

Salem Area Mass Transit District  
BOARD OF DIRECTORS

Thursday, March 24, 2016  
6:30 PM Regular Meeting

Courthouse Square 555 Court St NE, Salem, OR 97301  
• Senator Hearing Room

**AGENDA**

**REGULAR BOARD MEETING**

- A. CALL TO ORDER & NOTE OF ATTENDANCE**
- B. PLEDGE OF ALLEGIANCE** – Director Colleen Busch
- C. ANNOUNCEMENTS & CHANGES TO AGENDA**
- D. PRESENTATION**
  - 1. Legislative Update – Joel Rubin and Dale Penn II, CFM Strategic Communications
- E. PUBLIC COMMENT** - Each person’s comments are limited to three (3) minutes.
- F. CONSENT CALENDAR** [Action]
  - 1. **Approval of Minutes**
    - a. Minutes of the January 28, 2016 Board Meeting ..... **1**
- G. ITEMS DEFERRED FROM THE CONSENT CALENDAR**
- H. ACTION ITEMS**
  - 1. Resolution No. 2016-02 Adopting a Policy for a General Manager Pro Tempore ..... **7**
- I. INFORMATION ITEMS**
  - 1. Fixing America's Surface Transportation (FAST) Act Transportation Bill Briefing - **Supplement**
- J. REPORTS**
  - 1. APTA Legislative Oral Report
  - 2. Board Subcommittee Reports [*Receive and File*] ..... **11**
    - a. Board Work Session Minutes: March 7, 2016 ..... **13**
    - b. STF Advisory Committee Meeting Minutes: March 1, 2016 ..... **17**
- K. BOARD & MANAGEMENT ISSUES**
  - 1. General Manager
  - 2. Board President
  - 3. Board of Directors
- L. ADJOURNMENT**

**BOARD MEETING PROCEDURES**

**CONSENT CALENDAR AND AGENDA ITEMS** All items on the Consent Calendar will be adopted as a group by a single motion unless a Board member requests to withdraw an item for discussion. Action on items requested for discussion will be deferred until after adoption of the Consent Calendar. Comments on specific items will be taken after the staff report and before Board discussion for each agenda item.

**APPEARANCE OF INTERESTED CITIZENS & AGENCIES** Time is designated on every Board agenda for questions or statements by persons in the audience on any items of Board business, including those items appearing on the agenda which are subject to public hearing. Individual citizens will be invited to come forward in a manner similar to that prescribed for public hearings and make any statement they wish, being limited to three minutes. Members of any agency wishing to make statements should submit their statement in writing to the Clerk of the Board per the agenda deadline below. At the designated meeting, the agency representative will be invited to come forward to speak for a limit of five minutes on their item.

**TO GET ITEMS ON THE AGENDA** All communications and matters that appear on the Board agenda must be submitted to the Clerk of the Board by noon on Wednesday, one week prior to the Board meeting. You are encouraged to mail, email or bring your written communication to Salem-Keizer Transit, 555 Court St NE, Suite 5230, Salem, OR 97301. The Board of Directors Email Address is: [Board@cherriots.org](mailto:Board@cherriots.org)

**SPECIAL ACCOMODATIONS** Those individuals needing special accommodations such as sign or other language interpreters to participate in the Board meeting must request such services at least 48 hours prior to the meeting. Please direct your request to the Clerk of the Board at 503-588-2424. Hearing impaired please call Oregon Telecommunications Relay Service, 711.

**PROCEDIMIENTOS DE LA REUNIÓN**

**CALENDARIO DE CONSENTIMIENTO Y ARTÍCULOS DE AGENDA** Todos los artículos en el Calendario de Consentimiento serán adoptados como grupo por un única propuesta a menos que un miembro de la Junta solicita retirar un artículo para discusión. La acción sobre artículos solicitados para discusión serán diferidos hasta después de la adopción del Calendario de Consentimiento. Comentarios sobre artículos específicos serán adoptadas tras el informe de personal y antes de la discusión de la Junta para cada orden del día.

**COMPARECENCIA DE LOS CIUDADANOS Y AGENCIAS INTERESADAS** Este es el tiempo designado en cada orden del día de la Junta para preguntas o declaraciones por las personas en la audiencia, de cualquiera de los puntos de los asuntos de la Junta, incluyendo aquellos puntos que aparecen en el orden del día que estén sujetos a una audiencia pública. Se le invita a los ciudadanos individuales a presentarse en una forma similar a los prescritos para las audiencias públicas y a hacer cualquier declaración que deseen, estando limitadas a (3) minutos. Cualquier miembro de una agencia que desee hacer declaraciones en ese momento debe enviar la información al personal de la Junta de acuerdo a los plazos abajo mencionados. En la reunión designada, el miembro de la agencia será invitado a presentarse para hablar, con un límite de (5) minutos en su asunto.

**PARA TENER ASUNTOS EN EL ORDEN DEL DIA** Para que todas las comunicaciones y asuntos aparezcan en el orden del día de la Junta, deben ser enviados al personal de la Junta antes del mediodía del miércoles de la semana previa a la reunión de la Junta. Si Ud. tiene algún asunto que quiera presentar ante la Junta en el futuro, le animamos a mandarlo por correo o traer una comunicación por escrito al Distrito de Transito del Área de Salem, 555 Court St NE, Suite 5230, Salem, OR 97301; 503-588-2424; [Board@cherriots.org](mailto:Board@cherriots.org)

**NECESIDADES ESPECIALES** Aquellos individuos que necesiten servicios especiales como Interpretes para el lenguaje de señales u otros, para participar en la reunión de la Junta, deben solicitar dichos servicios al menos 48 horas antes de la reunión. Por favor dirigir su solicitud al Secretario de la Junta al 503-588-2424. Las personas sordas por favor llamar al Servicio de Telecomunicaciones de Oregón, 711.

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**Next Regular Board Meeting Date: Thursday, April 28, 2016**

Regular Board meetings are televised and can be viewed on CCTV's website: [www.cctvsalem.org](http://www.cctvsalem.org).  
Go to [www.cherriots.org/board](http://www.cherriots.org/board) for an electronic copy of the Board's agenda packet.

**Salem-Keizer Transit Administration Office ~ 555 Court Street NE, Suite 5230 ~ Salem, OR 97301**  
**Phone (503) 588-2424 ~ Board of Directors Email Address: [Board@cherriots.org](mailto:Board@cherriots.org)**

**Salem Area Mass Transit District  
BOARD OF DIRECTORS**

**January 28, 2016**

**Index of Board Actions**

<u>Action</u>	<u>Page</u>
Moved to approve the Consent Calendar: .....	2
1. <u>Approval of Minutes</u>	
a. Regular Board meeting of December 10, 2015	
2. <u>Routine Business</u>	
a. Approval of Amendment No. 2 to the Agreement between SAMTD and CFM Strategic Communications for Legislative Advocacy Services	
b. Adoption of Resolution No. 2016-01 Amending Resolution No. 2015-09 regarding the Surplus Bus Disposal to YCTA	
 Moved to approve a three year lease with RouteMatch for tablet mobile data terminals used in CherryLift, CARTS, and RED Line vehicles; and authorize the General Manager to sign the agreement. ....	 3
 Moved to adopt the 2016 Legislative Priorities as shown in Attachment A (on pages 25-27 of the agenda): .....	 4

2016 FEDERAL LEGISLATIVE AGENDA

<u>GRANT REQUESTS</u> <u>Project Description</u>	<u>Request</u>
• Five Zero Emission Buses	\$ 3,482,688
• Six CNG Replacement Buses	\$ 2,400,000
• Regional Transit Center Design, Engineering and Construction	\$ 2,000,000
• Intelligent Transportation System (ITS) Project	\$ 1,500,000

POLICY ISSUES

- Extend and Make Permanent the Alternative Fuels Tax Credit
- Health Retirement Account - VEBA

2016 STATE LEGISLATIVE AGENDA

- Re-instatement of the State Employee Bus Pass Program
- Transferability of Existing Energy Incentive Tax Credits
- Salem Area Chamber of Commerce Transit (LC 163) HB 4078
- Support the Oregon Transit Association (OTA) legislative priorities for the 2016 short legislative session:
- Support the Oregon Transportation Forum advocacy efforts concerning a 2017 transportation investment package that includes transit bills of interest to the District that will be monitored through the legislative process include HB4078, HB4048, HB4055, HB4068, HB4078, HB4101, SB1507, SB1510, SB1521, SB1527, SB1579, SB1587, SB1523, SJR201; and miscellaneous minimum wage bills – HB4054, SB1532, and SB1592.

Regular Board meetings are video recorded for viewing on the CCTV website at [www.cctvsalem.org](http://www.cctvsalem.org).

Salem Area Mass Transit District  
BOARD OF DIRECTORS

**MINUTES**

January 28, 2016  
Courthouse Square – Senator Hearing Room  
555 Court Street NE, Salem, Oregon 97301

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PRESENT: Board	President Robert Krebs; Directors John Hammill, Colleen Busch, Marcia Kelley, Jerry Thompson, Steve Evans, and Kathy Lincoln
Staff	Allan Pollock, General Manager; David Trimble, Chief Operating Officer; Paula Dixon, Director of Administration; Steve Dickey, Director of Transportation Development; Scott Kirkland, Network Administrator; Kristian Sorensen, Technology Services Support Analyst; Linda Galeazzi, Executive Assistant; Ben Fetherston, SAMTD Legal Counsel
Guests	Dale Penn II, CFM Strategic Communications

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**A. CALL TO ORDER AND NOTE OF ATTENDANCE** **6:30 PM**  
President Krebs called the meeting to order. He noted attendance and a quorum was present.

**B. PLEDGE OF ALLEGIANCE**  
Director Jerry Thompson led the Pledge of Allegiance.

**C. ANNOUNCEMENTS AND CHANGES TO THE AGENDA** - None

**D. PRESENTATION** - None

**E. PUBLIC COMMENT** - None

**F. CONSENT CALENDAR** **6:31 PM**

Motion:	<b>Moved to approve the Consent Calendar:</b> <ol style="list-style-type: none"><li><b>1. <u>Approval of Minutes</u></b><ol style="list-style-type: none"><li><b>a. Regular Board meeting of December 10, 2015</b></li><li><b>2. <u>Routine Business</u></b><ol style="list-style-type: none"><li><b>a. Approval of Amendment No. 2 to Agreement between SAMTD and CFM Strategic Communications for Legislative Advocacy Services</b></li><li><b>b. Adoption of Resolution No. 2016-01 Amending Resolution No. 2015-09 regarding the Surplus Bus Disposal to YCTA</b></li></ol></li></ol></li></ol>
Discussion:	President Krebs explained that Resolution No. 2016-01 was at the request of the Federal Transit Administration who oversees all vehicle transfers and transfer documentation. The FTA requested that Resolution #2015-09, adopted by the Board at the December 10, 2015 meeting, be amended to include the following language "Vehicles being transferred are no longer required to maintain service."
Motion by:	Director Jerry Thompson
Seconded:	Director Steve Evans
Vote:	Motion passed unanimously

**G. ITEMS DEFERRED FROM THE CONSENT CALENDAR - None  
ACTION ITEMS**

**H.1 Approval of Three-Year Lease with RouteMatch for Tablet Mobile Data  
Terminals for Use in CherryLift, CARTS and RED Line Vehicles**

**6:33 PM**

Staff report: Pages 19-22 of the agenda

Scott Kirkland, Network Administrator

Discussion: Mr. Kirkland explained that RouteMatch is the software used for scheduling and dispatching trips for CherryLift, CARTS, RED Line and other contracted service providers. The Mobile Data Terminals (MDTs) connect with RouteMatch and are used by transit operators to view their trips for the day, for short, predefined communication with Dispatch and as a log book to report arrival, departure times, no shows, or if the client is late. The current MDT was installed in 2005 and relies on a server to communicate with RouteMatch. It has experienced multiple failures and is not eligible for any warranties due to its age. The 2G Mobile Data Network coverage is becoming obsolete by many carriers who are replacing their networks with 4G LTE. At the end of 2014, a decision was made to change operations to T-Mobile while researching replacement options for the District's entire MDT system. In July 2012, RouteMatch began offering tablets for use. The District's RouteMatch system needed to be upgraded to its current version which was completed in June 2015. A pilot program, using five tablets was considered an easy and successful transition for operators. The pilot program ended in December 2015. When developing the recommendation, a detailed cost comparison was considered between purchasing and leasing of the tablets. Also considered were current and future projects in the ITS Strategic Plan.

Director Hammill has observed the system and the struggle with the old terminals on CherryLift. He feels it is clearly the best choice of the options presented.

Director Evans asked about the life expectancy of the tablets. Mr. Kirkland advised it is about three years whether the tablets were purchased or leased.

Motion: **Moved to approve a three year lease with RouteMatch for tablet mobile data terminals used in CherryLift, CARTS, and RED Line vehicles; and authorize the General Manager to sign the agreement.**

Motion by: Director John Hammill

Seconded: Director Jerry Thompson

Vote: Motion passed unanimously

**H.2 Approval of the 2016 Federal and State Legislative Priorities**

**6:40 PM**

Staff report: Pages 23-28

Allan Pollock, General Manager and Dale Penn II, SAMTD Legislative Advocate

Discussion: There was discussion about there not being a funding source for the Chamber's transit expansion fund bill HB4078.

Director Lincoln referenced a statement *eligible transportation provider* and said there is no definition for that in the bill; and it needs to be taken care.

Director Kelley asked about the work load this could potentially put on ODOT.

Mr. Penn advised a fiscal impact statement has not yet been released, but there will need to be conversations to figure out what the impact will be.

Director Busch asked about potential funding sources. Mr. Pollock advised it would take \$22 million per year to meet the intended purpose.

Director Kelley remarked that \$22 million was a very steep hill. Mr. Penn agreed and noted there was a bill, SJR201 dealing with the assessed value of property; the real market value of property. There is a public hearing next Thursday. Director Kelley was glad to hear the legislature was willing to look at the property tax. It does not support the state but supports the counties and the districts throughout the state. It is so convoluted that nobody understands it and is unworkable. It does not keep up with inflation because there is a cap. She would like to see something on the agenda to support property tax.

