. Adopt Resolution 2026-07 Reaffirming the District TAM Plan

Presenter: COO Tom Dietz

Agenda Packet: Pg. 119-131 + Addendum A

COO Dietz presented the Transit Asset Management (TAM) Plan reaffirmation, noting that the Federal Transit Administration-required plan ensures proper care of federally funded assets. The plan remains unchanged; however, adjustments were made to the rating scale used to assess District facilities.

Action

- Motion: I move to adopt Resolution No. 2026-07, reaffirming the District's Transit Asset Management Plan
- Motion by: President Hinojos Pressey
- Second: Director Davidson
- Vote: Aye: President Hinojos Pressey, Directors Navarro, Carney Davidson, and Duncan
Nay: None
- Outcome: Motion passes unanimously 5-0

B. Approve the General Manager Job Description

Presenter: GM Allan Pollock

Agenda Packet: Pg. 131-133

GM Pollock presented proposed updates to the General Manager job description in preparation for his July 2026 retirement and to meet ORS requirements. The Board discussed qualifications, including whether transit experience should be required or preferred, and raised concerns regarding physical requirements and accessibility. The item was tabled for further refinement and discussion with legal at the April work session.

C. Facilities Fluorescent Lighting Replacement

Presenter: COO Tom Dietz

Agenda Packet: Pg. Addendum B

COO Dietz requested authorization to amend the contract with Apex Mechanical for LED lighting installation at Courthouse Square and Del Webb to comply with state requirements to remove fluorescent lighting. The amended contract would not exceed \$158,000.

The Board discussed potential incentives, lighting specifications, and color temperature selection, including staff input and accessibility considerations. Additional suggestion was made to evaluate bus interior lighting.

Action

- Motion: I move to authorize the General Manager to amend the contract with APEX Mechanical for the installation of LED lighting, with a project and contingency amount not to exceed \$158,000
- Motion by: Director Davidson
- Second: Director Duncan
- Vote: Aye: President Hinojos Pressey, Directors Navarro, Carney Davidson, and Duncan
Nay: None
- Outcome: Motion passes unanimously 5-0

7. Informational Reports

A. Service Briefing for May 2026

Presenter: CPDO Shofi Azum

Agenda Packet: Pg. 135-139

CPDO Azum presented the May 2026 service changes, effective May 3 through September 5, 2026. Changes include adjustments to Route 6 run times to improve on-time performance

without adding service hours. Holiday service (Memorial Day, Juneteenth, and Independence Day) will operate on a Saturday schedule. The Board expressed appreciation for addressing Route 6 performance.

8. Reports

A. General Manager's Report

GM Pollock reported on recent outreach, including a tour with Representative Salinas and participation in state of the city events. He highlighted the Governor's Rebuilding Our Transportation Vision work group and upcoming events including the Oregon Transit Association Board Retreat and APTA legislative conference in Washington, D.C.

B. Board Of Directors Report

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

9. Adjourn

President Hinojos Pressey adjourned the meeting at 6:56 p.m.

Respectfully Submitted

Maria Hinojos Pressey, Board President



Salem Area Mass Transit District

Board Work Session Minutes

Thursday, April 9, 2026 at 5:30 p.m.

Attendance

Board Directors:

Present:

President Maria Hinojos Pressey
Ramiro Navarro Jr.
Sadie Carney
Ian Davidson
Sara Duncan
Bill Holmstrom

CAC Members:

David Levy
Judith Richards (Virtual)
Scott Friedman
Kevin Conover (Virtual)

Staff:

GM Allan Pollock
CSO Cliff Carpentier
CBDO Jaél Rose
COO Tom Dietz
Strategic Initiatives Administrator Bobbi Kidd
Executive Assistant Crisandra Williams
Executive Assistant Kirra Pressey

Guests:

Legal Counsel Jean Back

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

COO Dietz presented the safety moment, highlighting stress awareness and management.

