



Salem Area Mass Transit District  
BOARD OF DIRECTORS

October 24, 2019

Index of Board Actions

<u>Action</u>	<u>Page</u>
Moved to approve the Consent Calendar: .....	2
1. <u>Approval of Minutes</u>	
a. Minutes of the September 21, 2019 Board Retreat	
b. Minutes of the September 26, 2019 Board Meeting	
c. Minutes of the October 7, 2019 Board Work Session	
2. <u>Routine Business</u>	
a. Approval of FY2021 Budget Calendar	
b. Approval of Amended FY2020 Board Meeting Calendar	
 Moved to authorize a contract award to Safety Vision for the purchase of equipment and services for the Fixed Route Bus Camera upgrade project in the not to exceed amount of \$473,200.....	4
 Moved to authorize the General Manager to execute a five-year contract with U.S. Gain for an anticipated revenue amount of \$1,128,600.....	5

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Salem Area Mass Transit District

**BOARD OF DIRECTORS MEETING**

October 24, 2019

Courthouse Square – Senator Hearing Room  
555 Court Street NE, Salem, Oregon 973010

**MINUTES**

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<b>PRESENT Board</b>	President Ian Davidson; Directors Chi Nguyen, Colleen Busch, Charles Richards, and Robert Krebs
<b>ABSENT</b>	Directors Doug Rodgers, and Sadie Carney
<b>Staff</b>	Allan Pollock, General Manager; David Trimble, Chief Operating Officer; Paula Dixon, Director of Administration; Al McCoy, Director of Finance and Technology/CFO; Steve Dickey, Director of Strategic Planning & Program Management; Patricia Feeny, Director of Communication; Gregg Thompson, Maintenance Manager; Dan Knauss, Procurement & Contracts Manager; Chip Colby, Information Technology Manager; Linda Galeazzi, Executive Assistant; Kathryn H. Pawlick, SAMTD Legal Counsel
<b>Guests</b>	Mikel Burke, Executive Board Officer, ATU Local 757 Salem; Randy Morgan, citizen; Noriko Akeyama, author and senior political writer at The Asahi Shimbun in Japan

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- A. CALL TO ORDER 6:30 PM**  
President Davidson called the meeting to order. The attendance was noted and a quorum was present. Director Busch led the Pledge of Allegiance. Mr. Pollock shared the Safety Moment; Thought for the Day about employee wellness – eating right and getting enough physical activity each day.
- B. ANNOUNCEMENTS AND CHANGES TO THE AGENDA - None**
- C. PRESENTATIONS - None**
- D. PUBLIC COMMENT**  
President Davidson reported that the Board received written communication from citizen, Tyler McCulley [herein given as Attachment A and by this reference made a part of these Minutes] about adjusting times or adding a bus for Saturday evening service on Route 2. Mr. Pollock stated that he will look into Mr. McCulley’s concerns.



**E. CONSENT CALENDAR**

**6:49 PM**

**Question:** Shall the Board approve the Consent Calendar by a single motion? Items on the Consent Calendar are considered routine business and are adopted as a group by a single motion. Action on items pulled from the Consent Calendar will be deferred until after the adoption of the Consent Calendar.

**Staff Report:** Pages 1-42 of the agenda

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

**1. Approval of Minutes**

- a. Minutes of the September 21, 2019 Board Retreat**
- b. Minutes of the September 26, 2019 Board Meeting**
- c. Minutes of the October 7, 2019 Board Work Session**

**2. Routine Business**

- a. Approval of FY2021 Budget Calendar**
- b. Approval of Amended FY2020 Board Meeting Calendar**

**Motion by:** Director Robert Krebs

**Second:** Director Charles Richards

**Discussion:** No items were deferred from the Consent Calendar.

**Vote:** **Motion passed: Davidson, Nguyen, Busch, Krebs, Richards**  
**Absent: Carney, Rodgers**

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

**J. ACTION ITEMS**

**6:49 PM**

**1. Authorize Contract Award to Safety Vision for Purchase of Equipment and Services For Fixed Route Bus Camera Upgrade Project**

**Question:** Shall the Board authorize a contract award to Safety Vision for the purchase of equipment and services for the Fixed Route Bus Camera Upgrade project in the not to exceed amount of \$473,200?