Motion: **Moved to adopt the 2016 Legislative Priorities as shown in Attachment A (on pages 25-27 of the agenda):**

#### 2016 FEDERAL LEGISLATIVE AGENDA

GRANT REQUESTS <u>Project Description</u>	<u>Request</u>
• Five Zero Emission Buses	\$ 3,482,688
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#### POLICY ISSUES

- Extend and Make Permanent the Alternative Fuels Tax Credit
- Health Retirement Account - VEBA

#### 2016 STATE LEGISLATIVE AGENDA

- Re-instatement of the State Employee Bus Pass Program
- Transferability of Existing Energy Incentive Tax Credits
- Salem Area Chamber of Commerce Transit (LC 163) HB 4078
- Support the Oregon Transit Association (OTA) legislative priorities for the 2016 short legislative session:
- Support the Oregon Transportation Forum advocacy efforts concerning a 2017 transportation investment package that includes transit
- Bills of interest to the District that will be monitored through the legislative process include HB4078, HB4048, HB4055, HB4068, HB4078, HB4101, SB1507, SB1510, SB1521, SB1527, SB1579, SB1587, SB1523, SJR201; and miscellaneous minimum wage bills – HB4054, SB1532, and SB1592.

Motion by: Director Kathy Lincoln  
Seconded: Director Marcia Kelley  
Vote: Motion passed unanimously

## INFORMATION ITEMS - None

## REPORTS

### J.1 Board Committee Reports

7:05 PM

Board members are appointed to local, regional and/or national committees; and may present testimony at public hearings on specific issues on behalf of the District as the need arises. Board members report on their participation in meetings that are listed on pages 29-34 of the agenda. Minutes for external meetings can be found on the websites listed for the agencies.

- Director Evans reported that the Board will talk about the future of the Citizens Advisory Committee at the upcoming Board planning retreat.
- Director Kelley noted that MWACT did not meet this month.
- Director Thompson announced that Nancy Boyer, the current executive director of the MWVCOG has turned in her resignation and will retire. Director Thompson was elected president of the MWVCOG Board of Directors.
- President Krebs reported on the SKATS meeting held on Tuesday where they received information on the MAP 21 extra funding for three projects; a Salem River Crossing planning update; and a FAST ACT overview.

Minutes of the Board's November 30, 2015 Work Session were received and filed.

## **BOARD AND MANAGEMENT ISSUES**

### **K.1 General Manager**

**7:15 PM**

Mr. Pollock introduced David Trimble, the District's new Chief Operating Officer.

### **K.2 Board President**

**7:18 PM**

President Krebs reported on his Board activities since December 10, 2015. Of note were the Mid-Willamette Valley Council of Governments (MWVCOG) annual meeting, and the Governor's Transportation Vision Panel to address Oregon's transportation system. He said the one thing that keeps coming up is that we need a dedicated source of funds for these essential services; and John Lattimer from Marion County had some very good ideas for funding transit.

### **K.3 Board of Directors**

**7:20 PM**

Director Hammill spoke about the Democratic Forum where he met the candidate running for the Oregon House District 22 position currently held by Representative Betty Komp who is retiring. He also attended a meeting with the Willamette Chapter of the American Council of the Blind who are strong advocates for transit. As the legislative agenda progresses, he will work with Mr. Pollock to see where the Council can support the District.

Director Thompson attended the MWVCOG annual dinner. He spoke about a highlight for him and his wife Sue who volunteered at the Carousel at Riverfront Park on Christmas Day and the New Year's Day holiday. These were days when kids could ride the Carousel free.

Director Kelley attended the MWVCOG annual dinner and also met the new candidate for the House District 22 position at the Democratic Forum. She attended two memorial services. One for Dave Moss, a former City Council member, and one for George Bell, a former member of the District's board of directors.

Director Lincoln attended the Democratic Forum and did some canvassing for a candidate who is running for the Salem City Council. She attended a Bicycle Pedestrian Committee meeting for Keizer and heard Mayor Clark give the State of the City of Keizer speech. She attended the ODOT Transportation Safety Conference and the Governor's visioning meeting. She read the reports and gave them her opinions. She attended the MWVCOG annual dinner and the SMART (Reading to Kids) fundraiser.

Director Busch attended the Keizer Chamber Greeters meeting, the MWVCOG annual dinner, the Festival of Lights, the Governor's vision panel, and an APTA webinar about the FTA's *Fixing America's Surface Transportation Act* (FAST ACT) grant program. She announced that

her husband retired from the Keizer Fire Department after 25 years of service; and that her daughter is engaged to be married in July.

Director Evans is now the Secretary for the West Salem Neighborhood Association. He had lunch with a member of the state department on another matter; and they talked about legislation introduced this session having to do with public records retention laws. He gave the example of videos having to be kept for two years. He rode the West Salem Connector while students were on the bus; some came from the McNary area. He will miss the Board planning retreat as he will be out of town.

**L. Meeting Adjourned**

**7:32 PM**

Respectfully submitted,

Robert Krebs, President  
SAMTD Board of Directors



**TO: BOARD OF DIRECTORS**

**FROM: ALLAN POLLOCK, GENERAL MANAGER**

**SUBJECT: DESIGNATION OF GENERAL MANAGER PRO TEMPORE**

**Issue**

Shall the Board adopt Resolution No. 2016-02 designating a general manager pro tempore?

**Background and Findings**

In the past, during planned absences (conferences, vacations, etc.), an acting general manager has been appointed for that certain period. However, there has been no provision in the event of an unforeseen absence, i.e. medical leave, etc.

ORS Chapter 267.145(2) allows the District's Board of Directors to designate a general manager pro tempore during the absence or disability of the general manager. It is a good idea to formalize this process so there are clear lines of authority during general manager absences, planned or unforeseen.

Resolution No. 2016-02 identifies the positions that would be designated the General Manager Pro Tempore, and back up, if the General Manager Pro Tempore is also not available.

**ORS 267.145(2)**

General Managers Attendance at Board Meetings

- Pro Tempore Manager

(1)The general manager shall attend the meetings of the board and may participate in its deliberations, but has no vote.

(2)The board may appoint a general manager pro tempore during the absence or disability of the general manager. [1969 c.643 §16]

**Recommendation**

Staff recommends the Board adopt Resolution No. 2016-02 designating a general manager pro tempore.

**Proposed Motion**

I move the Board adopt Resolution No. 2016-02 designating a general manager pro tempore.



**RESOLUTION NO. 2016-02**

**DESIGNATING GENERAL MANAGER PRO TEMPORE**

**WHEREAS**, ORS Chapter 267.145(2) allows the Salem Area Mass Transit District, hereafter referred to as “District” or “SAMTD” Board of Directors to designate a general manager pro tempore during the absence or disability of the general manager; and

**WHEREAS**, the official business of the District must continue during such times when the general manager may be absent or disabled;

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF SALEM AREA MASS TRANSIT DISTRICT;**

**THAT** the SAMTD Board of Directors appoints the Chief Operating Officer to serve as the general manager pro tempore during the absence or disability of the general manager.

**FURTHER**, the SAMTD Board appoints the Director of Transportation Development to serve as the general manager pro tempore during the absence or disability of the general manager and the general manager pro tempore appointed above;

For planned absences, the general manager will provide notice to the SAMTD Board and staff that the designation of general manager pro tempore will be in effect for a specific period;

For unforeseen or emergency absences of the general manager, the designation will take effect without prior notice;

In the event that the general manager, general manager pro tempore, and the Director of Transportation Development are unavailable for a certain period, the Board authorizes the general manager to designate another general manager pro tempore.

**THAT** this appointment is to be effective on March 24, 2016 and shall remain in effect until the SAMTD Board appoints a new general manager pro tempore.

**ADOPTED** by the SAMTD Board of Directors this 24<sup>th</sup> day of March 2016.

**ATTEST:**

\_\_\_\_\_  
Robert Krebs, President  
SAMTD Board of Directors

\_\_\_\_\_  
John Hammill, Secretary  
SAMTD Board of Directors

## **CERTIFICATION**

The undersigned duly qualified and acting Secretary of the Salem Area Mass Transit District Board of Directors certifies that the foregoing is a true and correct copy of **Resolution No. 2016-02** adopted at a legally-convened meeting of the Salem Area Mass Transit District held on the **24th** day of **March 2016**.

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John Hammill, Secretary  
Board of Directors

**MEMO TO: BOARD OF DIRECTORS**  
**FROM: ALLAN POLLOCK, GENERAL MANAGER**  
**SUBJECT: BOARD MEMBER COMMITTEE REPORT**

**Issue**

Shall the Board report on their committee participation and meetings attended?

**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. After these meetings, public hearings, or other activities attended by individual members on behalf of SAMTD, time will be scheduled for an oral report/update. The following activities have designated board member representation:

<b><u>Board/Committee</u></b>	<b><u>Director(s)</u></b>
Special Transportation Fund Advisory Committee (STFAC)	Director Hammill Alternate: Director Thompson
Mid-Willamette Area Commission on Transportation (MWACT)	Director Kelley Alternate: Director Lincoln
Mid-Willamette Valley Council of Governments (MWVCOG)	Director Thompson Alternate: President Krebs
Salem-Keizer Area Transportation Study Policy Committee (SKATS)	President Krebs Alternate: Director Busch
Oregon Metropolitan Planning Organization Consortium (OMPOC)	President Krebs Alternate: Director Busch
Salem River Crossing Oversight Committee	President Krebs Alternate: Director Lincoln

**Recommendation**

Receive and File

**Proposed Motion**

None



Salem Area Mass Transit District  
Board of Directors

~ WORK SESSION ~

Monday, March 7, 2016  
Courthouse Square – Senator Hearing Room  
555 Court Street NE, Salem, Oregon 97301

**MINUTES**

PRESENT: Vice-President Steve Evans; Directors Colleen Busch, Jerry Thompson, John Hammill, Board and Marcia Kelley ABSENT: President Robert Krebs, Director Kathy Lincoln

Staff Allan Pollock, General Manager; Patricia Feeny, Director of Communications; Paula Dixon, Director of Administration; Ted Stonecliffe, Long-Range Planning Analyst; Kristian Sorensen, Technology Support Services Analyst; and Linda Galeazzi, Executive Assistant; Steve Dickey, Director of Transportation Development (arrived at 6:16 p.m.)

Guests None

1. **CALL TO ORDER** **5:30 PM**  
Vice-President Steve Evans called the work session to order.

2. **DISCUSSION**

a. **Review Draft of the Amended STF Advisory Committee Bylaws** **5:30 PM**

Staff report: Pages 1-18 of the agenda  
Presented by: Ted Stonecliffe, Long-Range Planning Analyst  
Directors Kelley, Busch, Thompson, Hammill and Evans reviewed and recommended changes to wording in the revised draft bylaws for the Special Transportation Fund Advisory Committee (STFAC). Director Lincoln, who was unable to attend the meeting, sent an email dated March 7, 2016 at 3:42 p.m., with her suggested changes to the bylaws. [Herein included in these minutes as Attachment A]. All of the recommendations are included below:

- **Article I, Section 1 Purpose and Mission of STF Program:** references the state statute ORS 391.800 - 391.830 in the sixth line of the first paragraph.
- **Article I, Section 3(b):** refers to "*District*," but the term used elsewhere is "*SAMTD*".
- **Article I, Section 3(g)(2):** change to state "*2. Evaluating the use of available resources.*"
- **Article II, Section 1 Membership:** in the second paragraph – Make this very long sentence into two sentences.
- **Article II, Section 2 Appointments and Terms of Service:** in the first paragraph, fourth line – "*...one-third...*" should be "*...one-half...*"
- **Article III, Section 3 Quorum and Voting:** in the third line of the first paragraph, take out "*...Robert's Rules of Order, Newly Revised...*" and put a sentence under Section 1 Frequency; Open Meetings: that states something like "*the STFAC meetings shall be conducted under the guidance of Robert's Rules of Order, Newly Revised.*"
- **Article V Amendments:** This document is not an amendment of the bylaws, it is an entirely new document, complete in itself. An amendment would be part of the original document, with

some specific changes. You may have some preferred language, but that article should delete all the references to prior amendments, and state that these bylaws replace and supersede all previous versions of the bylaws, or something similar. The bylaws are an entirely new set, not an amendment.

**Direction:** Mr. Pollock advised that staff will make the appropriate changes with the advice of SAMTD legal counsel. The bylaws with their final revisions will be presented to the STFAC at their April 5<sup>th</sup> meeting and again to the Board of Directors at their April 11<sup>th</sup> work session. If there are no more changes to the bylaws, the Board will vote to adopt new STFAC Bylaws by resolution at the April 28<sup>th</sup> Board meeting.

Steve Dickey arrived to the meeting at 6:16 p.m.

### **b. Bus Advertising and Youth Bus Pass Program Concept**

**6:20 PM**

**Staff report:** Pages 19-24 of the agenda

**Presented by:** Director Marcia Kelley

Mr. Pollock provided historical background that described how the Board established a donation policy of transit items to promote the use of public transit, foster good community relations and to be a pro-active participant in community affairs in 1999. Since January 2005, the Board has partnered with the United Way of the Mid-Willamette Valley to broker requests for short term transportation assistance. In FY2016, the United Way bus pass program received a donation of 5,000 day passes totaling \$16,250.00.

Board members asked staff for guidance as they continue their research into the concept of partnering with the Salem-Keizer Education Foundation (SKEF) to provide bus passes for youth to help them get to after school activities, tutoring, and/or Boys & Girls Club activities, etc. Board members discussed whether the SKEF would be responsible to submit a proposed plan to the Board as the broker, and report how the program is being used on a quarterly or annual basis. Board members considered forming an advisory committee. There was brief discussion about whether it would be necessary to do a “means” test to establish some criteria for the distribution of the youth passes or having an annual limit. There were questions about the RFP process for a bus advertising contract and how to include the purpose for revenues going to help youth. The proceeds from the revenue would be designated to cover the costs of the bus passes used in the Youth Bus Pass Program. There is also a bus advertising policy for questions Board members had about the kinds of advertisements allowed on the District’s buses. Issues related to allowable advertisements, commissions, guarantees, incentives, and proceeds would all be answered through the RFP process.

**Direction:** Director Kelley will invite Krina Lee from the SKEF to the April 11, 2016 work session to share the SKEF proposed plan with a time of questions and answers.

