



**MINUTES OF THE
September 21, 2021
CITIZENS ADVISORY COMMITTEE MEETING
5:30 PM – 7:30 PM**

Present Members:	John Hammill, Vice-Chair; Laurie Dougherty, Member, Davis Dyer, Member; Rick Hartwig, Member; Mark Knecht, Member; Erin Ross, Member, Michele Roland-Schwartz, Member
Absent Members:	Patrick Schwab, Chair
Board:	Maria Hinojos-Pressey, Cherrlots Board of Directors Liaison
Staff:	David Trimble, Deputy General Manager, Steve Dickey, Director of Technology/Project Management, Tom Dietz, Director of Operations, Ben Sawyer, Contracted Services Manager, Chris French, Planning Services Manager, Gregg Thompson, Maintenance Manager, Karen Garcia, Security and Emergency Management Manager,
Guests:	President Ian Davidson – Cherrlots Board of Directors; Ryan Farncomb – Parametrix; David Keen and Sarah Henrickson – Keen Independent Research; Ben Cavaletto and Audrey Ramirez-Loudenback – Sign Interpreters

1. CALL TO ORDER AND ROLL CALL

Vice-Chair John Hammill called the meeting to order. A quorum was present.

a. Safety Moment

David Trimble opened our meeting with a safety moment. Covid-19 and all its variants still have a grip on the nation so as we come into these colder weather months, here are some suggestions to keep in mind:

- Always wear your mask to protect yourself and others.
- Stay at least 6' – two arm's length away from others, especially those you don't know.
- Avoid crowds, especially unfamiliar crowds and individuals that you do not live with.
- Avoid unventilated spaces.
- Get the Covid-19 vaccine, if it is available to you.
- Clean your hands often with soap or use hand sanitizer with at least 70% alcohol.
- Avoid close contact with others that are sick.
- Use a tissue if you sneeze and then throw that tissue away.
- Clean frequently touched objects in your home and vehicles.
- Monitor your own personal health, maintain diet and exercise.

b. Additions/Changes to the Agenda

None at this time.

2. ANNOUNCEMENTS

Mr. Trimble let the committee know that Chair Patrick Schwab had a last minute important item come up and he will not be able to join us tonight. Vice-Chair Hammill will present over the meeting.

3. PUBLIC COMMENT

None at this time.

4. APPROVAL OF MINUTES - Minutes of June 15, 2021

Motion:	Motioned to approve the meeting minutes of June 15, 2021
Motion by:	Member Rick Hartwig
Second:	Member Michele Roland-Schwartz
Discussion:	None
Vote:	Motion passed with seven votes in favor; Absent: Member Patrick Schwab, Chair

5. PRESENTATIONS

a. Parametrix Follow-up: South Salem Transit Center – Steve Dickey, Director of Technology and Program Management and Ryan Holcomb - Parametrix

Mr. Dickey introduced Ryan Holcomb from Parametrix who gave an update at the last meeting and will be giving another update on this project. This is more an update as to what we are looking for in a transit center/mobility hub and super stops. This will help Cherriots determine the size/type of property to look for. Mr. Holcomb shared his screen to give the committee a presentation. Parametrix has reached out to the public, this committee and Cherriots Board of Directors to start the information gathering process. Mr. Holcomb shared some pictures of idealized prototypes, which are ONLY examples. Listed were some of the considerations for this site, which not all will be able to be implemented. Next meeting will be about site locations based on considerations and real estate availability. A question was asked about what the consideration for secure bike parking would entail as it's been understood that most individuals do not like leaving their bikes locked in a rack all day. This may involve bike lockers, a room that people have card access to, there are a number of different ways security can be supplied for bikes. At this point, we want to make sure we are taking these into consideration when looking at size of the site.

A super stop is the cross between a mini transit center and a regular bus stop shelter. There will be room for a least a bus or two to stop and drop off/pick up passengers and have a layover bay if necessary. The next steps are to determine candidate sites, assess site suitability; are there any environmental issues or anything that is a red flag; narrow

selections to preferred site(s), and conduct concept design. We are hoping to have this phase completed by Spring 2022. There will be an online open house at www.southsalemct.org, which will be opening on September 23. Please go to the site and participate.