**Staff Report:** Pages 43-44 of the agenda

**Presenter:** Chip Colby, Information Technology Manager

Mr. Colby stated that the camera upgrade will entail replacement of eight cameras per vehicle and related support equipment, software, software licensing, and installation across 35 of the older fixed route bus fleet. He said funding was earmarked specifically for this upgrade. Mr. Colby gave a presentation on the project at the August 12, 2019 work session.

**Financial Impact:** Mr. Colby noted that funding for this proposed purchase is included in the FY2019-20 Adopted Budget under the Capital Project Fund and is identified



as ITS Phase 4. The project is funded by federal grants with local match, and the activities related to this purchase are covered in the grant agreements.

- Motion:** **Moved to authorize a contract award to Safety Vision for the purchase of equipment and services for the Fixed Route Bus Camera upgrade project in the not to exceed amount of \$473,200.**
- Motion by:** **President Ian Davidson**
- Second:** **Director Colleen Busch**
- Vote:** **Motion passed: Davidson, Nguyen, Busch, Krebs, Richards**  
**Absent: Carney, Rodgers**

**2. Authorizing the General Manager to Execute a Revenue Contract with U.S. Venture, Inc., dba U.S. Gain (U.S. Gain) for Renewable Natural Gas (RNG) Services**

**Question:** Shall the Board authorize the General Manager to execute a five-year (2 base, 3 options) term Revenue Contract with U.S. Gain for Renewable Natural Gas Services for a total revenue contract amount of \$1,128,600?

**Staff Report:** Pages 45-46 of the agenda

**Presenter:** Gregg Thompson, Maintenance Manager

Mr. Thompson provided a review of the benefits of renewable natural gas (RNG) and the impact to the District financially. He explained how biogas is cleaned and conditioned to remove or reduce non-methane elements in order to produce RNG, and how RNG is considered carbon-negative. Mr. Thompson said producers of RNG receive CO2 Abatement and Carbon Credits when they can show the fuel produced is being used in vehicle fleets. The credits cannot be generated without the vehicle fleets, so the producer shares a percentage of the revenue received. RNG brokers such as Trillium, Clean Energies or U.S. Gain connect RNG producers with RNG users. He explained how the revenue is often calculated by the therm, and that no actual gas transportation occurs. He said the District benefits by being environmentally friendly, and the proposed contract will add revenue to the District's General Fund as is shown in the table.

**Financial Impact:**

<b>Contract Year</b>	<b>Contract Dates</b>	<b>Annual Therms</b>	<b>Annual Revenue</b>
Year 1	11/1/19 – 10/31/20	553,500	\$221,400
Year 2*	11/1/20 – 10/31/21	567,000	\$226,800
Year 3	11/1/21 – 10/31/22	567,000	\$226,800
Year 4	11/1/22 – 10/31/23	567,000	\$226,800
Year 5	11/1/23 – 10/31/24	567,000	\$226,800
<b>Grand Total</b>			<b>\$1,128,600</b>

RNG Calculations using .40 cents per therm.  
\*Service expansion in May 2020



**Motion:** Moved to authorize the General Manager to execute a five-year contract with U.S. Gain for an anticipated revenue amount of \$1,128,600?

**Motion by:** Director Chi Nguyen

**Second:** Director Robert Krebs

**Discussion:** Mr. Thompson responded to questions from the Board. He explained that the revenue from the RNG contract was not a tax credit. Revenue is generated through the Energy Policy Act of 2005 in four different ways. It is a federal government incentive, but is separate from the alternative fuel tax. A carbon intensity score is used to inform fuel purchase decisions. The revenue will go to the General Fund and the District will not be taxed on that revenue.

President Davidson was interested in what could be done with the revenue and whether it was feasible to add staff support for the District's sustainability efforts. When in college, his master's thesis was about bio natural gas and environmental stewardship and goals.