### **3. GENERAL MANAGER COMMENTS**

**6:55 PM**

**Staff report:** Pages 25-28 of the agenda

**Presented by:** Allan Pollock, General Manager

Mr. Pollock announced that the Board will receive a schedule for the March 18<sup>th</sup> Transit Appreciation Day events. They are welcome to come to any and all of the events throughout the day. April 2<sup>nd</sup> is the employee recognition banquet and the webinar training for public officials to fill out and file their Statement of Economic Impact forms begins on March 15<sup>th</sup>.

Vice-President Evans announced he will not be at the March 24<sup>th</sup> board meeting.



Director Busch has a conflict with the May 19<sup>th</sup> budget committee meeting date.

Directors Thompson and Hammill asked to have the eligibility process for CherryLift added to the list of upcoming work session agenda items for a future report.

There was general agreement from Board members that the last Board meeting went on for too long because of the length of time it took for each of the presentations. They asked for a way to break up the quarterly reporting.

**4. WORK SESSION ADJOURNED**

**7:00 PM**

Recorded by: Linda Galeazzi, Executive Assistant/Clerk of the Board



Linda Galeazzi <linda.galeazzi@cherriots.org>

**For Minutes of March 7, 2016 Work Session  
ATTACHMENT A**

**Work session tonight**

1 message

**kathy.lincoln@cherriots.org** <kathy.lincoln@cherriots.org>

Mon, Mar 7, 2016 at 3:42 PM

To: Board@cherriots.org, Allan Pollock <allan.pollock@cherriots.org>

I am sorry to miss the meeting tonight, but here are some brief thoughts re: the STF Bylaws revision.

1. The first paragraph references the state statute. I suggest it be cited here for any one who is interested in reading it: ORS 391.800 - 391.830.
2. Section 3(b) refers to "District" , but the term used elsewhere is "SAMTD".
3. Article V, regarding Amendment. This document is not an amendment of the bylaws, it is an entirely new document, complete in itself. An amendment would be part of the original document, with some specific changes. You may have some preferred language, but that article should delete all the references to prior amendments, and state that these bylaws replace and supersede all previous versions of the bylaws, or something similar. The bylaws are an entirely new set, not an amendment.

Regarding the discussion about free passes, do we want to put a annual limit on the total value donated? I don't have any idea how much that amounts to.....just a thought.

Sent from my iPad

**Salem-Keizer Transit  
Special Transportation Fund Advisory Committee  
Tuesday, February 2, 2016  
Courthouse Square - Senator Hearing Room  
555 Court St NE, Salem, Oregon 97301**

**A. CALL TO ORDER & NOTE OF ATTENDANCE:**

Maryann Hills called the meeting to order at 3:00 p.m. without a quorum present.

**MEMBERS PRESENT:**

Maryann Hills, Vice Chair; Jean Sherbeck, Emily Broussard

**MEMBERS ABSENT:**

Tanya DeHart, Chair; Diane Lace, Marja Byers and Gerald Heffner

**STAFF:**

Ted Stonecliffe, Long-Range Planning Analyst; Melissa Kidd, Mobility Coordinator; Steven Dickey, Director of Transportation Development; Allan Pollock, General Manager; Patricia Feeny, Director of Communications; SueAnn Coffin, Contracted Transportation Manager; Jolynn Franke, Administrative Assistant, Transportation Development Division

**SAMTD BOARD LIAISON:**

None Present

**PROVIDERS:**

Kathleen McClaskey, City of Woodburn; Jason Gottgetreu, City of Silverton

**GUESTS:**

Michelle Poyourow, Jarret Walker and Associates; Sharon Heuer, Salem Health

**B. PUBLIC COMMENT:** None

**C. ANNOUNCEMENTS:**

Maryann Hills has resigned from her position with the City of Aumsville and will not be able to finish out her term with the STF Advisory Committee.

**D. APPROVAL OF MEETING MINUTES – February 2, 2016:**

Approval of the February meeting minutes will be extended to the April meeting agenda as there is not a quorum present at today's meeting.

**E. DISCUSSION ITEMS:**

**1. Outreach Planning and Next Steps for the Regional Planning Project and Update to the Coordinated Plan [Ted Stonecliffe]:**

The consultant hired by ODOT for the update to the Coordinated Plan, Kittleson and Associates, has delivered their first Technical Memo. The Memo updates all of the demographic information in the Coordinated Plan which currently references the census from the year 2000. This Memo will be shared with the STF Advisory Committee at the April meeting. The second Technical Memo is expected from Kittleson and Associates later this month. A stakeholder meeting will be scheduled at

the end of March or beginning of April in Salem or Keizer followed by three other meetings, one in Woodburn, one in the Canyon area and one in Polk County, for further community outreach. These meetings will likely be scheduled in six to eight weeks from now.

The final report from Jarrett Walker and Associates on the Regional Transit Planning Project was accepted by the Board of Directors at the February 25, 2016 meeting. Salem-Keizer Transit staff will be taking the report to the public to ask for additional feedback and analyzing the data further. There will be numerous outreach events scheduled throughout Marion and Polk Counties over the next three to four months including presentations to City Councils.

**2. Presentation of *Volume II of a Regional Transit Plan Final Report-January 2016* [Michelle Poyourow, Jarrett Walker and Associates]:**

As a transit planner for Jarrett Walker and Associates (JWA), Michelle Poyourow helps transit agencies plan transit networks within their defined budgets. The Final Report represents the completion of the technical aspect of the planning process. Now that the Final Report has been submitted to the SAMTD Board of Directors, work on public outreach can begin.

Michelle began her presentation by explaining the two main goals of transit agencies and how they are in conflict with each other. One goal is maximizing ridership, which is measured in productivity, or ridership relative to the cost of providing service. The other goal is coverage, which is measured in access, or ensuring that some service is provided to everyone. One of these goals is not better than the other, nor can they both be achieved at the same time. This means that the agency must decide on how they will prioritize these goals in order to achieve an appropriate balance between them. It's also important for the agency to communicate the inherent conflict of these goals to the public and its advisory committees clearly in order to receive appropriate guidance.

The recommendations made in the Final Report are based on information gathered at a Stakeholder Workshop held last October, which indicated majority support for achieving a balance between maximizing ridership and coverage by reallocating the funds currently used for the lowest ridership routes (CARTS Routes 25 and 35). However, there was also a majority support for maximizing ridership by increasing the frequency of service in areas that are already being served.

Based on this information, JWA has developed a recommendation they believe will produce higher ridership, still provide service in areas where high ridership is not likely, and increase frequency between cities that have existing service rather than going new places.

To accomplish this, JWA recommends eliminating the deviated fixed routes (CARTS Routes 25 and 35) that are currently in operation today and reallocating that funding into operating what would be considered express routes. Express routes would offer greater reliability and higher frequency with fewer stops. These routes would not deviate or be required to have complementary para-transit service. JWA recommends the following express route service plan:

- Six round trips per day between Woodburn and Salem for CARTS Route 10, an increase of two daily round trips
- Six round trips per day between Silverton and Mt. Angel for CARTS Route 20, keeping the amount of daily trips to Silverton the same while adding one more round trip to Mt. Angel
- Three round trips per day between Salem, Turner, Aumsville, and Stayton for CARTS Route 60, with the option of operating this as a deviated fixed route
- Two round trips per day between Gates, Stayton and Salem for CARTS Route 30 via Highway 22 only, service on this route East of Stayton is dependent upon new funding
- Six round trips per day between Independence, Monmouth and Dallas for CARTS Route 40, an increase of one daily round trip
- Decreasing the amount of dial-a-ride service in the Dallas area for CARTS Route 45 in order to provide funding for the additional trip on Route 40
- Two round trips per day between Salem and Dallas for CARTS Route 50, the same as it is currently.

Salem-Keizer Transit staff will be approaching Linn County, ODOT and the cities along the upper canyon about additional funding that could be used to fund Route 30 East of Stayton. Another option staff will pursue with these cities is to provide a park-out for the CARTS Route 30 bus in either Gates or Mill City which could eliminate the extra cost of deadhead trips.

Consideration must be made for the areas that would lose service if CARTS Routes 25 and 35 were eliminated. While there are other transportation options available for riders living in the Route 25 area, such as taxi service, there are no other known options within the Route 35 area. However, the update to the Coordinated Plan could possibly identify options that are not currently known for both areas.

Maryann Hills suggested having the CARTS Route 30, the two daily round trips along Highway 22 between Salem and Stayton, also make a stop in Aumsville. Maryann expressed the potential for a significant amount of riders from Aumsville taking advantage of that particular route.

Jason Gottgetreu expressed concern about FTA regulations on the number of stops per town that qualify a route as a Commuter Express. The guidance on this from FTA has been historically vague.

Jean Sherbeck informed the group of new residential and business construction projects in the Dallas area that could have an effect on ridership and network planning for the CARTS service in the future.

The Regional Planning Project will remain an item of discussion for this Committee as it progresses over the next several months.

### **3. Calendar for SKT's FTA-Direct 5310 and Carry-over STF Grant Solicitation [Ted Stonecliffe]:**

Salem-Keizer Transit has announced the availability of two funding sources for projects that benefit seniors and individuals with disabilities: the Federal Transit Administration (FTA) Section 5310 fund, which can only be used for projects within the Salem-Keizer Urban Growth Boundary; and Special Transportation Fund (STF) dollars, which can be used anywhere throughout Marion or Polk Counties.

A Public Notice was published in the Statesman Journal on March 1, announcing the availability of funds and directing interested parties to the *cherriots.org* website for more information. Applications will be available on the *cherriots.org* website starting March 4. Salem-Keizer Transit will host an application training session on March 17. Final applications will be due to Salem-Keizer Transit by 12:00 noon on April 4. There will be a Technical Advisory Committee meeting on April 11 to review the applications and form a recommendation to the STF Advisory Committee. The STF Advisory Committee is scheduled to meet on May 3. A recommendation from the STF Advisory Committee will be formed at this meeting and then presented to the SAMTD Board of Directors at their May 26 meeting. Contracts will be delivered to awardees by June 30 and projects will begin July 1. Projects awarded will be eligible for funding through June 30, 2017.

4. **Review of Draft Revisions to the STF Advisory Committee Bylaws [Ted Stonecliffe]:**  
Due to a lack of a quorum, discussion of the proposed STF Advisory Committee Bylaw changes will be extended to the April meeting agenda. However, the proposed changes will be presented to the SAMTD Board of Directors for input at their March work session.

5. **Provider Updates:**

Jason Gottgetreu from the City of Silverton shared that the Silver Trolley ridership numbers over the past three years have shown to be remaining steady in the month of October, decreasing in the month November, increasing in the month of December, and then back to remaining steady in the month of January.

Kathleen McClaskey from the City of Woodburn shared that Woodburn Transit's fixed route ridership has recently seen a decline. This is likely in connection with the recent increase in requests for Woodburn's dial-a-ride service.

6. **Roundtable Topics:** None

**F. ACTION ITEMS:**

1. **Election of a Committee Vice-Chair for the 2016 Calendar Year:**

Election of a Committee Vice-Chair for 2016 to replace Maryann Hills, who has resigned from the Committee, will be extended to the April meeting agenda as there is not a quorum present at today's meeting.

**G. ADJOURN:** The meeting adjourned at 4:46 p.m.

**Recorded by:** Jolynn Franke, Administrative Assistant, Transportation Development Division

**NEXT MEETING:**

**Tuesday, April 5, 2016; 3:00 - 4:30 PM**

Courthouse Square Building, Senator Hearing Room  
555 Court St NE, Salem, OR 97301

## SUPPLEMENTAL AGENDA

Salem Area Mass Transit District  
Board of Directors Meeting

March 24, 2016  
6:30 PM

Courthouse Square – Senator Hearing Room  
555 Court Street NE  
Salem, Oregon 97301

<u>Agenda Item No.</u>	<u>Information Item</u>	<u>Supplemental Page No.</u>
D.1	PRESENTATION: Legislative Update ..... Joel Rubin and Dale Penn II, CFM Strategic Communications	<b>1 - 24</b>
F.1.a	CONSENT CALENDAR: Approval of <i>Corrected</i> Minutes for the January 28, 2016 Board Meeting .....	<b>25 - 30</b>
I.1	Fixing America’s Surface Transportation Act or “FAST Act” Transportation Bill Briefing .....	<b>31 - 38</b>







# Salem-Keizer Transit CFM Federal Affairs Update

March 24, 2016



# Introduction

- Project and Policy Successes
- FAST Act Summary
- Comprehensive Approach
- 2016 Federal Agenda
- DC Review



# Snapshot of Recent Success

- Restoration of Bus and Bus Facility Competitive Grant Program - \$1.5 billion over five years
- Extension of Alternative Fuel Tax Credit - \$170,000
- Permanent Fix of Commuter Parity Tax Benefit
- NEPA Categorical Exclusion for Small Projects - \$5 million
- \$2,800,000 FTA Livability - Keizer Transit Center
- \$589,300 FTA Bus and Bus Facility - 10 Paratransit Buses
- Formula Fund Flexibility – Use Federal Formula Funds for Operations

## Pending Request

- **6 Electric No Emission Buses - \$3.5 million**



# The FAST Act – Return of the Buses

## What happened in 2012 – MAP 21

- 2-year bill, inflationary adjusted funding for highways and transit.
- Did not de-link transit from the highway trust fund.
- FTA 5307 formula funds increase slightly over two year bill.
- Cut Bus and Bus Facility Funding by 57% from \$984 million per year to \$422 million.
- Eliminated the Bus and Bus Facility Competitive Grant Program.
- Cut the Transportation Alternatives Program by 30%.