C. Announcements | Changes to Agenda - None

2. Presentations - None

3. Discussions

A. GM Job Description

Presenter: GM Allan Pollock & CBDO Jaél Rose

GM Pollock introduced the item as a continuation of prior discussion, with a revised “redline” job description incorporating Board feedback. CBDO Rose reviewed key updates, including removal of redundant language, clarification of communication expectations (English required with Spanish as preferred), modification of driver’s license requirements, standardization of transit and labor relations experience as preferred, and modernization of physical requirements language to include reasonable accommodation.

Legal Counsel Back noted the job description supports expectation-setting and disciplinary context under at-will employment.

The Board discussed required versus preferred qualifications, background checks, and experience thresholds. Final direction included setting a 10-year minimum experience

requirement, removing the degree requirement bullet, and further refining required versus preferred qualifications. The item will return for final approval at the next Board meeting.

B. Community Advisory Committee Work Plan

Presenter: COO Tom Dietz & Strategic Initiatives Administrator Bobbi Kidd

COO Dietz introduced the CAC work plan, with CAC leadership and members in attendance. Strategic Initiatives Administrator Kidd presented a five-phase plan (April 2026–April 2027) focused on using community survey data to inform CAC engagement and recommendations.

The plan includes foundational presentations and training, review of FY27 survey results, structured community conversations led by CAC members, analysis of feedback, and formal recommendations to the Board.

Board and CAC members emphasized the need for clearer performance data, structured and task-based work, and stronger communication between the CAC and Board. Concerns were raised about vacancies, timing, and the length of the foundational phase.

Discussion highlighted a preference for project-based assignments, regular joint CAC-Board meetings, and improved feedback loops. Consensus emerged around quarterly engagement, more defined CAC roles, and refining the plan to incorporate this feedback.

C. Task Force Update

Presenter: GM Allan Pollock

GM Pollock noted the Task Force would discuss the requested revisions of the Operating Guidelines at the next Task Force meeting.

4. General Manager Comments

A. Upcoming Agenda Items

B. Board Calendar

GM Pollock provided an update on the upcoming agenda items and Board calendar.

5. Adjourn

President Hinojos Pressey adjourned the meeting at 6:55 p.m.

Respectfully Submitted

Maria Hinojos Pressey, Board President

Board Meeting Memo – Item 6.AQ

To: Board of Directors
From: Marias Hinojos Pressey, Board President
Date: April 23, 2026
Subject: Adoption of the General Manager Job Description

Issue

Shall the Board adopt the General Manger Job Description?

Background And Findings

General Manager Pollock has submitted his notice of intent to retire on July 21, 2026. In order to properly recruit for a new General Manager, the District issued RFQ-001 to select a firm to assist the Board with executive recruitment services.

In preparation for the recruitment and selection process there are several steps that must be accomplished prior to the Board meeting in executive session to discuss hiring a public officer, employee, staff member or individual agent.

ORS 192.660(2)(a) states the governing body of a public body may hold an executive session to consider the employment of a public officer, employee, staff member or individual agent.

ORS 192.660(7) states the exception granted by subsection (2)(a) of this section does not apply to:

- (d) The employment of the chief executive officer, other public officers, employees and staff members of a public body unless:
 - A: The public body has advertised the vacancy;
 - B: The public body has adopted regular hiring procedures;
 - C: In the case of an officer, the public has had the opportunity to comment on the employment of the officer; and
 - D: In the case of a chief executive officer, the governing body has adopted hiring standards, criteria, and policy directives in meetings open to the public in which the public has had the opportunity to comment on the standards, criteria, and policy directives.

The job description was updated during a District-wide job description update project last summer. The job description was reviewed at the March 12th work session, March 26th board meeting, and the April 12th work session. A revised version incorporating comments from those meetings is presented in a redline version and a clean copy in Attachment A. The intent of this action is to finalize the job description to satisfy the criteria portion of ORS 192.660(7)(d)(D).

Financial Impact

None.

Recommendation

President Hinojos Pressey recommends the Board adopt the General Manager job description as shown in Attachment A.

Proposed Motion

I move the Board adopt the General Manager job description as shown in Attachment A.