b. Climate Action Plan – President Ian Davidson, Cherriots Board of Directors

President Davidson presented to the committee regarding Cherriots long-term goals regarding a climate action plan. President Davidson first gave some background on the Salem Climate Action Plan. It is a task force comprised of about 40 individuals, President Davison represents public transit and transit infrastructure. It is a group of individuals with diverse backgrounds. There is a consulting group that uses this task force as a sounding board. President Davidson shared a presentation with us that is a very condensed version of the presentation the City has put together. The climate action plan has some very specific goals; by 2035, Salem’s greenhouse gas emissions shall be reduced to 50% of the citywide greenhouse gas emissions from the baseline year of 2016, and by 2050, Salem should be carbon neutral. 53% of emissions come from transportation, which is Cherriots business. The consultants put together some scenarios. In scenario one, if we do nothing different with the actions taking place at the Federal level we will have a significant lower percentage in emissions, but not near what we are planning. If net zero by 2050 is not met, world experts state we are staring down climate disaster and it will only get worse unless we take considerable bold actions. One big goal, but one Cherriots Board thinks is achievable is to double the rate of electric vehicles and quadruple the rate of bus ridership. Even by doing these listed items, we still miss our goal for 2050. According to the world experts, transportation is still 47% of remaining emissions. Scenario 2 shows us meeting our goals by 2050, but some of the suggestions are not achievable, i.e., halt the entry of non-resident internal combustion engine traffic. The last workshop for this task force is in October and will work to finalize the climate action plan and this will go to the city council on Dec. 6 for their vote. This is an opportunity to make our communities more livable.

Please consider what we, as Cherriots, can do to meet the goal of quadrupling transit riders. Cherriots Transportation Options is a program that could be given a higher profile and within the climate action plan to interface with local employers to get information to their employees. Does this climate action task force work with groups to improve bike lanes? President Davidson worked very hard to make sure the climate action plan includes safe infrastructure for bike lanes. We are not there yet, but it is a goal to have bicycle ‘spines’ from North to South and East to West. When these action items come up, we as a community need to speak up.

c. Battery Electric Buses

Mr. Gregg Thompson, Maintenance Manager at Cherriots, joined to let us know where we are in our purchase process of electric buses. Mr. Thompson gave a presentation in June and he is going to discuss what has changed since that time. Why battery electric buses? Zero tailpipe emissions, no need to maintain emissions controls systems, price of electricity (fuel) is more stable, and they are cleaner, quieter, and smoother. Gillig is our bus manufacturer and Gillig has partnered with Cummins on the batteries for these buses, CTE

is our consultant on these buses, Salem Electric is a partner for our Del Webb location, PGE for our downtown transit center, CFM helped us with some of the grant language and Chargepoint for the chargers at Del Webb. There are different types of bus chargers. One is depot charging, like you see for charging electric cars and the other is inductive chargers, which have a ground mounted charge pad. There is a receiver on the bus that when the bus drives over it, it starts to charge. We have two grants, but one project and the buses should be delivered by December 2022; 10 buses. We want to have the charging facility infrastructure ready and also there is training needed for operators and maintenance workers. This project started with the goal to electrify Route 11, which serves a large demographic; the prison on one end, down through apartments, and businesses with Chemeketa Community College at the other end. When the electric buses are on site, the committee will have an opportunity to see and ride in the new buses.

6. DISCUSSION ITEMS

a. Cherriots DEI Project – Keen Independent Research

Mr. Trimble introduced David Keen and Sara Henrickson. Keen Independent Research was brought on board to help us always include a lens of diversity, equality and inclusion with all our business practices. This includes looking at Board committees, the CAC, and determining how to broaden our membership to include a diverse representation on the Citizen Advisory committee. The Keen team has met twice with Cherriots Executive Leadership team to gain some perspective and background information.

Mr. Keen shared a presentation with the committee before the discussion with the group. This will explain what they do as a firm. They do have staff located throughout the country. The key groups Keen will be working with are as follows: Cherriots Board of Directors, Board's DEI committee, Citizens Advisory committee, Internal Stakeholder group, General Manager and staff. Keen comes in, even as Cherriots is working on DEI, and they initiate the process of embedding DEI across all SAMTD functions, services and decision-making to create a long-term DEI plan. This process started this past summer and should be completed by summer 2022.

Vice-chair Hammill asked if we should be looking at this for within Cherriots, employees, or in terms of the riders we serve. It will be for both. Keen will be looking at who comprises the Board, committees and determine if underserved communities are being represented. What will be implemented will go beyond the government regulations that need to be checked off a list based on funds received from government entities.