**Vote:** Motion passed: Davidson, Nguyen, Busch, Krebs, Richards  
Absent: Carney, Rodgers

#### H. INFORMATION ITEMS - None

#### I. GENERAL MANAGER'S REPORT

Mr. Pollock reported on the APTA Annual Meeting where he attended the Board meeting and APTA's Steering Committees. The Board is recommending three priorities for public transportation funding and critical investments.

#### J. BOARD OF DIRECTORS REPORTS

Directors reported on their Board activities for October. Ms. Feeny provided them with talking points for the next month's activities and events.

President Davidson attended a monthly chamber forum where there were McKay high school students present. He asked if they knew about the Saturday service and they lit up with lots of stories. He also talked with Mayor Clarke who spoke highly of Director Busch. They discussed ways they could increase and improve their partnership.

Director Busch attended Greeter activities and the Latino Business Alliance meeting. She was not able to attend the Greater Gubser neighborhood association meeting but did attend a neighborhood meeting where there was a CERT presentation. She also attended Keizer United which is a part of the Salem Leadership Association.



Director Krebs attended two neighborhood association meetings where everyone was excited about Saturday service. He also attended the Association of Oregon Rail and Transit Advocates meeting in Eugene where they are advocating for intercity services. Director Krebs gave an extensive report on the OMPOC meeting held in Grants Pass. His notes have been included as Attachment B (and by this reference made a part of these Minutes). He also reported on the SKATS meeting where they discussed amendments to the FY2018-23 TIP, Governor Brown's letter on implementing the Statewide Transportation Strategy, and projects for the draft SKATS FY2021-2026 TIP.

Director Nguyen introduced Noriko Akeyama from Tokyo, who was visiting in Salem for two weeks and was in the audience. She said Ms. Akiyama is the first senior political writer at The Asahi Shimbun, the second largest national newspaper in Japan, having authored five books on nonprofits, gender politics in Japan, female bureaucrats, and civil society leaders among other issues.

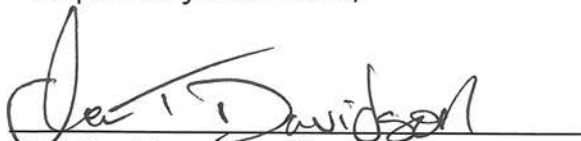
Director Nguyen shared about her family vacation where they traveled by public transportation and on a cruise ship. In British Columbia she was exposed for the first time to RFID daily passes that they could reload and then reuse. In Astoria and in Monterey, California they rode the free trolleys and in San Francisco they used the BART public transit system. She attended the West Salem Neighborhood Association meeting where there were concerns raised about emergency preparedness for West Salem should the bridge go down and how Cherriots and the City were mindful of that. Would they still have access to services like public transit? There was discussion about parking rights and new development going on along Wallace Road. Representative Evans staff shared concerns about constituents at Capital Manor thinking they are no longer served by the Cherriots Shop & Ride. She encouraged members to find information on the Cherriots website. Mr. Pollock said he would follow up and report back on the concerns of Capital Manor in his weekly report.

Director Richards attended a meeting for Northwest Senior Services in Woodburn. People there expressed their appreciation for Saturday service. They would like to see more buses come to the shopping center because they are really busy and are getting a lot of people.

**K. MEETING ADJOURNED**

**7:19 PM**

Respectfully submitted,

  
Ian Davidson, President





Linda Galeazzi &lt;linda.galeazzi@cherriots.org&gt;

**Fwd: Tonight's board meeting**

2 messages

Patricia Feeny &lt;patricia.feeny@cherriots.org&gt;

Thu, Oct 24, 2019 at 10:53 AM

To: Linda Galeazzi &lt;Linda.Galeazzi@cherriots.org&gt;, Jolene White &lt;jolene.white@cherriots.org&gt;

**For public comments****Patricia Feeny**

Director of Communication

patricia.feeny@cherriots.org

Direct: 503-361-7515

----- Forwarded message -----

From: **Tyler McCulley** <tylermcculley@yahoo.com>

Date: Thu, Oct 24, 2019 at 9:42 AM

Subject: Re: Tonight's board meeting

To: Patricia Feeny &lt;patricia.feeny@cherriots.org&gt;

I definitely won't be there tonight. Please submit this for the record at the board meeting.