General Manager

Department:	General Manager
Employee Group:	Non-Represented
Reports To:	Board of Directors
FLSA Status:	Exempt
Approved By:	
Salary Grade:	

Our Vision

We deliver valued mobility options that inspire community pride.

Our Mission

Creating Community Connections

Our Values

Communication • Humility • Excellence • Respect • Resourceful • Inclusive • Ownership •
Transparency • Safety

Nature of the Position

The General Manager reports directly to a seven-member Board of Directors appointed by the Governor from sub-districts within the system's boundaries. The General Manager is responsible for the overall planning, organizing, and directing of all services of the District, including staff support to the Board, general administrative functions, operations, and maintenance. The General Manager must effectively direct the District within the laws of the State of Oregon and the policies adopted by the Board of Directors. This individual is held accountable for the financial integrity of the District.

As the designated employee responsible for overseeing the EEO program, the General Manager is committed to upholding our Equal Employment Opportunity policies and ensuring compliance with all applicable federal, state, and local laws. The General Manager will lead efforts to foster a diverse, equitable, and inclusive workplace by monitoring EEO initiatives, addressing complaints, providing guidance on non-discriminatory practices, and ensuring that all employment decisions are made without regard to race, color, religion, gender, sexual orientation, national origin, age, disability, veteran status, or any other protected characteristic alongside the EEO Officer.

Essential Functions and Responsibilities

Under Oregon Revised Statute 267.140, the General Manager shall:

- Have full charge of the acquisition, construction, maintenance and operations of the transit system of the District.
- Have full charge of the administration of the District's business affairs.
- Enforce all ordinances adopted by the Board.
- Administer the personnel system adopted by the Board and, except for officers appointed by the Board, appoint, discipline, or remove all officers and employees, subject to Oregon statutes and the Board's rules.

- Prepare and submit to the Board within 30 days after the end of each fiscal year a complete report of the finances and administrative activities of the District for that preceding fiscal year.
- Keep the Board advised as to the needs of the District.
- Prepare all plans and specifications for equipment acquisition or construction of improvements or facilities for the District.
- Cause to install and maintain a system of auditing and accounting that shows completely and at all times the financial condition of the District.
- Devote the entire working time of the General Manager to the business of the District.
- Perform such other duties as the Board requires by resolution.

Additional Essential Functions and Responsibilities:

- Develop and promote a positive working atmosphere for District employees and clearly define expectations.
- Maintain ongoing effective oral and written communication with internal and external stakeholders.
- Oversee the preparation and management of the annual budget.
- In English, communicate complex subjects and sensitive information, both orally and in writing, with employees, the Board of Directors, and the general public in a clear, concise, and logical manner, and have the ability to communicate effectively before groups; being able to do so in Spanish, as well, is a plus.
- Interact with employees, representatives of other agencies, vendors, and the general public using courtesy, tact, and good judgment.
- Work in a management team approach to discuss and resolve District-wide and General Manager Division policy issues.
- The ability to consistently adhere to a defined work schedule, and be present onsite, is crucial to the successful performance of this role's job duties and responsibilities because the essential duties of this role require reliable presence for planned or unplanned in-person meetings, and other interactions necessary to operate efficiently, including the communication of assignments to and from managers and direct reports, and other day-to-day activities to serve internal and public access needs.
- Perform additional duties as assigned.

Knowledge, Skills, and Abilities

- Demonstrated backgrounds in strategic planning, transit operations, labor relations and collective bargaining contract negotiation, property and lease management, and government finance mechanisms are preferable.
- Prior experience working for Boards, Commissions, or councils of elected/appointed officials is preferred.
- Demonstrated background working with Federal and State agencies such as the U.S. Department of Transportation, Federal Transit Administration, and equivalent state organizations should be evident.