Mr. Keen asked what responses were to the 'homework' questions that went out before the meeting to committee members. Salem does not have neighborhoods, like barrios, per say. We seem to have a hub and spoke setup for transit. It is less expensive to live on the outer edges of town where it seems some Hispanic populations live, but with the 20% reduction in service, that area now doesn't have service. It seems there should be a way where fares, whether riding in town, or needing to ride more buses because of living outside of town, should all be the same price. Mr. Keen said one conversation across transit industries is how to determine an equitable way of setting fares and should it be

based on how far you go, the level of service you're getting, or in recognition of a person's ability to pay. Fares do not pay for the transit system and some routes do not make money, but you need them for the reasons that are being discussed. This is a question that needs to be posed to Cherriots. We are not clear if this has been proposed before and yes, this has come up before throughout the years. Anytime we look at service we need to look certain parameters and one of those is Title VI before decisions can be made on routing changes. Cherriots has core routes and coverage routes that bring individuals into the core route areas. This committee has had discussions about unmet needs in the area and these discussions will continue. Frequency in service on the outer edges of town is more costly, but without frequent service transit won't be used. Seems like a Catch 22 scenario. What about a 'youth' council so school-aged individuals can have a voice so Cherriots would know what would help them feel comfortable and use transit more often. Access to some of the stops is an issue, so how can we work with city leaders about walkability issues getting to the bus stops. It can be difficult due to lack of sidewalks and other safety issues. How do we bring this to their attention? How does Cherriots, the board, and committees bring issues like this to the attention of city leaders? Crossing traffic to get to a bus stop is an issue and could be a deterrent to youth, elderly, and those using ADA devices. Would it be appropriate for this committee to put together a list of problem spots and send it to the city? Would it hold weight coming from this committee?

This is right in line with what the Board has asked, what kind of advocacy should be coming from Cherriots. A whole route starts at the rider's door clear up to the destination and if segments of that route are not up to standard, how do we get these recognized? Cherriots has a great relationship with the City of Salem and a good relationship with the City of Keizer. Steve Dickey, Director of Technology and Project Management is on committees that deal with these city leaders directly. Board member and CAC liaison Maria Hinojos-Pressey also mentioned if lists are created it would be good to have them go to SKATS. It seems there are many organizations that overlap in areas like this. Mr. Dickey addressed the committee. Cherriots is presently going through and updating many of our bus stops, bringing some up to ADA standards. We have received grant funding through SKATS for this work over the past several years. It is not a fast project because every stop is a unique project in itself. If sidewalks are not in good shape, we can do some repair for a short distance, but not much. We are adding shelters, moving stops to make them safer, some are done quickly, some take longer because easements need to be obtained from private citizens. Mr. Trimble said this will be an agenda item for the next meeting; creating a letter to the Board from the CAC on recommendations where concerns are at certain stops. Mr. Keen would like to hear if there are other concerns? There are times, and not often, but blind individuals that have service dogs run into issues with operators. More training around this subject with transit operators could be done.

What does this committee, as a key voice of the community, do well and how can you improve, is there anything structural that could be improved around equity and inclusion? This committee is made up of mostly transit users so members feel they are preaching to the choir. A broader, more diverse membership might help. This committee meets only four times a year and we have a lot to do in a 2-hour period. Between times, the committee

and its work is not thought of much and it's hard to get momentum and feel like we don't make a difference by only meeting four times a year. It feels like every meeting we are starting over fresh. Would the members be willing to meet more often? Every other month would be more doable for the majority of the members attending this meeting. An idea from Keen is to have some meetings or special events where your riders, or potential riders are, youth as an example? Attending a school function. Ask for their perspective.

Even though our meetings are open to the public, in the past there have only been a few community members join our meetings. How can we get more information out about our meetings and when we are holding them? Can our meetings go on YouTube, or other means? How do we get the word out that we exist? Could a CAC member join staff when they are out in the community with informational booths?

Is there anything important that we have not yet discussed? We need to recruit a high school member, which is one opening out of three we have currently. Although it is an additional cost to the district, the frequency of bus stops would help the elderly because it could be a long walk to a bus stop. This is something for Cherriots to consider.

A lot of these issues have been discussed at Cherriots and we do want to have this committee be a conduit between the riders and non-riders and Cherriots staff. The last 18-months has slowed the momentum down with COVID-19 and the fires we had this past year. There will be hard work in the beginning and the candor tonight is appreciated.

7. ACTION ITEMS

8. FUTURE AGENDA ITEMS

- a. Committee Work Plan
- b. Performance Reports

9. ADJOURNMENT

Motion:	Motion to adjourn meeting at 7:30 p.m.
Motion by:	Member John Hammill
Second:	Member Rick Hartwig
Vote:	Motion passed with seven votes in favor; Absent: Member Patrick Schwab, Chair