## 2015 - Senate and House Versions of FAST ACT

SENATE BILL	FY 2015 MAP-21	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	5-Year Total	Total % Increase
5307 Formula	\$ 4,458.70	\$ 4,538.90	\$ 4,639.10	\$ 4,794.60	\$ 4,975.90	\$ 5,101.40	\$ 24,049.90	14.41%
Bus Formula	\$ 427.80	\$ 430.80	\$ 440.30	\$ 495.30	\$ 585.90	\$ 605.40		
State Drawdown	\$ (62.50)	\$ (102.50)	\$ (102.50)	\$ (102.50)	\$ (102.50)	\$ (102.50)		
Net Formula	\$ 365.30	\$ 328.30	\$ 337.80	\$ 392.80	\$ 483.40	\$ 502.90	\$ 2,045.20	
Bus Grants	\$ 50.00	\$ 180.00	\$ 185.00	\$ 190.00	\$ 190.00	\$ 190.00	\$ 935.00	280.00%

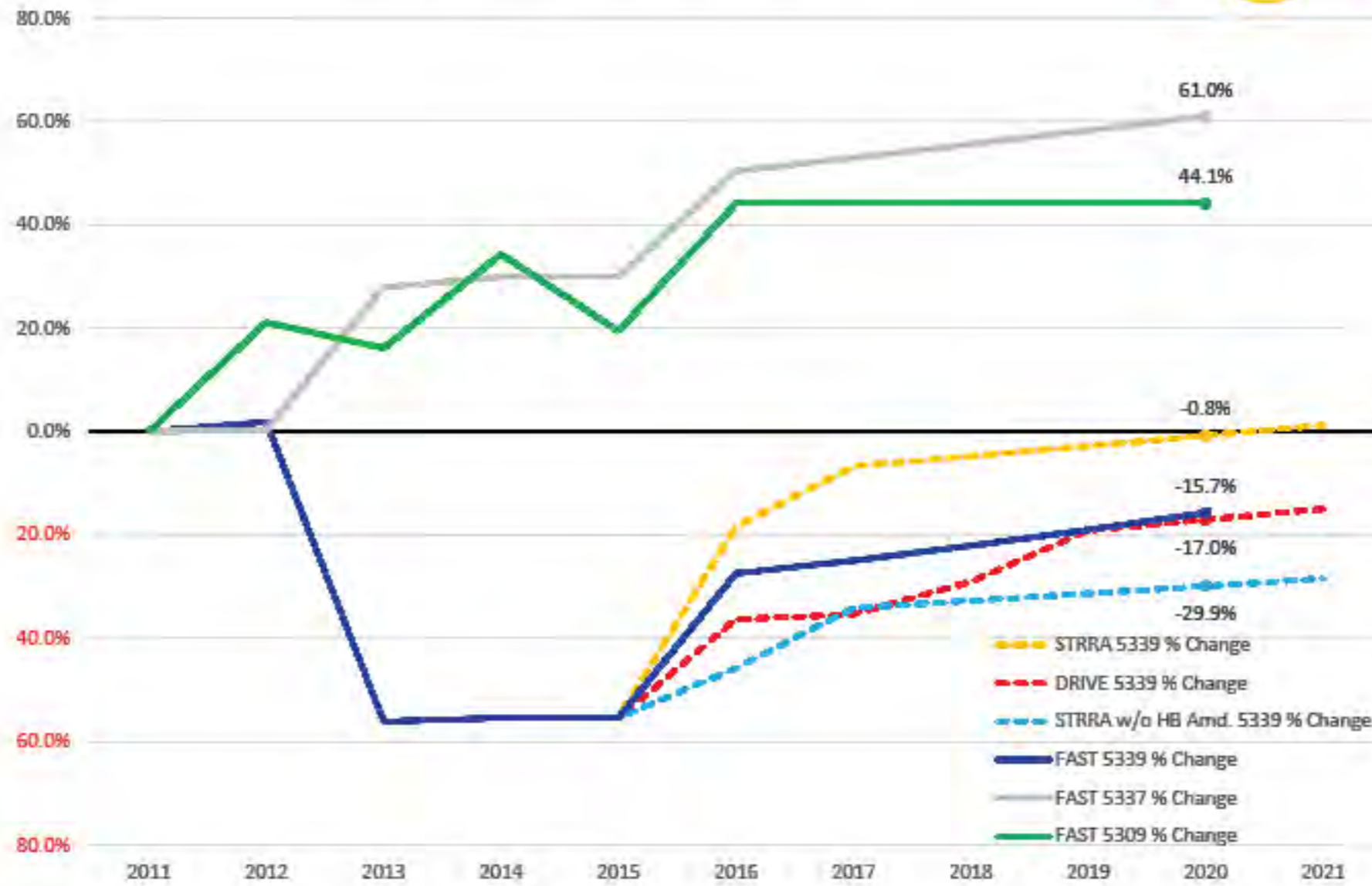
HOUSE BILL	FY 2015 MAP-21	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	5-Year Total	Total % Increase
5307 Formula	\$ 4,458.70	\$ 4,458.70	\$ 4,458.70	\$ 4,549.20	\$ 4,640.10	\$ 4,734.70	\$ 22,841.40	6.19%
Bus Formula	\$ 427.80	\$ 430.00	\$ 431.90	\$ 445.10	\$ 458.50	\$ 472.30		
State Drawdown	\$ (65.50)	\$ (65.50)	\$ (65.50)	\$ (65.50)	\$ (65.50)	\$ (65.50)		
Net Formula	\$ 362.30	\$ 364.50	\$ 366.40	\$ 379.60	\$ 393.00	\$ 406.80	\$ 1,910.30	
Bus Grants	\$ 50.00	\$ 90.00	\$ 200.00	\$ 200.00	\$ 200.00	\$ 200.00	\$ 890.00	300.00%

# The FAST Act – And Then This Happened



FAST ACT	FY 2015 MAP-21	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	5-Year Total	Total % Increase
5307 Formula	\$ 4,458.70	\$ 4,538.90	\$ 4,629.70	\$ 4,726.90	\$ 4,827.10	\$ 4,929.50	\$ 23,652.10	10.56%
Bus Formula	\$ 427.80	\$ 427.80	\$ 436.40	\$ 445.50	\$ 455.00	\$ 464.60		
State Drawdown	\$ (65.50)	\$ (90.50)	\$ (90.50)	\$ (90.50)	\$ (90.50)	\$ (90.50)		
Net Formula	\$ 362.30	\$ 337.30	\$ 345.90	\$ 355.00	\$ 364.50	\$ 374.10	\$ 1,776.80	
Bus Grants	\$ 50.00	\$ 268.00	\$ 283.60	\$ 301.50	\$ 322.10	\$ 344.00	\$ 1,519.20	588.00%

Sec. 5339 Bus & Bus Facilities Percentage Change from FY2011 SAFETEA-LU  
 Compared to FAST Act, STRRA, & DRIVE Act

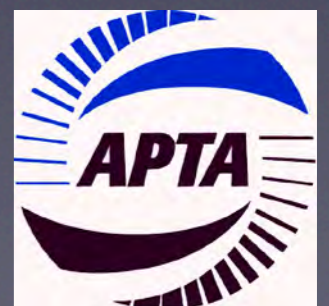
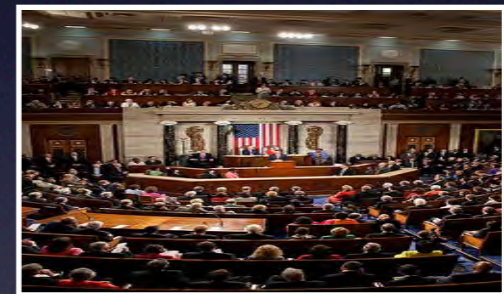


12/01/2015

# Comprehensive Service



- Specific and Broad Funding Advocacy
- Tours and Briefings with Congressional Staff
- Track, Monitor and Summarize legislation important to SKT
- Relationships with Congressional Delegation and key Committee, White House, FTA, DOT and ODOT staff
- Grant Research, Notification, Writing, Advocacy and Follow Up
- Regular Federal Transportation and Budget Updates



# 2016 Federal Agenda

## Grant Projects

- **Five Zero Emission Buses** \$ 3.5 million
- **Six CNG Replacement Buses** \$ 2.4 million
- **South Salem Regional Transit Center** \$ 2 million
- **Intelligent Transportation System** \$ 1.5 million



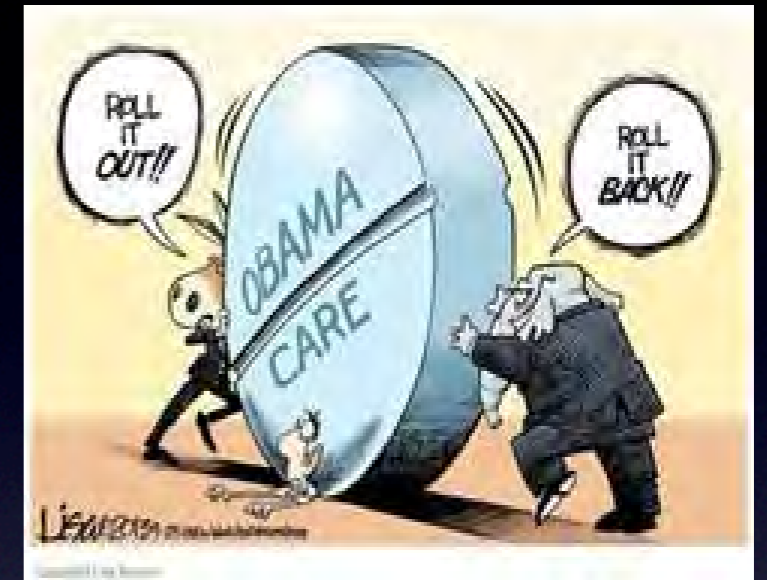
## Policy Initiatives

- **Extend and Make Permanent Alternative Fuels Tax Credit**
- **Health Retirement Account - VEBA**





# DC Review



## October Surprise – Ryan Honeymoon

- Budget Agreement (FY16/FY17)
- 2 Year Sequestration Relief - \$80 Billion
- Debt Ceiling Extension
- Transportation Reauthorization
- Ex-Im Bank
- No Child Left Behind
- \$1.1 Trillion Omnibus Spending Bill
- No Shutdown...yet

## Hot Button Items That Will Linger in 2016

- Supreme Court Nominee
- Obamacare Funding
- Comprehensive Immigration Reform
- Keystone Pipeline Killed
- Carbon Emission Rules
- Planned Parenthood Funding
- ISIS – Syrian Refugee Crisis
- Race Relations/Police

# Salem-Keizer Transit 2016



Submitted by

**CFM Strategic Communications**

March 2016

Supplement [11]



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## **SESSION SUMMARY**

In some ways, the 2016 Oregon legislative session was the return on investment Democratic campaign leaders have been promising for years in their pitch to Oregon voters. Under the direction of Democratic leadership, the legislature raised the minimum wage, passed a package aimed at increasing affordable and low-income housing and mandated the phase-out of coal power in the state. Beneath the surface, however, the session was rife with partisan conflict and was motivated by impending citizen initiative petitions that will likely show up on the November ballot.

Oregon has prided itself on the absence of partisanship that gridlocks Congress and many state legislatures across the country. For the most part, successful legislation in Oregon typically requires compromise from both Democrats and Republicans. That was never more evident than in the 2011 session where an equal representation of each party in the House of Representatives resulted in a nationally recognized bipartisan assembly. The 2016 short session, however, saw Oregon take several steps closer to the hostility and divisiveness seen in other states.

It was the third even-numbered year, 35-day session since voters approved the idea in 2010. Prior to that, barring the occasional “special session,” legislators were restricted to meeting at the Capitol every odd-numbered year. Short sessions were originally intended for legislators to make budget fixes and technical changes to existing policy. Republicans were vocal about their opposition when Democrats, with large majorities in both chambers, revealed over the interim that their agenda for the 35-day session was full of major policy proposals.

Republican leadership utilized procedural tactics to stall the legislative process in an attempt to prevent as many Democratic policy proposals as possible from passing. In the end, as part of the go-home negotiations, Republican efforts prevented the passage of several bills that were on track to pass. The most notable were proposals aimed at closing background check loopholes for firearm purchases, updating and improving Oregon’s outdated advance care directive rules and increasing payouts in wrongful death cases.

Much of the higher profile legislation was an attempt to prevent a number of controversial initiatives from appearing on November’s ballot. The initiatives looming over the heads of legislators, stakeholders and advocates included ballot measures that would raise the minimum wage, cut carbon emissions and significantly raise taxes on companies with sales over \$25 million per year.



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Ultimately, the Democrat-controlled legislature successfully pushed through compromised proposals that were able to stall ballot measures raising the minimum wage to \$15 across the state and cutting carbon emissions. However, the session proved too short to tackle an alternative legislative option to the corporate tax measure, Initiative Petition (IP) 28.

While they didn't garner as much attention as the aforementioned policies, the legislature also reinforced the legality of same-sex marriages, raised the state's transient lodging tax to help fund the hosting of the 2021 World Track and Field Championship in Eugene and provided additional oversight of the state's child welfare system.

In the final days of session, the legislature passed a budget rebalance that included vital gap funding for struggling agencies, investments in emergency housing and appropriations for Capitol building upgrades after failing to fund the full Capitol renovation project in 2015. Anticipating a significant budget gap in 2017 due to increasing PERS obligations and unfunded Affordable Care Act expansion costs, the legislature secured an ending fund balance of nearly \$225 million.

As Oregon looks toward the November election, expect many of these same issues to be brought up repeatedly as lawmakers position themselves and their previous votes for maximum effect. IP-28 in particular will be one of the most contentious debates in Oregon's memory as the supporters and opponents will flood the airwaves with competing messages. In addition, Oregon has half of the Senate and the entire House of Representatives up for election. As election day nears, CFM will continue to update you on which races impact your industry and how you can be involved.

**SALEM-KEIZER TRANSIT OVERVIEW**

Despite a legislative session full of bipartisan challenges, Salem-Keizer Transit (SKT) was successful securing funding for its number one priority: restarting the state employee bus pass program. In addition, SKT took measured positions on several legislative vehicles and continued to develop strong relationships with key lawmakers and other stakeholders.

During the January 28 board meeting, Salem-Keizer Transit adopted the following legislative priorities:

- restart the state employee bus pass program,



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- support passage of HB 4078 (Salem Chamber of Commerce transit legislation),
- identify methods of transferring existing energy tax credits, and
- support advocacy efforts concerning a transit component of the 2017 transportation package.

During the meeting, board members also asked CFM to monitor any legislative efforts to alter existing property tax statutes. With that in mind, CFM watched discussions around SJR 201, a bill seeking to pull back provisions from 1997's Measure 50 and requiring property taxes to be assessed on real market value. This change would significantly impact property tax collection revenue in the Salem/Keizer area and, therefore, could have had a drastic effect on SKT's budget. Recognizing the complexity of the issue, legislative leadership tabled the discussion.