- Comprehensive knowledge of the principles and practices involved in public transportation operations, including organization, routing, scheduling, and customer service principles.
- Comprehensive knowledge of public management principles and practices.
- Extensive knowledge of federal laws, regulations, and mandates about public transportation operations, ability to rapidly learn local and state laws and regulations as well as District policies and guidelines related to the operation of the District's public transportation systems.
- Extensive knowledge of transportation-related safety and security hazards and safety and security precautions involved in public transportation systems.
- Extensive knowledge of the principles and practices of public-sector labor relations and the administration of labor contracts.
- Extensive knowledge of budget formulation and administration.
- Considerable knowledge of public procurement principles and practices.
- Considerable knowledge of federal and state regulations related to contract administration.
- Read, analyze, and interpret general business periodicals, transit-related journals, technical procedures, and governmental regulations.
- Work with mathematical concepts such as probability and statistics. Ability to apply fractions, percentages, ratios, and proportions to practical situations.
- Maintain confidential information.
- Be self-starting and proactive.
- Produce quality work while meeting time and budget commitments.
- Extensive skills in leading and working constructively with subordinate staff and effectively supervising staff.
- Extensive listening and negotiating skills.
- Considerable skill in operating a personal computer using word processing, spreadsheet, and database software applications.
- Perform job functions safely.

Minimum Qualifications

- Bachelor's degree; Master's degree desired.
- Ten (10) years of senior management experience that includes financial management, business administration, and leadership training sufficient to acquire the knowledge, ability, and skills necessary to perform the duties and responsibilities of the position; Public Sector employment a plus.
- Must present the District with a valid Oregon driver's license and must maintain a driving record that demonstrates adherence to safety and traffic laws and regulations, only if driving District vehicles
- Candidates with any satisfactory combination of related experience and training that equips them with the required knowledge, abilities, and skills for this position are encouraged to apply. The District reserves the right to determine the equivalences of education and experience.

Licenses, Certifications, and Other Requirements

- Extensive transit-related experience is preferred.

Physical Requirements

- Frequent use, moving, and lifting of common administrative supplies and office equipment/technology such as, but not limited to a calculator, phone, printer, computer, writing utensils and related hardware with or without a reasonable accommodation.

Working Conditions

- Duties are performed both in the office and in the field.
- Occasional evening or weekend duties subject to call on a 24-hour basis.
- Must travel frequently to attend local, regional, and national meetings, community events, and conferences.

Job Descriptions are intended to present a descriptive list of the range of duties performed by employees in the position. They are not intended to reflect all duties performed within the job. Job descriptions are subject to revision and may be updated as appropriate to reflect operational changes within the role.

Employees in all positions must pass a background investigation, including criminal and employment investigations. Some positions require further screening, such as a pre-employment drug screen.

ADA Statement

As applied to the workplace, applicants and employees must be qualified to perform the essential Functions, including essential knowledge, skills, and abilities of the job with or without reasonable accommodation. Essential functions may include required job functions performed infrequently as well as production standards related to the quality and quantity of work. If a person with a disability could meet job qualifications with a reasonable accommodation, The District will work with the employee to accommodate the need. If the District's accommodation is effective in allowing the employee to perform the essential functions of the job, it need not be the employee's preferred accommodation.



General Manager

Department: General Manager
Employee Group: Non-Represented
Reports To: Board of Directors
FLSA Status: Exempt
Approved By:
Salary Grade:

Our Vision

We deliver valued mobility options that inspire community pride.

Our Mission

Creating Community Connections

Our Values

Communication • Humility • Excellence • Respect • Resourceful • Inclusive • Ownership • Transparency • Safety

Nature of the Position

The General Manager reports directly to a seven-member Board of Directors appointed by the Governor from sub-districts within the system's boundaries. The General Manager is responsible for the overall planning, organizing, and directing of all services of the District, including staff support to the Board, general administrative functions, operations, and maintenance. The General Manager must effectively direct the District within the laws of the State of Oregon and the policies adopted by the Board of Directors. This individual is held accountable for the financial integrity of the District.

As the designated employee responsible for overseeing the EEO program, the General Manager is committed to upholding our Equal Employment Opportunity policies and ensuring compliance with all applicable federal, state, and local laws. The [General Manager](#) will lead efforts to foster a diverse, equitable, and inclusive workplace by monitoring EEO initiatives, addressing complaints, providing guidance on non-discriminatory practices, and ensuring that all employment decisions are made without regard to race, color, religion, gender, sexual orientation, national origin, age, disability, veteran status, or any other protected characteristic alongside the EEO Officer.

