



Salem Area Mass Transit District

**Statewide Transportation Improvement Fund Advisory Committee**

Friday, December 16, 2022

2:30 – 3:30pm

Google Meet joining information

Video call link: <https://meet.google.com/fno-xoko-tdk>

Phone: 1 402-364-0123 PIN: 142 871 000#

**MINUTES**

**PRESENT:**

Steve Dickey, Ted Stonecliffe, Ben Sawyer, Peggy Greene

Members:

Jim Row, Marja Byers, Kyle Miller, Bryant Baird, John Hammill

Guest:

Arla Miller

**ABSENT:** Kelsie Cole, Tom Dietz

Members: Ron Harding, Emily Broussard

**Recorder:** Angela Henson

**A. CALL TO ORDER**

**2:26PM**

1. Steve Dickey called the meeting to order. A quorum was present.
2. Mr. Dickey presented the Safety Moment: Public Health Safety. As we have been through a lot the last two and a half years with the COVID pandemic, we became very accustomed to doing things such as washing our hands frequently, maintaining our distance, and wearing our masks. But as the COVID pandemic began to wane, people were happy to be able to not have to wear a masks. However, we are back into the winter season where there are not only colds and the flu, and this year we also have RSV, which is a fairly serious respiratory disease. So, when you've been out and about touching handrails, picking up packages or products off the shelf, make sure you wash your hands before you have them near your eyes, mouth or nose, especially if you're going to be eating or drinking something where you'll be touching those areas. Main point: wash your hands, wear your mask, and watch your distance.

## **B. PUBLIC TESTIMONY**

1. None

## **C. MOTION / VOTING on previous meeting's Action Items**

1. Approved prior meetings minutes (11-15-22).
2. Approved FY21 ARP Act Applications.
3. Approved FY22 5310 FTA Applications.
4. Approved FY23 STIF Discretionary Applications.
5. Approved; motioned, and seconded that the Advisory Committee do not establish a priority between these two applications.
6. Approved; motioned, and seconded Advisory Committee recommends the addition of Fred Evander to the committee.

## **D. INFORMATION ITEMS and DISCUSSION**

1. Presentations

### *a. City of Silverton: Monmouth Independence Trolley*

- The project is for the City of Monmouth for operating assistance on their initial period of operating Monmouth Independence Trolley. They did receive some legislative directed funds to get started, but they feel the amount of money they have available for the first biennium of operations is not sufficient to complete the biennium, and they have requested some funding for operations of that service. The service will be operated under contracts by Salem Area Mass Transit District (SAMTD). We will operate that through our contractor that does our regional service and we will be providing the preventative maintenance on their vehicles as well. However, it's a joint project between Monmouth and Independence and it's a project they will oversee and determine the schedule for.

### *b. SAMTD: Right Sizing Bus Project*

- The ask is for 5 new Ford Transit vans, they have eight seats with the ADA positions deployed and so it's a smaller van.
- This project would purchase four new vehicles for SAMTD. The plan for those vehicles would be to utilize them on our Cherriots local system. The local system routes 26 and 27, run in West Salem, and currently it's just one bus with hourly service on each of those routes. If we had a smaller vehicle it would be less intrusive to the neighborhood and we'd be able to run on these smaller streets more effectively.
- In Northeast Salem, our route 12, Hayesville Drive, and in Keizer Route 14, Windsor Island Road; these are both neighborhood routes that run either hourly or a half hourly services. With a smaller vehicle we think it would be more effective and efficient to utilize those larger buses on routes that could receive higher frequency, such as our core network routes that are currently not running at a high frequency.

## **E. DISCUSSION, QUESTIONS & ANSWERS**

- Q. Do you know how that was split out? Was part of that for the call center and part of that for preventative maintenance?
- A. Yes. It covers all of the call center side of it, then the preventative maintenance side of it for the vehicles that we already own on that program, as well as the services itself.
- Q. Is that all the funding needed to run the call center (\$252k)?
- A. No. It's considerably more than that. The call center's also funded through the LIFT program and through Regional program, because it covers all those different lines. It's broken into different sections and all three are funded.
- Q. Do we have some of those Ford Transit vans in service with Cherriots LIFT?
- A. Yes. There are three of those vans supporting LIFT at this time.
- D. ODOT has received 75 applications for a total of \$54M; we only have \$28.5M. It's going to be very difficult this Biennium. Even if it's a real good project, we might not be able to fund it. We're giving everybody the heads up right now. As such the priority ranking would be helpful to the ODOT team. ODOT is going to take into account what the Area Commission on Transportation's comments are, and also the Qualified Entities (QE) and their advisory committees.
- Q. The committee needs to decide if they want to prioritize, or just submit both as a decision to fund, and let ODOT decide the prioritization, correct?
- A. That is correct.
- Q. How much weight does ODOT give to the prioritizing recommendation?
- A. Comments help ODOT and nobody knows your service area better, that's why legislation has us reach out to the area, commissions on transportation and the advisory committees because you guys have your fingers on the pulse of the community and what's going on. So, ODOT does take that into consideration. Also, though, one of the tough things we're going to have to do this time is if an application is incomplete, it's immediately going to be thrown out; we've never done that in the past.
- Q. If you didn't get the grant what would be the impact on that project?
- A. If the vehicles were not provided as requested then we'd obviously be running the larger buses as we do today, and we're restricted the fleet that we have. Any expansions would be put on hold for another two years.
- Q. Is there is there the potential for partial awards?
- A. We did ask for scalability, that helps ODOT sometimes too.

- D. SAMTD put a scalability; you can get by with two vehicles, so it looks like you said the minimum was \$535K - \$560k and that worked out to two vehicles.
- D. It wouldn't be, at least for SAMTD, and all or nothing, potentially, because there is a scaling in there; ODOT could, at their own discretion, scale it back but give something to SAMTD.

It is possible. Where we're restricted in these monies with the 5311F, that's for inner city only. That could only be for inner city and the vehicles would not qualify that for that because inner city is at least 20 miles and very few stops. So, it's basically for operations or vehicles for that operation of inner city service. So, not all of the \$54M would be available for most applicants.

I did notice just now looking through Monmouth's application, they have a bit of scalability that they've indicated as well. I'm still inclined to put them both forward without ranking and then let ODOT go through and make some decisions about looking at all of the projects and the aggregate and start making some decisions about maybe the scalability of all others. I worry part in part, if we rank one, lower or only, the just the two that we are reviewing, that maybe that makes that project look like a lower priority as compared to all of the other applications that to be receiving statewide.

#### **F. ACTION ITEMS**

- 1. Review and approve prior meeting's minutes.**
- 2. Formal motion from AC for recommendation that SAMTD Directors approve the PTSP projects included in all respective applications as presented.**

#### **G. NEXT STEPS**

- 1. Present all of the applications to the Board at our January Board meeting.**

#### **H. ADJOURNED**

**3:21 PM**

Angela Henson  
Administrative Assistant  
Finance and Technology & Program Management