Besides HB 4078 (discussed below), SKT submitted testimony on other bills of importance during the short session. SB 1527, introduced at the request of TriMet, sought to exempt prepaid transportation cards from the Uniform Disposition of Unclaimed Property Act. As SKT investigates alternative payment systems like Smart Cards and eFare, any potential loss of revenue resulting from such methods being considered "unclaimed property" would significantly impact SKT's budget. SKT's expressed support of the bill was a component in successfully passing this legislation and protecting the revenue for transit districts going forward.

### **STATE EMPLOYEE BUS PASS PROGRAM**

During the previous 2015 session, SKT worked with the Department of Administrative Services (DAS) on a Policy Option Package (POP) in their legislatively adopted budget that would have restarted the state employee bus pass program. While this POP would cover the costs for bus passes, it would not have instituted an airport park and ride shuttle. The discussion ultimately ran into political challenges with the overall DAS budget and ended up on the cutting room floor at the end of the session.

CFM and SKT met regularly during the interim to plan out an effective strategy, utilizing early legislative leadership support, to restart the program with funds to



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also cover the airport park and ride shuttle. In collaboration with Senate President Courtney (D-Salem) and his staff, CFM and SKT met with budget writers in the Legislative Fiscal Office (LFO) and leadership from DAS to develop a framework for legislative leaders to agree on in 2016.

During session CFM consistently met with the Ways and Means Committee leadership to work out details of the plan. In addition, we monitored all budget updates and prepared sound advocacy support in case the issue ran into trouble with lawmakers.

CFM and SKT built strong support for the program from union leaders, transit advocates and other stakeholders. During the conversations around SB 5701, one of the larger budget bills of session containing allocations for programs and investments, SKT successfully secured \$650,000 to restart the program.

SKT and CFM immediately reached out to leadership at DAS, LFO and the governor's office to ensure that agreements outlined in previous meetings were upheld as the intergovernmental agreement was drafted. Once that document is approved, SKT and CFM will need to confirm the program is placed in the baseline budget for DAS, which will provide a barrier for cuts in future biennia.

The state employee bus pass program, while popular and effective in providing transit options to relieve congestion in the downtown corridor, will need protection in future years. CFM and SKT will need to be on constant guard for any attempts to remove funding for the program or to pressure DAS to cut the program due to budget concerns. We will work closely with Senator Courtney and other Salem-area legislators to remind key lawmakers on the importance of the program going forward.

## **ENERGY INCENTIVE TAX CREDIT**

During the lead up to the short legislative session, SKT began meeting with lawmakers on both the House and Senate Finance and Revenue Committees on the issue of energy tax credits. Credits are available for entities (non-profit, transit districts, private companies, governments, etc.) that can demonstrate energy savings resulting from investments in a project or service. Entities without tax liabilities (such as transit districts, governments, schools, etc.) are incentivized to



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invest in these energy-saving projects based on an agreement with the state that allows the sale of tax credits at a reduced market value.

SKT holds two credits valued at \$5.8 million and is unable to sell them due to the credit value being too high. Originally acquired during the economic recession, the value of SKT's tax credits has not been allowed to adjust with the market. If they were valued at current market rates, SKT would have a higher likelihood of selling the credits and utilizing the revenue to replace aging buses or for other vital operating expenses.

SKT and CFM led a coalition of stakeholders that included the Association of Oregon Counties and the League of Oregon Cities to introduce a small statutory fix into Oregon law that would allow tax credit holders to sell their credits at current market value as opposed to when the credits were authorized.

CFM met with legislative leadership daily to discuss implementing the fix but consistently ran into two significant challenges: the complexity of this issue during a short legislative session and the political rancor directed at the Department of Energy (DOE) on its administration of the program.

In the months leading up to the 2016 session, the DOE, based on their interpretation of statutory authority, attempted to allow tax credit holders to sell their credits at a reduced market value. When legislators and others raised concerns with this process, DOE stopped the practice from occurring. During this time, the news media published several articles and opinion pieces, which resulted in a politically charged environment heading into the February session.

The message we received from lawmakers was clear: if a statutory fix on this issue is possible, it would require bipartisan support and strong leadership. Discussions occurred regularly with Republican members of the House Revenue and Senate Finance & Revenue Committees with this goal in mind.

Unfortunately, time quickly became the enemy as bill deadlines loomed and committee leaders were unable to dedicate the time and bandwidth necessary to tackle this complex tax issue in the final days of session.



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The stakeholder coalition CFM and SKT organized during the short session will meet during the interim to work on a legislative vehicle for 2017 before several of the tax credits expire.

## **HB 4078 – RVTD TRANSIT FUNDING BILL**

In response to SKT’s 2015 ballot measure authorizing an employer payroll tax to help fund local transit services, the Salem Chamber of Commerce announced that they would introduce and support legislation addressing the funding issue during the short 2016 session. In a move focused on developing their relationship with local businesses, SKT joined the effort and supported HB 4078, a bill that would have allocated state general fund dollars to provide local match for federal transportation funds. SKT and many other small and rural transit districts across Oregon would benefit from this influx of funding that could help them invest in service enhancements to some of the most vulnerable populations in the state.

The bill, sponsored by Representative Bill Post (R-Keizer), was supported by a wide array of stakeholders. Originally conceived by Rogue Valley Transportation District General Manager Julie Brown, the bill was the result of years of research, dedication and effort on her part. SKT General Manager Allan Pollock testified before the House Transportation and Economic Development Committee in support of the bill. Prior to the hearing, SKT and CFM met with the entire committee, as well as key leaders in the Republican and Democratic parties, to advocate for passage.

However, the bill faced several challenges during the hearing. Primarily, legislators were concerned with the bill’s lack of direction on where the funds will originate. The bill, as written, had an expected fiscal impact of at least \$20 million – a significant amount during any legislative session and prohibitively expensive during a short session.

The idea, as presented, has merit. Transit stakeholders may utilize a similar framework as it forms recommendations for the governor’s office as the state gears up for a conversation around a larger transportation package in 2017. A transit component of this package will need to have sections that positively impact larger urban districts like TriMet and LTD, while still containing ideas that





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can help the small, urban districts like SKT and even smaller, rural districts like RVTD.

Finally, SKT and the Salem Chamber of Commerce will need to continue conversations around local transit funding. That discussion will need to look at any and all options in order to provide the vibrant, efficient and healthy transit system that Salem needs as a growing community.

### **INTERIM ACTIVITIES**

Oregon's long session, lasting no more than 160 days, will begin February 6, 2017. We expect the budget to be the primary focus of this session, which will likely see legislative attention on the unfunded PERS obligation, addressing budget holes resulting from the increased state responsibility to cover Affordable Care Act health care costs and a state transportation funding package. In addition, there may be necessary corrective legislation if certain ballot measures are successful this November. In particular, Initiative Petition (IP) 28 (increased gross receipt taxes on corporations) and IP 71 (privatized sales of liquor).

Although Salem-Keizer Transit's priorities are not yet finalized, we suggest monitoring and working on the following issues in the interim:

- state employee bus pass contract implementation,
- energy incentive tax credit statutory fix,
- legislative outreach,
- senior and disabled transit funding, and
- participating in a conversation around the transit component of the 2017 transportation package.



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## **BILLS OF INTEREST**

Below is a summary of priority bills tracked for SKT, including the outcomes and notes.

### **HB 4048      **Transportation Reallocation Bill****

**Summary:** Reallocates moneys for transportation projects. The bill transfers \$3.5 million from the project at the intersection of Interstate 5 and State Highway 214 to the project on Interstate 5 at Kuebler Boulevard, Phase I.

**Outcome:** Signed by the president and speaker, awaiting governor's signature. Effective on date of governor's signature.

### **HB 4055      **Low Carbon Fuel Replacement Bill****

**Summary:** Modifies list of low carbon fuels that may be used to meet low carbon fuel standards.

**Outcome:** In committee upon adjournment.

### **HB 4067      **Whistleblower Bill****

**Summary:** Expands the whistleblower statutes to include an affirmative defense to criminal or civil charges brought about as a result of an employee's good faith and objectively reasonable disclosure of information that the employee believes shows a violation of state, federal, or local law, regulation, or rule.

**Outcome:** Signed by the president and speaker. Awaiting governor's signature. Effective on date of governor's signature.

**Notes:** This bill was brought to the legislature in response to the DAS datacenter whistleblower scandal in 2015. A coalition of non-profits and local cities and counties opposed the bill as introduced and worked with



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stakeholders to amend the bill. The amended, enrolled bill caused less concern among all stakeholders.

### **HB 4078 Salem Chamber Transit Bill – Transit Expansion Fund**

**Summary:** Creates the Transit Expansion Fund. Allocates funding to the Department of Transportation, which is authorized to issue grants to entities that provide public transportation in rural communities, small urban communities and certain large urban communities for the purpose of maintaining or expanding public transportation systems.

**Outcome:** In committee upon adjournment.

**Notes:** As detailed above, the bill was sponsored by Rep. Bill Post and supported by a broad coalition of transit stakeholders. The fiscal impact and other factors played a significant role in stopping the bill. SKT testified in support of the legislation and aggressively advocated for passage.

### **SB 1507A Tax Credit Omnibus Bill**

**Summary:** Legislative vehicle containing multiple different tax credit reauthorizations and changes. These include extending the film and video tax credit, reducing the current biomass tax credit and reviewing several tax credits due for review in 2015.

**Outcome:** Effective June 2, 2016.

**Notes:** This bill was the target for the small statutory fix that SKT and stakeholders were developing to address the energy tax credit issue. The bill passed without SKT's recommendations.

### **SB 1510B Transit District Alternate Funds Use**

**Summary:** Introduced by TriMet to specify that a transit district may use certain sources of funds for a secondary transit supportive system, such as ancillary roads. Currently, transit districts are allowed to invest in a wide variety of transportation facilities on routes it operates. However, the

district is not permitted to spend funds on facilities on which it does not physically operate. The bill would have given TriMet and others the ability to utilize general obligation bonds, grants and contributions to address congestion, bottlenecks and transit needs while increasing access to jobs.

**Outcome:** In committee upon adjournment.

**Notes:** This bill was one of several caught up in political maneuvering and partisan bickering during the final days of session. News articles incorrectly stated that the bill was an attempt to resurrect the Columbia River Crossing bridge debate and provide ancillary funding to start construction on that failed endeavor. The factually inaccurate statements proved too controversial to overcome in a short session. This will likely be reintroduced in 2017.

### **SB 1521**      **Mass Transit District Employee Tax**

**Summary:** Authorizes mass transit districts to impose a tax on the employees of employers within the district if the district imposes an excise tax on those employers. Restricts use of employee tax revenue to enhancing frequency of bus service, acquisition of buses, bus service expansion or maintenance and operation of buses.

**Outcome:** In committee upon adjournment.

**Notes:** The original bill would have taken and altered the transit component from the 2015 transportation package negotiations and allowed transit districts to institute an employee payroll tax if the district had an existing employer payroll tax. Senate President Peter Courtney (D-Salem) is a champion for transit and saw this as an opportunity to address some of the transit funding problems in the state.

### **SB 1527**      **Prepaid Transportation Cards**

**Summary:** Exempts prepaid transportation cards from the Uniform Disposition of Unclaimed Property Act and provisions related to regulation of gift cards that expire.



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**Outcome:** Effective January 1, 2017.

**Notes:** SKT provided testimony in support of the bill and lobbied legislators prior to the public hearing and work session.

### **SB 1573      Annexation by Vote Bill**

**Summary:** Requires city whose laws require petition proposing annexation of territory to be submitted to electors to annex territory without vote upon receipt of petition for annexation submitted by all owners of land in territory provided territory is included within urban growth boundary of city or Metro and is, or will be, subject to acknowledged comprehensive plan of city, at least one parcel in territory is contiguous to city limits and proposal conforms to all other requirements of city's ordinances

**Outcome:** Effective March 14, 2016.

**Notes:** This bill passed as part of the Speaker of the House Tina Kotek's priority affordable housing package.

### **SB 1579      State Agency Legal Advice Disclosure**

**Summary:** Requires state agencies to provide a summary of legal advice regarding the validity or effect of proposed rule or written order.

**Outcome:** In committee upon adjournment.

**Notes:** Supported by Senate President Peter Courtney and Republican Senator Doug Whitsett (R-Klamath Falls), the bill was in response to opinion pieces and news articles written on the Department of Energy and their administration of the Business Energy Tax Credit (BETC) and energy tax credit issue important to SKT.

### **SJR 201      Property Tax Reform Referral Bill**



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**Summary:** Proposes amendment to Oregon Constitution repealing ad valorem property tax assessment provisions created by House Joint Resolution 85 (1997) (Ballot Measure 50 (1997)), requiring ad valorem property taxes to be assessed on real market value of property and directing Legislative Assembly to provide exemption from ad valorem property taxes for owner-occupied principal dwellings and tax lots upon which dwellings are located.

**Outcome:** In committee upon adjournment.

**Notes:** The Senate Finance Chair, Senator Mark Hass, worked with the Legislative Revenue Office (LRO) on this proposal to provide better equity in the property tax system. Recognizing the amount of work that needs to be done on the proposal in order to garner support, Senator Hass tabled the discussion.