Essential Duties-Functions and Responsibilities

Under Oregon Revised Statute 267.140, the General Manager shall:

- Have full charge of the acquisition, construction, maintenance and operations of the transit system of the District.
- Have full charge of the administration of the District's business affairs.
- Enforce all ordinances adopted by the Board.
- Administer the personnel system adopted by the Board and, except for officers appointed by the Board, appoint, discipline, or remove all officers and employees, subject to Oregon statutes and the Board's rules.

- Prepare and submit to the Board within 30 days after the end of each fiscal year a complete report of the finances and administrative activities of the District for that preceding fiscal year.
- Keep the Board advised as to the needs of the District.
- Prepare all plans and specifications for equipment acquisition or construction of improvements or facilities for the District.
- Cause to install and maintain a system of auditing and accounting that shows completely and at all times the financial condition of the District.
- Devote the entire working time of the General Manager to the business of the District.
- Perform such other duties as the Board requires by resolution.
- The ability to consistently adhere to a defined work schedule, and be present onsite, is crucial to the successful performance of this role's job duties and responsibilities because the essential duties of this role require reliable presence for planned or unplanned in-person meetings, and other interactions necessary to operate efficiently, including the communication of assignments to and from managers and direct reports, and other day-to-day activities to serve internal and public access needs.
- Perform additional duties as assigned.

Additional Essential ~~Functions~~Duties and Responsibilities:

- Develop and promote a positive working atmosphere for District employees and clearly define expectations.
- Maintain ongoing effective oral and written communication with internal and external stakeholders.
- Oversee the preparation and management of the annual budget.
- In English, communicate complex subjects and sensitive information, both orally and in writing, with other employees, the Board of Directors, and the general public in a clear, concise, and logical manner, and have the ability to communicate effectively before groups; being able to do so in Spanish, as well, is a plus.
- Interact with employees, representatives of other agencies, vendors, and the general public using courtesy, tact, and good judgment.
- Work in a management team approach to discuss and resolve District-wide and General Manager Division policy issues.
- The ability to consistently adhere to a defined work schedule, and be present onsite, is crucial to the successful performance of this role's job duties and responsibilities because the essential duties of this role require reliable presence for planned or unplanned in-person meetings, and other interactions necessary to operate efficiently, including the communication of assignments to and from managers and direct reports, and other day-to-day activities to serve internal and public access needs.
- Perform additional duties as assigned.

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Knowledge, Skills, and Abilities

- Demonstrated backgrounds in strategic planning, transit operations, labor relations and collective bargaining contract negotiation, property and lease management, and government finance mechanisms are preferable.

- Prior experience working for Boards, Commissions, or councils of elected/appointed officials is preferred.
- Demonstrated background working with Federal and State agencies such as the U.S. Department of Transportation, Federal Transit Administration, and equivalent state organizations should be evident.
- Comprehensive knowledge of the principles and practices involved in public transportation operations, including organization, routing, scheduling, and customer service principles.
- Comprehensive knowledge of public management principles and practices.
- Extensive knowledge of federal laws, regulations, and mandates about public transportation operations, ability to rapidly learn local and state laws and regulations as well as District policies and guidelines related to the operation of the District's public transportation systems.
- Extensive knowledge of transportation-related safety and security hazards and safety and security precautions involved in public transportation systems.
- Extensive knowledge of the principles and practices of public-sector labor relations and the administration of labor contracts.
- Extensive knowledge of budget formulation and administration.
- Considerable knowledge of public procurement principles and practices.
- Considerable knowledge of federal and state regulations related to contract administration.
- ~~Communicate complex subjects and sensitive information, both orally and in writing, with other employees and the general public in a clear, concise, and logical manner, and have the ability to communicate effectively before groups.~~
- Read, analyze, and interpret general business periodicals, transit-related journals, technical procedures, and governmental regulations.
- ~~Work in a management team approach to discussing and resolving District-wide and General Manager Division policy issues.~~
- ~~Use courtesy, tact, and good judgment when interacting with other employees, representatives of other agencies, vendors, and the general public.~~
- Work with mathematical concepts such as probability and statistics. -Ability to apply fractions, percentages, ratios, and proportions to practical situations.
- Maintain confidential information.
- Be self-starting and proactive.
- Produce quality work while meeting time and budget commitments.
- Extensive skills in leading and working constructively with subordinate staff and effectively supervising staff.
- Extensive listening and negotiating skills.
- Considerable skill in operating a personal computer using word processing, spreadsheet, and database software applications.
- Perform job functions safely.