We need more buses or adjusted times on Saturday evenings. Two Saturdays ago, I was riding downtown on route two from D and winter and the bus was so late getting there that I thought I had missed it. When it finally got there and we got downtown, there was not enough time to get from where it pulls in to the next bus I wanted. I ended up jumping on another bus right before it left to avoid having to be outside for an hour. That bus got downtown just in time for me to make the bus that I originally wanted back to my house.

I don't know how long it will take to get the times readjusted or another bus along frequent routes like 2, 5, and 11, but it would be helpful if we last buses of the evening would be run at 9:15 instead of 9 o'clock to ensure that everyone who is on an 8 o'clock bus headed downtown can get home.

Demand seems to be pretty strong and frequency or timing needs to be readjusted so that people are not getting stuck waiting an hour for another bus. Thank you for any help you guys can give with assisting in this.

Sent from Tyler's iPhone X

On Sep 26, 2019, at 15:39, Patricia Feeny <patricia.feeny@cherriots.org> wrote:

Hi Tyler,  
I will pass it on to the general manager right now.  
Patricia

**Patricia Feeny**

Director of Communication

patricia.feeny@cherriots.org

Direct: 503-361-7515

On Thu, Sep 26, 2019 at 10:02 AM Tyler McCulley <tylermcculley@yahoo.com> wrote:

Depending on energy levels and weather possibly, I may not be there tonight as I may be on my bike doing the last Thursday evening SBC ride for the summer from Cummings Elementary starting at 6:30.



I wanted to sign up for public comment and offer some insight as to my experience on Saturdays this September. I don't know if you guys are allowed to speak on my behalf but I am going to write here something that if you guys wanted to say during that time I would be grateful for. Feel free to use my name and general description as well. If you can please edit this for time during public comment and say what you think is important. I'm not a very concise person when it comes to writing.

I have come out all three Saturdays this far to ride the bus. I got downtown on the seventh early enough to watch Mr. Pollock, Mr. Courtney, And Mr. Bennett speak. I then bought a taco from the taco truck and rode out on the 130p #2 to Chemeketa And back around to near where I volunteer on most Saturday afternoons. I then returned home via the bus. I had no problems navigating because I was fairly familiar with approximate time points as those routes are 15 minutes and my wait time was not excessive beyond the 5 to 7 minutes the buses were running behind because it was a new service and fairly crowded. however this is just first months novelty and I don't think it will be this bad It gets going. Overall it was a pleasurable experience and good to get around.

I did the same thing on the 14th. Taking the 130 #2.

On the 21st I had off of work so on approximately the same time period, I went out the #2 To CCC, then south to Walmart for groceries and to try to find quarters, both at maps credit Union at winema And at Walmart. I got to maps just after they closed at two because I had to go from the stop at fire protection way and down the road and around on my wheelchair which took maybe 10 minutes. Then I got on the 11 South. out on Lancaster to Walmart. Walmart doesn't do quarters anymore at customer service. And would not even break a \$20 bill unless you paid cash for some item, as I was getting groceries only this was pointless and broke the amount that I needed for two rolls of quarters. at this point I just wanted to break the 20 into a manageable size so I could possibly go across the street to a laundry mat to get change. I looked out when I'm on my way back out to Lancaster I stopped at batteries plus where I am fairly well known for stopping in because I know Someone who has worked there a long time. I gave one last desperate attempt to at least break the 20, explaining my situation and lucked out that they offered me one roll of quarters. I was ecstatic.

in summary: who would've thought we would've gone from the eternal question of how to get around on Saturday to how to get quarters so you can do laundry on Saturday!