**Salem Area Mass Transit District  
BOARD OF DIRECTORS**

**January 28, 2016**

**Index of Board Actions**

<u>Action</u>	<u>Page</u>
Moved to approve the Consent Calendar: .....	2
1. <u>Approval of Minutes</u>	
a. Regular Board meeting of December 10, 2015	
2. <u>Routine Business</u>	
a. Approval of Amendment No. 2 to the Agreement between SAMTD and CFM Strategic Communications for Legislative Advocacy Services	
b. Adoption of Resolution No. 2016-01 Amending Resolution No. 2015-09 regarding the Surplus Bus Disposal to YCTA	
Moved to approve a three year lease with RouteMatch for tablet mobile data terminals used in CherryLift, CARTS, and RED Line vehicles; and authorize the General Manager to sign the agreement. ....	3
Moved to adopt the 2016 Legislative Priorities as shown in Attachment A (on pages 25-27 of the agenda): .....	4

2016 FEDERAL LEGISLATIVE AGENDA

<u>GRANT REQUESTS</u> <u>Project Description</u>	<u>Request</u>
• Five Zero Emission Buses	\$ 3,482,688
• Six CNG Replacement Buses	\$ 2,400,000
• Regional Transit Center Design, Engineering and Construction	\$ 2,000,000
• Intelligent Transportation System (ITS) Project	\$ 1,500,000
<u>POLICY ISSUES</u>	
• Extend and Make Permanent the Alternative Fuels Tax Credit	
• Health Retirement Account - VEBA	

2016 STATE LEGISLATIVE AGENDA

- Re-instatement of the State Employee Bus Pass Program
- Transferability of Existing Energy Incentive Tax Credits
- Salem Area Chamber of Commerce Transit (LC 163) HB 4078
- Support the Oregon Transit Association (OTA) legislative priorities for the 2016 short legislative session:
- Support the Oregon Transportation Forum advocacy efforts concerning a 2017 transportation investment package that includes transit bills of interest to the District that will be monitored through the legislative process include HB4078, HB4048, HB4055, HB4068, HB4078, HB4101, SB1507, SB1510, SB1521, SB1527, SB1579, SB1587, SB1523, SJR201; and miscellaneous minimum wage bills – HB4054, SB1532, and SB1592.

Regular Board meetings are video recorded for viewing on the CCTV website at [www.cctvsalem.org](http://www.cctvsalem.org).



Salem Area Mass Transit District  
BOARD OF DIRECTORS

**Corrected MINUTES**

January 28, 2016  
Courthouse Square – Senator Hearing Room  
555 Court Street NE, Salem, Oregon 97301

PRESENT: Board	President Robert Krebs; Directors John Hammill, Colleen Busch, Marcia Kelley, Jerry Thompson, Steve Evans, and Kathy Lincoln
Staff	Allan Pollock, General Manager; David Trimble, Chief Operating Officer; Paula Dixon, Director of Administration; Steve Dickey, Director of Transportation Development; Scott Kirkland, Network Administrator; Kristian Sorensen, Technology Services Support Analyst; Linda Galeazzi, Executive Assistant; Ben Fetherston, SAMTD Legal Counsel
Guests	Dale Penn II, CFM Strategic Communications

**A. CALL TO ORDER AND NOTE OF ATTENDANCE** **6:30 PM**  
President Krebs called the meeting to order. He noted attendance and a quorum was present.

**B. PLEDGE OF ALLEGIANCE**  
Director Jerry Thompson led the Pledge of Allegiance.

**C. ANNOUNCEMENTS AND CHANGES TO THE AGENDA** - None

**D. PRESENTATION** - None

**E. PUBLIC COMMENT** - None

**F. CONSENT CALENDAR** **6:31 PM**

Motion: **Moved to approve the Consent Calendar:**

1. **Approval of Minutes**
  - a. **Regular Board meeting of December 10, 2015**
2. **Routine Business**
  - a. **Approval of Amendment No. 2 to Agreement between SAMTD and CFM Strategic Communications for Legislative Advocacy Services**
  - b. **Adoption of Resolution No. 2016-01 Amending Resolution No. 2015-09 regarding the Surplus Bus Disposal to YCTA**

Discussion: President Krebs explained that Resolution No. 2016-01 was at the request of the Federal Transit Administration who oversees all vehicle transfers and transfer documentation. The FTA requested that Resolution #2015-09, adopted by the Board at the December 10, 2015 meeting, be amended to include the following language "Vehicles being transferred are no longer required to maintain service."

Motion by: Director Jerry Thompson  
Seconded: Director Steve Evans  
Vote: Motion passed unanimously

**G. ITEMS DEFERRED FROM THE CONSENT CALENDAR - None**

**ACTION ITEMS**

**H.1 Approval of Three-Year Lease with RouteMatch for Tablet Mobile Data Terminals for Use in CherryLift, CARTS and RED Line Vehicles**

**6:33 PM**

Staff report: Pages 19-22 of the agenda

Scott Kirkland, Network Administrator

Discussion: Mr. Kirkland explained that RouteMatch is the software used for scheduling and dispatching trips for CherryLift, CARTS, RED Line and other contracted service providers. The Mobile Data Terminals (MDTs) connect with RouteMatch and are used by transit operators to view their trips for the day, for short, predefined communication with Dispatch and as a log book to report arrival, departure times, no shows, or if the client is late. The current MDT was installed in 2005 and relies on a server to communicate with RouteMatch. It has experienced multiple failures and is not eligible for any warranties due to its age. The 2G Mobile Data Network coverage is becoming obsolete by many carriers who are replacing their networks with 4G LTE. At the end of 2014, a decision was made to change operations to T-Mobile while researching replacement options for the District's entire MDT system. In July 2012, RouteMatch began offering tablets for use. The District's RouteMatch system needed to be upgraded to its current version which was completed in June 2015. A pilot program, using five tablets was considered an easy and successful transition for operators. The pilot program ended in December 2015. When developing the recommendation, a detailed cost comparison was considered between purchasing and leasing of the tablets. Also considered were current and future projects in the ITS Strategic Plan.

Director Hammill has observed the system and the struggle with the old terminals on CherryLift. He feels it is clearly the best choice of the options presented.

Director Evans asked about the life expectancy of the tablets. Mr. Kirkland advised it is about three years whether the tablets were purchased or leased.

Motion: **Moved to approve a three year lease with RouteMatch for tablet mobile data terminals used in CherryLift, CARTS, and RED Line vehicles; and authorize the General Manager to sign the agreement.**

Motion by: Director John Hammill

Seconded: Director Jerry Thompson

Vote: Motion passed unanimously

**H.2 Approval of the 2016 Federal and State Legislative Priorities**

**6:40 PM**

Staff report: Pages 23-28

Allan Pollock, General Manager and Dale Penn II, SAMTD Legislative Advocate

Discussion: There was discussion about there not being a funding source for the Chamber's transit expansion fund bill HB4078.

Director Lincoln referenced a statement *eligible transportation provider* and said there is no definition for that in the bill; and it needs to be taken care.

Director Kelley asked about the work load this could potentially put on ODOT.

Mr. Penn advised a fiscal impact statement has not yet been released, but there will need to be conversations to figure out what the impact will be.

Director Busch asked about potential funding sources. Mr. Pollock advised it would take \$22 million per year to meet the intended purpose.

Director Kelley remarked that \$22 million was a very steep hill. Mr. Penn agreed and noted there was a bill, SJR201 dealing with the assessed value of property; the real market value of property. There is a public hearing next Thursday. Director Kelley was glad to hear the legislature was willing to look at the property tax. It does not support the state but supports the counties and the districts throughout the state. It is so convoluted that nobody understands it and is unworkable. It does not keep up with inflation because there is a cap. She would like to see something on the agenda to support property tax.

Motion: **Moved to adopt the 2016 Legislative Priorities as shown in Attachment A (on pages 25-27 of the agenda):**

#### 2016 FEDERAL LEGISLATIVE AGENDA

GRANT REQUESTS <u>Project Description</u>	<u>Request</u>
• Five Zero Emission Buses	\$ 3,482,688
• Six CNG Replacement Buses	\$ 2,400,000
• Regional Transit Center Design, Engineering and Construction	\$ 2,000,000
• Intelligent Transportation System (ITS) Project	\$ 1,500,000

#### POLICY ISSUES

- Extend and Make Permanent the Alternative Fuels Tax Credit
- Health Retirement Account - VEBA

#### 2016 STATE LEGISLATIVE AGENDA

- Re-instatement of the State Employee Bus Pass Program
- Transferability of Existing Energy Incentive Tax Credits
- Salem Area Chamber of Commerce Transit (LC 163) HB 4078
- Support the Oregon Transit Association (OTA) legislative priorities for the 2016 short legislative session:
- Support the Oregon Transportation Forum advocacy efforts concerning a 2017 transportation investment package that includes transit
- Bills of interest to the District that will be monitored through the legislative process include HB4078, HB4048, HB4055, HB4068, HB4078, HB4101, SB1507, SB1510, SB1521, SB1527, SB1579, SB1587, SB1523, SJR201; and miscellaneous minimum wage bills – HB4054, SB1532, and SB1592.

Motion by: Director Kathy Lincoln  
Seconded: Director Marcia Kelley  
Vote: Motion passed unanimously

## INFORMATION ITEMS - None

## REPORTS

### J.1 Board Committee Reports

7:05 PM

Board members are appointed to local, regional and/or national committees; and may present testimony at public hearings on specific issues on behalf of the District as the need arises. Board members report on their participation in meetings that are listed on pages 29-34 of the agenda. Minutes for external meetings can be found on the websites listed for the agencies.

- Director Evans reported that the Board will talk about the future of the Citizens Advisory Committee at the upcoming Board planning retreat.
- Director Kelley noted that MWACT did not meet this month.
- Director Thompson announced that Nancy Boyer, the current executive director of the MWVCOG has turned in her resignation and will retire. Director Thompson was elected president of the MWVCOG Board of Directors.
- President Krebs reported on the SKATS meeting held on Tuesday where they received information on the MAP 21 extra funding for three projects. He gave a Salem River Crossing planning update and a FAST ACT overview.

Minutes of the Board's November 30, 2015 Work Session were received and filed.

## **BOARD AND MANAGEMENT ISSUES**

### **K.1 General Manager 7:15 PM**

Mr. Pollock introduced David Trimble, the District's new Chief Operating Officer.

### **K.2 Board President 7:18 PM**

President Krebs reported on his Board activities since December 10, 2015. Of note were the Mid-Willamette Valley Council of Governments (MWVCOG) annual meeting, and the Governor's Transportation Vision Panel to address Oregon's transportation system. He said the one thing that keeps coming up is that we need a dedicated source of funds for these essential services; and John Lattimer from Marion County had some very good ideas for funding transit.

### **K.3 Board of Directors 7:20 PM**

Director Hammill spoke about the Democratic Forum where he met the candidate running for the Oregon House District 22 position currently held by Representative Betty Komp who is retiring. He also attended a meeting with the Willamette Chapter of the American Council of the Blind who are strong advocates for transit. As the legislative agenda progresses, he will work with Mr. Pollock to see where the Council can support the District.

Director Thompson attended the MWVCOG annual dinner. He spoke about a highlight for him and his wife Sue who volunteered at the Carousel at Riverfront Park on Christmas Day and the New Year's Day holiday. These were days when kids could ride the Carousel free.

Director Kelley attended the MWVCOG annual dinner and also met the new candidate for the House District 22 position at the Democratic Forum. She attended two memorial services. One for Dave Moss, a former City Council member, and one for George Bell, a former member of the District's board of directors.

Director Lincoln attended the Democratic Forum and did some canvassing for a candidate who is running for the Salem City Council. She attended a Bicycle Pedestrian Committee meeting for Keizer and **heard Mayor Clark give a preview of the State of the City of Keizer speech at the West Keizer Neighborhood Association meeting.** She attended the ODOT Transportation Safety Conference and the Governor's visioning meeting. She read the reports and gave them her opinions. She attended the MWVCOG annual dinner **and SMART's weekly reading session for kids.**

Director Busch attended the Keizer Chamber Greeters meeting, the MWVCOG annual dinner, the Festival of Lights, the Governor's vision panel, and an APTA webinar about the FTA's

*Fixing America's Surface Transportation Act* (FAST ACT) grant program. She announced that her husband retired from the Keizer Fire Department after 25 years of service; and that her daughter is engaged to be married in July.

Director Evans is now the Secretary for the West Salem Neighborhood Association. He had lunch with a member of the state department on another matter; and they talked about legislation introduced this session having to do with public records retention laws. He gave the example of videos having to be kept for two years. He rode the West Salem Connector while students were on the bus; some came from the McNary area. He will miss the Board planning retreat as he will be out of town.

**L. Meeting Adjourned**

**7:32 PM**

Respectfully submitted,

Robert Krebs, President  
SAMTD Board of Directors

**TO: BOARD OF DIRECTORS**

**FROM: ALLAN POLLOCK, GENERAL MANAGER**

**SUBJECT: FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT**

**Issue**

Shall the Board receive a briefing on the Fixing America's Surface Transportation (FAST) Act?

**Background and Findings**

On December 4, 2015 President Obama signed the FAST Act reauthorizing surface transportation programs through Fiscal Year 2020. A breakdown of the components of the FAST Act prepared by the American Public Transportation Association (APTA) is included as Attachment A. A table reflecting the funding levels in the bill is included in Attachment B.

An estimated breakdown of FAST Act funding sources by fiscal year for the District is below:

Source	FY16 Actual	FY17 Estimated	FY18 Estimated	FY19 Estimated	FY20 Estimated
5307	\$5,795,702	\$5,911,616	\$6,029,848	\$6,150,445	\$6,273,454
5307 Operating Assistance (75%)	\$4,323,409	\$4,433,712	\$4,522,386	\$4,612,834	\$4,705,091
5339 Formula	\$ 611,675	\$ 683,160	\$ 701,261	\$ 719,917	\$ 738,969
5310	\$ 224,033	\$ 228,514	\$ 233,084	\$ 237,746	\$ 242,501

The Federal Transit Administration (FTA) has launched a website that includes an overview of the changes, 17 fact sheets describing individual programs, and a PowerPoint presentation that provides a comprehensive overview of the legislation and its implications.

FTA's FAST Act website may be found at <http://www.fta.dot.gov/FAST.html>.

The summary of changes to the FTA grant programs may be found at [http://www.fta.dot.gov/documents/2015\\_FAST\\_Act\\_Presentation.pdf](http://www.fta.dot.gov/documents/2015_FAST_Act_Presentation.pdf).