Minimum Qualifications

- Bachelor's degree; Master's degree desired.
- Twelve Ten (102) years of senior management experience that includes financial management, business administration, and leadership training sufficient to acquire the knowledge, ability, and

skills necessary to perform the duties and responsibilities of the position; Public Sector employment a plus.

- Must present the District with a valid Oregon driver's license and must maintain a driving record that demonstrates adherence to safety and traffic laws and regulations, only if driving District vehicles.
- Candidates with any satisfactory combination of related experience and training that equips them with the required knowledge, abilities, and skills for this position are encouraged to apply. [SAMTD The District](#) reserves the right to determine the equivalences of education and experience.

Licenses, Certifications, and Other Requirements

- ~~Degree in in Public Administration, Business Administration, or Transportation Management.~~
- Extensive ~~transportation~~transit-related experience is required, preferred.
- ~~Required experience navigating a labor union environment.~~

Physical Requirements

- ~~Frequent use, moving, and lifting of a common administrative supplies and office equipment/technology such as, but not limited to a calculator, phone, printer, computer, writing utensils and related hardware.~~
- ~~A person must be able to stand, sit, see, hear, talk, use hands to type~~
- ~~, handle, or feel tools or controls, and use hands and arms to reach with or without a reasonable accommodation.~~

Working Conditions

- Duties are performed both in the office and in the field.
- Occasional evening or weekend duties subject to call on a 24-hour basis.
- Must travel ~~occasionally~~frequently to attend local, regional, and national meetings, community events, and conferences.

Job Descriptions are intended to present a descriptive list of the range of duties performed by employees in the position. They are not intended to reflect all duties performed within the job. Job descriptions are subject to revision and may be updated as appropriate to reflect operational changes within the role.

~~*Essential Duties and Responsibilities include knowledge, skills, abilities, and other characteristics in this job description. Employees in this position must maintain the level of mental and physical fitness required to perform the essential functions of this classification with or without reasonable accommodation.*~~

Employees in all positions must pass a background investigation, including criminal and employment investigations. Some positions require further screening, such as a pre-employment drug screen.

ADA Statement

As applied to the workplace, applicants and employees must be qualified to perform the essential Functions, including essential knowledge, skills, and abilities of the job with or without reasonable accommodation. Essential functions may include required job functions performed infrequently as well as production standards related to the quality and quantity of work. If a person with a disability could meet job qualifications with a reasonable accommodation, ~~Cherriots~~The District will work with the employee to accommodate the need. If ~~Cherriots'~~the District's accommodation is effective in allowing the employee to perform the essential functions of the job, it need not be the employee's preferred accommodation.

Board Meeting Memo – Agenda Item 8.B

To: Board of Directors
From: Allan Pollock, General Manager
Date: April 23, 2026
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	Vacant	West Salem Business Association
2	Director Navarro	State Transportation Improvement Fund Advisory Committee (STIFAC)
3	Director Carney	Finance Subcommittee Legislative Subcommittee Salem-Keizer Area Transportation Study (SKATS) Salem Scenario Planning Advisory Committee
4	Director Hinojos Pressey	
5	Director Davidson	Mid-Willamette Valley Council of Governments (MWVCOG)
6	Director Duncan	Community Advisory Committee (CAC) Diversity, Equity, and Inclusion Subcommittee Mid-Willamette Area Commission on Transportation (MWACT)
7	Director Holmstrom	

Financial Impact

None.

Recommendation

For informational only.

Proposed Motion

None.