Sent from Tyler's iPhone X



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Salem, OR 97301  
Administration: 503-588-2424  
Fax: 503-566-3933

Linda Galeazzi <Linda.Galeazzi@cherriots.org>  
To: Board of Directors <Board@cherriots.org>  
Cc: Executive Team <executivestaff@cherriots.org>

Thu, Oct 24, 2019 at 2:02 PM

Board - This email came in today for Public Comment at the Board meeting. I will make hard copies for the meeting.

### Linda J. Galeazzi, CMC

Executive Assistant / General Manager's Office  
(503)361-7535 / linda.galeazzi@cherriots.org

[Redacted]

**OMPOC BOARD MEETING NOTES**  
*(Oregon Metropolitan Planning Organizations Consortium)*  
Friday, October 11, 2019  
City Council Chambers, Grants Pass, Oregon  
By Bob Krebs

**2019 Legislative Session Roundtable:**

Link to ODOT Summary of 2019 Legislative Session Summary:

<https://www.oregon.gov/ODOT/About/GR/2019%20Legislative%20Summary.pdf>

ODOT is working on a policy/plan to define the relationship between transit and housing. Housing density creates parking problems. Eugene is working for a repeal of the legislative action stimulating fill in housing. The problem is not zoning, but transportation systems and the cost of housing.

Part 2 of HB 2017 has been cancelled. Bike/Ped now has a separate advisory committee. Rules should be in place for the February 2020 session which will include a funding request.

Connect Oregon no longer funds transit.

A tax credit for short line railroads and passenger interference with freight rail are some issues that may be addressed in the 2020 session.

In 2020 the Oregon Drivers License will meet the Federal Requirements.

Portland Metro is planning to offer a ballot measure to fund transportation. Recent legislation prevents Metro seeking a business activity tax. Congestion pricing tolls a being considered. A transportation management study is evaluating a pilot program on the I-5 and I-205 freeways. This would use tolls as an incentive to reduce congestion. Metro is reviewing other corridors for tolling to reduce VMT.

Metro and ODOT are waiting for Federal authorization for tolling on the interstate freeways. ODOT is has opened a new office to deal with urban mobility considering tolling and ITS solutions.

The STF merger with the STIF was discussed. There was concern about the impact on funding for regular transit services. The group supported maintaining funding of STIF supported projects and looking at other sources to backfill the STF.

The legislature misunderstood how tolling would work for the I-205 project. The project has to be finished before the tolling can start. Tolls do not produce enough revenue to pay for the project.

**Implementation of the Statewide Transportation Strategy – Letter from Governor Brown:**  
*(A copy of the letter is attached)*

The letter outlines changes that would have a major impact on transportation. OMPOC members were concerned about how MPOs would be affected since they have no land use authority.

### **Preparing for the Upcoming Legislative Session:**

Carbon mitigation is expected to be a priority in the 2020 session. Three initiatives on the issue have been filed in the last few days.

Vaccines and gun safety are two other issues that will be considered by the legislature.

It was suggested that funds from any new Carbon Tax should go to MPOs to support transportation options that reduce carbon. Recommend that carbon funding be used locally.

HB 2020, which did not pass, would have distributed funds ½ to ODOT and ½ for grants. Use of any new carbon tax money from motor vehicle fuels is currently restricted by the Oregon Constitution. The revised bill expected in the 2020 session should include a better distribution formula. The grant process places many rural areas at a disadvantage because of limited resources. Any activities required of MPOs would have to be funded by the state.

### **State Performance Measures:**

Link to ODOT Website on this program:

<https://www.oregon.gov/ODOT/TAP/Pages/About-Us.aspx>

ODOT is developing methods for tracking results of funding by HB 2017. A Continuous Improvement Advisory Committee (CIAC) has been established. The Oregon Transportation Commission (OTC) sets vision and policy direction and makes investment decisions. The CIAC reviews processes and procedures and advises the OTC on performance, efficiency and effectiveness. This process is to keep ODOT intellectually current.

As part of this program, in 2022 SKATS will be required to report on how the CMAQ funds were used.