**Recommendation**

None

**Proposed Motion**

None



## LEGISLATIVE Alert

AMERICAN PUBLIC TRANSPORTATION ASSOCIATION



December 2, 2015

### Surface Transportation Conference Committee Reports Out Five Year Bill

On Tuesday, the House-Senate Conference Committee on the surface transportation authorization legislation filed its conference report reconciling the differences between the House-passed Surface Transportation Reauthorization and Reform (STRR) Act of 2015 and the Senate-passed Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act. The compromise version of the legislation, the Fixing America's Surface Transportation (FAST) Act (H.R. 22), is a five-year authorization for surface transportation programs, fully funded through September 2020. The total authorized funding for Federal Transit Administration (FTA) programs increases to \$11.789 billion in Fiscal Year (FY) 2016 and rises to \$12.592 billion by FY 2020, or \$61.113 billion over the life of the bill. This represents a 10.23 percent increase in year one, and 17.74 percent by FY 2020. The General Fund portion of the authorization increases by 16.28 percent in FY16 and remain flat for the remainder of the Authorization bill.

This is the first long-term surface transportation authorization since SAFETEA-LU was passed in 2005. Of the two bills passed by the chambers, the authorization more closely reflects the higher levels contained in the Senate-passed DRIVE Act. However, all five years of the bill are fully funded, unlike the Senate-passed bill. The House of Representatives is expected to vote on the bill Thursday. The House Rules Committee will meet to produce a rule for consideration of the bill today, Wednesday, December 2, at 3 p.m. Assuming the House passes the conference report on Thursday, there may not be enough time for the Senate to bring up and pass the bill before the current deadline of midnight on December 4th when the current extension expires. It is very likely that an additional short term authorization extension will be needed to allow time for the Senate to consider and pass the legislation, and for the President to sign the bill.

House Transportation and Infrastructure Committee and Conference Chairman Bill Shuster (R-PA), Ranking Member Peter DeFazio (D-OR), Senate Environment and Public Works Committee Chairman Jim Inhofe (R-OK), and Ranking Member Barbara Boxer (D-CA) released the following statement on the bill:

"This legislation is a vital investment in our country. A safe, efficient surface transportation network is fundamentally necessary to our quality of life and our economy, and this conference report provides long-term certainty for states and local governments, and good reforms and improvements to the programs that sustain our roads, bridges, transit, and passenger rail system. We knew that reaching an agreement on this measure would be challenging, but every member of the conference committee was certainly up to the task. We appreciate their hard work in this effort, and we look forward to moving this measure forward and getting it signed into law."

To view the bill in its entirety, [please click here](#). To view the joint explanatory statement released by the conference, [please click here](#).

To view APTA's table reflecting the funding levels in the bill, [please click here](#). And for estimated state by state apportionments based on the funding levels contained in the bill, [please click here](#). (Please recognize that these are only estimates, and are not official apportionment documents.)

## **FEDERAL TRANSIT PROGRAM PROVISIONS**

### Bus and Bus Facilities (Sec. 5339)

The Bus and Bus Facilities Program is authorized at a total funding level of \$696 million in FY 2016, and \$809 million by FY 2020. This is a 62.5 percent increase over the current funding in the first year and 89 percent over the life of the bill. As provided in both the House and Senate bills, and as advocated by APTA, the conference report also includes a new competitive grant program. The bus and bus facilities competitive grant program, would grow from \$268 million in 2016 to \$344 million by 2020 and includes a \$55 million per year set-aside for low and no emission buses. Low and no emission buses also remain eligible for funds under the Sec. 5312 research program.

### Urbanized Area Formula (Sec. 5307)

The Urbanized Area Formula program grows at a more modest rate, starting at \$4.539 billion in FY 2016 and rising to \$4.929 in FY 2020. Urban formula grants increase by 1.8 percent in FY 2016 and 10.56 percent by FY 2020.

The conference report also increases the Small Transit Intensive Cities (STIC) formula take down from the current 1.5 percent of Sec. 5307 formula funds to 2 percent in 2019.

### Rural Area Formula (Sec. 5311)

The Rural Area Formula program is funded at \$620 million in FY 2016, growing by 10.78 percent over current levels by the fifth year of the bill to \$673.3 million. Appalachian Development and Indian reservation programs are continued, as well as the Rural Transit Assistance Program (RTAP).

### Growing States and High Density States Formula (Sec. 5340)

Additionally, the bill retains both the High Density States Program and the Growing States Program of Sec. 5340. The House bill had adopted an amendment to eliminate the High Density funding tier, but conferees did not include that change in the final conference report. The Growing States tier increases by 14.3 percent over five years of the bill, while the High Density tier increases by a little over 2 percent total over five years.

### State of Good Repair (Sec. 5337)

The State of Good Repair Program also saw significant increases in authorization levels, beginning at \$2.507 billion in FY 2016 and rising to \$2.684 billion by FY 2020. This represents a 15.7 percent increase over current levels in FY 2016 and a 23.9 percent increase by FY 2020.

### Transportation Coordination and Sec. 5310 Program Enhancements

The conference report also provides modest growth for the Sec. 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, growing by 10.56 percent over five years, similar to the Urban Formula program.

Section 3006 of the bill amends the program to create a Pilot Program for Innovative Coordinated Access and Mobility. A total of \$15.25 million is authorized for projects to assist in financing innovative projects for the transportation disadvantaged that improve the coordination of transportation services and non-emergency medical transportation services. This section also requires the Interagency Transportation Coordinating Council on Access and Mobility established under Executive Order No. 13330 to publish a new strategic plan that:

1. Outlines the role and responsibilities of each Federal agency with respect to local transportation coordination, including nonemergency medical transportation;
2. Identifies a strategy to strengthen interagency collaboration
3. Addresses any outstanding recommendations made by the Council in the 2005 Report to the President relating to the implementation of Executive Order No. 13330, including—
  - a cost-sharing policy endorsed by the Council; and
  - recommendations to increase participation by recipients of Federal grants in locally developed, coordinated planning processes;
4. To the extent feasible, addresses recommendations by the Comptroller General concerning local coordination of transportation services;



5. Examines and proposes changes to Federal regulations that will eliminate Federal barriers to local transportation coordination, including non-emergency medical transportation; and
6. Recommends to Congress changes to Federal laws, including chapter 7 of title 42, United States Code that will eliminate Federal barriers to local transportation coordination, including nonemergency medical transportation.

#### Public Transportation Innovation/Transit Research

Transit Research programs are largely consolidated within the Sec. 5312 program, now named Public Transportation Innovation. The section authorizes the Secretary to provide assistance for projects and activities to advance innovative public transportation research and development, including demonstration, deployment, and evaluation and the deployment of low or no emission vehicles, zero emission vehicles, or associated advanced technology.

The Transit Cooperative Research Program (TCRP) is moved to the Sec. 5312 program and from programs funded by the General Fund (GF) to programs funded through the Mass Transit Account (MTA), as APTA had recommended. The bill authorizes funding for TCRP at a level of \$5 million for each year from 2016 to 2020. This is an increase of \$2 million from FY 2015 appropriated levels, although still significantly below the pre-2012 level of \$10 million.

The bill also funds Human Resources and Training at \$4 million annually, and it funds the National Transit Institute at \$5 million annually, both from the MTA. The bill also provides additional authorizations from the General Fund in the amount of \$20 million annually for Sec. 5312 programs.

#### Fixed Guideway Capital Investment Grants (Sec. 5309, New Starts/Small Starts/Core Capacity)

Appropriations from the General Fund for Capital Investment Grants are authorized at approximately \$2.3 billion, in FY 2016 and each year thereafter. This is a 20.7 percent increase over the MAP-21 authorized level, but the level remains flat over the five years of the bill. All General Fund authorizations are subject to the annual appropriations process. Additional flexibility is given in the corridor based bus rapid transit definition regarding weekend service.

#### *Federal Share*

The Conference Report (Section 3005) fixes most of the problems in the House bill that APTA opposed regarding federal matching funds for Capital Investment Grants. Specifically, the House bill as originally introduced sought to reduce the maximum government share for a new start, core capacity, or small start project from 80 percent to 50 percent. Additionally, the House bill would have limited the use of other DOT program funds such as surface transportation program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), TIFIA, or TIGER grant funds to be "flexed" to transit programs to be used as the local share of both new starts and state of good repair projects.

APTA worked with key Representatives to eliminate these restrictions. An amendment in the House by Representatives Lipinski (D-IL), Nadler (D-NY), and Dold (R-IL) solved some of the problems – with the clear understanding from the amendment sponsors and APTA that the remaining issues would continue to be worked on. Ultimately, the Conference Report dropped the restrictions on using "flex" funds for transit projects to keep this provision in line with current law. The Conference Report also maintains maximum Section 5309 federal share of 80 percent for core capacity and small start projects.

The Conference Report does, however, change current law for New Starts full funding grant agreements by reducing the maximum Section 5309 FFGA share allowed by law from 80 percent to 60 percent. Other federal funds, including the Surface Transportation Program (STP) within the Federal Highway Programs, can still be used to supplement full funding grant agreements up to 80 percent.

#### *Pilot program for projects with limited federal share*

The Conference Report has a pilot program, originally introduced in the Senate bill, that streamlines regulatory steps for up to eight grants for new fixed guideway capital projects, core capacity improvement projects, or small start projects seeking a Federal funding level of 25 percent or less. APTA had raised concerns that the Senate proposal included a mandatory set-aside of funds for this program, even though it is not clear at this time that there would be eligible projects to use those funds.

It appears that the conferees heeded our advice and did not wall off 5309 funds that could only be used for this program.

#### *Other changes*

The Conference Report allows an optional early rating for small start projects after completing the NEPA review process. It also creates a special rule that the costs of art and landscaping elements will be considered for the purpose of calculating the cost effectiveness of a project.

Additionally, the threshold for a small start project is increased so projects with a total cost of \$300 million (changed from \$200 million) and a federal share of \$100 million (changed from \$75 million) will qualify. Also, joint public transportation and intercity passenger rail projects gain eligibility for funding from Fixed-Guideway Capital Investment funds.

The conference report adds Small Starts to the program of interrelated projects under the Capital Investment Grant program. According to the explanatory statement accompanying the Report, "The conferees intend to ensure that project sponsors have the option to seek funding for a program that blends new fixed guideway capital projects, core capacity improvement projects, and small start projects as well as a program of projects that are only new fixed guideway capital projects, core capacity improvement projects, or small start projects."

#### Buy America Provisions

As in both the House and Senate-passed bills, the Conference agreement increases the Buy America content requirement for transit rolling stock from the current level of 60 percent to 65 percent in 2018 and 70 percent by FY2020. It also requires the Secretary to include the cost of domestic iron or steel used in rolling stock frames and car shells not produced in the United States in the calculation of domestic content if the iron or steel is produced in the United States.

The bill also requires the Secretary, upon denial of a Buy America waiver, to issue a written certification that the steel, iron, or manufactured goods is produced in the United States in a sufficient and reasonably available amount, the item is of satisfactory quality, and include a list of known manufacturers in the United States from which the item can be obtained. This section requires the Secretary to disclose any waiver denial and subsequent written certification on the website of the Department of Transportation.

#### Procurement (Sec. 3019)

The Conference Report incorporates new procurement opportunities that were proposed by both the House and Senate. The report includes both the Senate pilot for three "geographically diverse" GSA-type procurement schedules and the House "Joint Procurement Clearinghouse" that would allow grantees to "aggregate planned rolling stock purchases and identify joint procurement participants." The report also authorizes agencies to purchase capital assets through cooperative procurements administered by a state or "nonprofit cooperative purchasing organizations." Agencies may participate in a cooperative procurement regardless of whether they are in the same state as the other parties. The decision to participate in such a contract is voluntary.

In addition, the report removes some current regulatory impediments to the leasing of public transportation vehicles, allowing for innovative leasing opportunities. The bill allows the removable power sources for use in zero emissions vehicles to be leased, which is intended to drive down the procurement cost for these vehicles.

#### Public Transportation Safety

##### *Minimum Safety Standards*

The bill requires that the Department of Transportation National Public Transportation Safety Plan include minimum safety standards to ensure the safe operation of public transportation systems:

The bill mandates that the Secretary conduct a review of the effectiveness of current safety standards and protocols used by public transportation systems. The review will include a wide range of topics including: emergency preparedness plans and training; maintenance, testing, and inspection programs; rail and bus design; fatigue management; vehicle crash worthiness and avoidance systems; and other

rail and bus operations safety issues.

After completing the review, the Secretary must consult with public transportation industry representatives and evaluate the need to establish additional federal minimum public transportation safety standards. The Secretary will ultimately develop a comprehensive set of recommendations to improve the safety of public transportation available and publish them on the U.S. DOT website.

#### *Operator Assaults*

The conference report includes language that requires the Secretary to issue a NPRM regarding protecting transit operators from customer assaults. The NPRM will consider:

- 1) different safety needs of drivers of different modes;
- 2) differences in operating environments;
- 3) the use of technology to mitigate driver assault risks;
- 4) existing experience, from both agencies and operators who already are using or testing driver assault mitigation infrastructure; and
- 5) the impact of the rule on future rolling stock procurements and vehicles currently in revenue service.

#### *Protection of Safety Data*

The bill requires the Secretary to enter into an agreement with the Transportation Research Board of the National Academies of Sciences, Engineering, and Medicine to conduct a study to determine whether it is in the public interest to withhold from discovery or admission into evidence in a federal or state court proceeding any plan, report, data, or other information developed, produced, collected, obtained or submitted in compliance with safety management systems.

### **PASSENGER RAIL AND RAIL SAFETY PROVISIONS**

The bill also contains a substantial Rail Title for the first time in a major surface transportation authorization bill. The bill authorizes Amtrak for the first time in seven years and authorizes grants to Amtrak, and state grants for infrastructure, safety, and state of good repair improvements. It includes reforms to Amtrak's grant process and business lines and asset plans, as well as language on route and service planning decisions, right-of-way leveraging, and station development.

The bill includes significant provisions on rail safety affecting freight, intercity and commuter railroads Highway-rail grade crossing safety, the use of locomotive horns at highway-rail grade crossings, and a study of positive train control effectiveness at grade crossings. The safety section also contains language from the DRIVE Act on bridge inspection reports, speed limit action plans, alerters, signal protection, commuter rail track inspections, post-accident assessments, and recording devices.

Other sections of the Rail Title include improvements to Rail Project Delivery, including language on the treatment of improvements to rail and transit under historic preservation requirements, and other language on environmental reviews. The bill also provides for enhancements to rail financing through reforms to the Railroad Rehabilitation and Improvement Financing (RRIF) Program.

#### Rail Funding

##### *Amtrak*

A total of \$8.05 billion of funding is authorized for Amtrak grants from FY2016 – 2020. \$2.596 billion is authorized for Amtrak projects associated with the Northeast Corridor and \$5.454 billion for projects along the Amtrak National Network. Also, a total of \$105 million is authorized from FY2016 – 2020 for the Amtrak Office of the Inspector General.

##### *High-speed, Intercity, Passenger, and Freight Rail Funding*

A total of \$2.2 billion is authorized over five years for rail funding in the FAST Act through three primary, general-funded, programs. Section 11102 (Consolidated Rail Infrastructure and Safety Improvements) authorizes \$1.1 billion for grants to assist in financing the costs of improving passenger and freight rail transportation systems in terms of safety, efficiency, or reliability. Funding under this section may be used for the deployment of railroad safety technology including positive train control systems and certain workforce development and training activities.

Section 11103 (Federal-State Partnership for State of Good Repair) authorizes \$997 million for grants for capital projects to replace or rehabilitate qualified railroad assets to ultimately reduce the current state of good repair backlog. Section 11104 (Restoration and Enhancement Grants) authorizes \$20 million each year from FY2016 - 2020 for operating assistance to initiate, restore, or enhance intercity passenger rail service.

#### Positive Train Control Funding

APTA has consistently advocated for federal funding to aid in the installation and deployment of mandated positive train control systems. Section 3028 of the FAST Act authorizes \$199 million from the Mass Transit Account of the Highway Trust Fund in FY2017 to assist in financing the installation of positive train control systems. Funding under this section may be used to provide the grants, direct loans, and loan guarantees by September 30, 2018. These revenues will be raised from fines collected by the National Highway Traffic Safety Administration (NHTSA).

#### Passenger Rail Liability Cap

The Senate DRIVE Act increased the current rail liability cap of \$200 million to \$295 million for AMTRAK and commuter rail operators with adjustments to the cap every five years to reflect changes in the Consumer Price Index-Urban. The House did not address the issue. Heading into conference negotiations, APTA opposed the DRIVE Act position asserting that there is little evidence that the current cap is insufficient to allow claimants to be compensated, or that commuter and passenger railroads are carrying insufficient levels of insurance, based on their risk.

APTA has received differing interpretations from Congressional staff regarding the impacts of the rail liability provisions in the FAST Act. One interpretation asserts that the bill maintains the current rail liability cap of \$200 million per incident for commuter railroads and raises the cap to \$295 million per incident for AMTRAK with adjustments every five years to reflect changes in the Consumer Price Index. The increased cap level for Amtrak would retroactively apply to the May 2015 Amtrak derailment in Philadelphia. Another interpretation concludes that the FAST Act language increases the liability cap for Amtrak and those commuter railroads with no existing state award limits to \$295 million per incident with adjustments every five years to reflect changes in the Consumer Price Index. Under this interpretation the increased cap level for Amtrak would again retroactively apply to May 2015. APTA will continue to seek to clarify the ultimate impact of this provision.

Elsewhere in the bill, the FAST Act mandates that the Secretary of Transportation complete a freight-commuter rail comprehensive shared-use study that will include and an evaluation of rail liability requirements and arrangements. The study will also evaluate the effect on rail passenger services, operations, liability limits, and insurance levels of the assertion of sovereign immunity by a State.

**For Board Meeting of March 24, 2016  
Agenda Item No. I.1 - Attachment B**

	MAP-21 Authorization FY 2015 (Millions)	Conference Committee Funding Levels						Conference Committee Funding Levels Compared to FY 2015 Actual Funding					Conference Committee Funding Levels Compared to Previous Year, Percentage Change					
		FY 2016 (Millions)	FY 2017 (Millions)	FY 2018 (Millions)	FY 2019 (Millions)	FY 2020 (Millions)	5-Year Total	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	
<b>Total All Programs</b>	<b>10,695.00</b>	<b>11,789.41</b>	<b>12,175.51</b>	<b>12,175.16</b>	<b>12,381.18</b>	<b>12,592.15</b>	<b>61,113.40</b>	<b>10.23%</b>	<b>13.84%</b>	<b>13.84%</b>	<b>15.77%</b>	<b>17.74%</b>	<b>10.23%</b>	<b>3.27%</b>	<b>0.00%</b>	<b>1.69%</b>	<b>1.70%</b>	
<b>Programs Funded from the Mass Transit Account</b>																		
<b>Programs Funded from the Mass Transit Account</b>	<b>8,595.00</b>	<b>9,347.60</b>	<b>9,733.71</b>	<b>9,733.35</b>	<b>9,939.38</b>	<b>10,150.35</b>	<b>48,904.39</b>	<b>8.76%</b>	<b>13.25%</b>	<b>13.24%</b>	<b>15.64%</b>	<b>18.10%</b>	<b>8.76%</b>	<b>4.13%</b>	<b>0.00%</b>	<b>2.12%</b>	<b>2.12%</b>	
§ 20005(b) of MAP-21 Pilot Program for TOD Planning	10.00	10.00	10.00	10.00	10.00	10.00	50.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
§ 5305 Planning	128.80	130.73	133.40	136.20	139.09	142.04	681.45	1.50%	3.57%	5.75%	7.99%	10.28%	1.50%	2.04%	2.10%	2.12%	2.12%	2.12%
§ 5307/5336 Urbanized Area Formula	4,458.65	4,538.91	4,629.68	4,726.91	4,827.12	4,929.45	23,652.07	1.80%	3.84%	6.02%	8.26%	10.56%	1.80%	2.00%	2.10%	2.12%	2.12%	2.12%
§ 5310 Seniors and Individuals with Disabilities	258.30	262.95	268.21	273.84	279.65	285.57	1,370.22	1.80%	3.84%	6.02%	8.26%	10.56%	1.80%	2.00%	2.10%	2.12%	2.12%	2.12%
§ 5310 Pilot Program for Enhanced Mobility	---	2.00	3.00	3.25	3.50	3.50	15.25	---	---	---	---	---	---	---	---	---	---	---
§ 5311 Rural Area Basic Formula	545.64	552.56	564.71	577.72	591.14	604.83	2,890.96	1.27%	3.49%	5.88%	8.34%	10.85%	1.27%	2.20%	2.30%	2.32%	2.32%	2.32%
§ 5311(b)(3) Rural Transportation Assistance Program	12.16	12.40	12.65	12.91	13.19	13.47	64.61	2.00%	4.04%	6.22%	8.48%	10.78%	2.00%	2.00%	2.10%	2.12%	2.12%	2.12%
§ 5311(c)(1) Public Transp. on Indian Reservations	30.00	35.00	35.00	35.00	35.00	35.00	175.00	16.67%	16.67%	16.67%	16.67%	16.67%	16.67%	0.00%	0.00%	0.00%	0.00%	0.00%
§ 5311(c)(2) Appalachian Development Public Transp.	20.00	20.00	20.00	20.00	20.00	20.00	100.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>Subtotal All § 5311 Programs</b>	<b>607.80</b>	<b>619.96</b>	<b>632.36</b>	<b>645.63</b>	<b>659.32</b>	<b>673.30</b>	<b>3,230.57</b>	<b>2.00%</b>	<b>4.04%</b>	<b>6.23%</b>	<b>8.48%</b>	<b>10.78%</b>	<b>2.00%</b>	<b>2.00%</b>	<b>2.10%</b>	<b>2.12%</b>	<b>2.12%</b>	<b>2.12%</b>
§ 5312 Research	---	20.00	20.00	20.00	20.00	20.00	100.00	---	---	---	---	---	---	---	---	---	---	---
§ 5312 Component Testing	---	3.00	3.00	3.00	3.00	3.00	15.00	---	---	---	---	---	---	---	---	---	---	---
§ 5312 Transit Cooperative Research	---	5.00	5.00	5.00	5.00	5.00	25.00	---	---	---	---	---	---	---	---	---	---	---
<b>Subtotal All § 5312 and former § 5313 Programs Including Amounts Funded from General Funds</b>	<b>77.00</b>	<b>48.00</b>	<b>48.00</b>	<b>48.00</b>	<b>48.00</b>	<b>48.00</b>	<b>240.00</b>	<b>-37.66%</b>	<b>-37.66%</b>	<b>-37.66%</b>	<b>-37.66%</b>	<b>-37.66%</b>	<b>-37.66%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>
§ 5318 Bus Testing Facility	3.00	3.00	3.00	3.00	3.00	3.00	15.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
§ 5322(b) Human Resources and Training	---	4.00	4.00	4.00	4.00	4.00	20.00	---	---	---	---	---	---	---	---	---	---	---
§ 5322(d) National Transit Institute	5.00	5.00	5.00	5.00	5.00	5.00	25.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
§ 5335 National Transit Database	3.85	4.00	4.00	4.00	4.00	4.00	20.00	3.90%	3.90%	3.90%	3.90%	3.90%	3.90%	0.00%	0.00%	0.00%	0.00%	0.00%
§ 5337 State of Good Repair	2,165.90	2,507.00	2,549.67	2,593.70	2,638.37	2,683.80	12,972.54	15.75%	17.72%	19.75%	21.81%	23.91%	15.75%	1.70%	1.73%	1.72%	1.72%	1.72%
§ 5339(a) Bus and Bus Facilities Formula (Total including Formula Allocation and States and Territories Minimum Allocation)	427.80	427.80	436.36	445.52	454.96	464.61	2,229.25	0.00%	2.00%	4.14%	6.35%	8.60%	0.00%	2.00%	2.10%	2.12%	2.12%	2.12%
§ 5339(a) Bus and Bus Facilities Formula (Formula Allocation Only)	362.30	337.30	345.86	355.02	364.46	374.11	1,776.75	-6.90%	-4.54%	-2.01%	0.60%	3.26%	-6.90%	2.54%	2.65%	2.66%	2.65%	2.65%
§ 5339(a) Bus and Bus Facilities Formula (States and Territories Minimum Allocation Only)	65.50	90.50	90.50	90.50	90.50	90.50	452.50	38.17%	38.17%	38.17%	38.17%	38.17%	38.17%	0.00%	0.00%	0.00%	0.00%	0.00%
§ 5339(b) Bus and Bus Facilities Competitive Grants (Total Including No/Low Emissions Program)	---	268.00	283.60	301.51	322.06	344.04	1,519.22	---	---	---	---	---	---	5.82%	6.32%	6.81%	6.83%	6.83%
§ 5339(b) Bus and Bus Facilities Competitive Grants (No/Low Emissions Program Only)	---	55.00	55.00	55.00	55.00	55.00	275.00	---	---	---	---	---	---	0.00%	0.00%	0.00%	0.00%	0.00%
<b>Subtotal All § 5339 Program Bus and Bus Facilities Funds</b>	<b>427.80</b>	<b>695.80</b>	<b>719.96</b>	<b>747.03</b>	<b>777.02</b>	<b>808.65</b>	<b>3,748.47</b>	<b>62.65%</b>	<b>68.29%</b>	<b>74.62%</b>	<b>81.63%</b>	<b>89.03%</b>	<b>62.65%</b>	<b>3.47%</b>	<b>3.76%</b>	<b>4.01%</b>	<b>4.07%</b>	<b>4.07%</b>
§ 5340 Growing States	262.95	272.30	279.13	286.13	293.31	300.67	1,431.54	3.55%	6.15%	8.82%	11.55%	14.34%	3.55%	2.51%	2.51%	2.51%	2.51%	2.51%
§ 5340 High Density States	262.95	263.96	265.30	266.65	268.00	269.36	1,333.29	0.39%	0.90%	1.41%	1.92%	2.44%	0.39%	0.51%	0.51%	0.51%	0.51%	0.51%
<b>Subtotal all § 5340 Growing States and High Density States</b>	<b>525.90</b>	<b>536.26</b>	<b>544.43</b>	<b>552.78</b>	<b>561.32</b>	<b>570.03</b>	<b>2,764.83</b>	<b>1.97%</b>	<b>3.52%</b>	<b>5.11%</b>	<b>6.73%</b>	<b>8.39%</b>	<b>1.97%</b>	<b>1.52%</b>	<b>1.53%</b>	<b>1.54%</b>	<b>1.54%</b>	<b>1.55%</b>
Positive Train Control	---	---	199.00	---	---	---	199.00	---	---	---	---	---	---	---	---	---	---	---
<b>Programs Funded from General Funds</b>																		
<b>Programs Funded from General Funds</b>	<b>2,100.00</b>	<b>2,441.80</b>	<b>2,441.80</b>	<b>2,441.80</b>	<b>2,441.80</b>	<b>2,441.80</b>	<b>12,209.01</b>	<b>16.28%</b>	<b>16.28%</b>	<b>16.28%</b>	<b>16.28%</b>	<b>16.28%</b>	<b>16.28%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>	<b>0.00%</b>
§ 5309 Fixed-Guideway Capital Investment	1,907.00	2,301.79	2,301.79	2,301.79	2,301.79	2,301.79	11,508.93	20.70%	20.70%	20.70%	20.70%	20.70%	20.70%	0.00%	0.00%	0.00%	0.00%	0.00%
§ 5312 Transit Research (Also Funded Under Mass Transit Account Programs)	70.00	20.00	20.00	20.00	20.00	20.00	100.00	---	---	---	---	---	---	---	---	---	---	---
§ 5313 TCRP (Moved to § 5312 Under Mass Transit Account Programs)	7.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
§ 5314 Technical Assistance and Standards Development	7.00	5.00	5.00	5.00	5.00	5.00	25.00	-28.57%	-28.57%	-28.57%	-28.57%	-28.57%	-28.57%	0.00%	0.00%	0.00%	0.00%	0.00%
§ 5322 Human Resources and Training	5.00	---	---	---	---	---	0.00	---	---	---	---	---	---	---	---	---	---	---
§ 5326 Transit Asset Management	1.00	2.00	2.00	2.00	2.00	2.00	10.00	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%
§ 5329 Public Transportation Safety	5.00	5.00	5.00	5.00	5.00	5.00	25.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
§ 5334 FTA Administration	98.00	108.00	108.00	108.00	108.00	108.00	540.08	10.22%	10.22%	10.22%	10.22%	10.22%	10.22%	0.00%	0.00%	0.00%	0.00%	0.00%

(a) Such sums as are necessary.