### **OMPOC Summit:**

OMPOC is planning for a conference following the 2020 Election in November. The theme for the summit was discussed. Topic would include:

1. Creating a Culture of Equity
2. Transportation Impacts on Housing and Affordability
3. Impacts of Shared Mobility (i.e. scooters and bikes) and Transportation Network Companies (i.e. Uber, Lyft)

There was discussion about covering capital expenses for TNCs (vehicle replacement, repairs) and the impact of autonomous vehicles on the transportation system. There are more layers of transportation today than there have been in the past. TNCs are having a negative impact on

mobility by creating more traffic congestion. The FED EX type of service is also reducing capacity on the system.

The OMPOC Summit will be a full day event with a theme "Transportation at a Crossroads – How Transportation is Changing." Addressing how are people using different modes and what is the future impact.

**MPO Roundtable:**

**ODOT** – On Dec 16 or 17 the OTC will have a work session with the MPOs and ACTs. The new ODOT Director is expected to be confirmed on Dec 16.

A "head hunter" has been hired to seek candidates for the Rail and Public Transit Administrator.

**Corvallis** – New bike lanes have been opened. Starting a study on Hwy 20 improvements.

**Albany** – Moving ahead with the next level of the regional planning process.

**Bend** - \$300 Million worth of infrastructure projects programmed.

**Eugene/Springfield** – Continuing work on Franklin Blvd. Applying for a TIGR Grant for Round-a-bouts on Franklin Blvd.

**LTD** – Has a "Moving Ahead" Project that is looking at corridors. There is an ADA pilot project under contract. In 2020 there will be service changed funded by HB 2017. The system is moving from a 65/35 ratio to a 85/15 ratio between trunk and feeder routes.

**L-COG** – Issuing a RFP to update the RTP. Work on a process for MPOs to use consultants for planning.

In 2020/21 expect to have ODOT Internal Auditors reviewing MPO plans, etc.

Developing ACT strategies for the OTC.

Coordinating with LTD on county transit services. LTD will operate the urban routes and L-COG is taking over the rural area under the new name, "Link Lane." The first rural line between Yachats and Florence is operating. A RFP is being issued for the Florence – Eugene Route.

**Rogue Valley** - Improving the process for bike/ped programs. Working on the 2021/24 Tip and updating the RTP. Cooperating with transit (RVTD) on a signal preemption and other transportation development projects.

Planning for a \$65 Million measure to pay for a Medford by-pass route as an I-5 alternative.

**Middle Rogue** – Working to improve transit services to smaller cities in the corridor between Grants Pass and Medford. Will be introducing electric buses in the near future. The Josephine County transit agency has two new rebuilt Gillig electric buses.

Safe Routes to School is another priority. This project includes both infrastructure work and education.

**Portland Metro** – Tri-Met is in the process of increasing service levels by 30% by the end of 2021. Two new high capacity routes are being developed.

1. A Bus Rapid Transit route along Powell Blvd. to Gresham.
2. A Southwest Light Rail corridor between Downtown Portland and Tualatin.  
This 12 mile line will cost about \$2.5 Billion and has a completion goal of 2027.

Metro has a regional investment strategy that includes, \$62.8 Million for housing. This fund will create 4,000 units to house about 12,000 residents. Four projects are currently underway.

There are plans for a new bond measure for parks and open spaces. This \$475 Million request replaces an expiring bond authority. Metro also hope to have a transportation measure on the ballot that would address 13 regional corridors and several major intersections.

The meeting was followed by a ride on one of Grant County's "new" electric buses. This bus is a 2004 Gillig remanufactured with an electric propulsion system.

**The next OMPOC meeting** in tentatively scheduled to be held in Corvallis on January 24, 27 or 31, 2020.

#### **COMMENTS IN CONCLUSION:**

Purchasing a remanufactured electric bus might lower the cost for Cherriots to get this type of propulsion system. Tri-Met and LTD are both looking at this option.

I also learned that LTD is not satisfied with the BYD electric buses and will be returning them.

The RVTB Board has a strong interest in covering the agency to all electric buses. However, this may not be possible in the near future because the transit fleet and CNG fueling station have several years of serviceable life remaining.

10/15/19