

Salem Area Mass Transit District
BOARD OF DIRECTORS
~ VIRTUAL BOARD MEETING ~
Thursday, February 24, 2022 at 6:30 PM

This Board meeting will be held virtually via *ZoomGov* in accordance with federal and state directives for public transit agencies to keep people safe and healthy during the Covid-19 pandemic.

ZoomGov Virtual Meeting Platform:

<https://cherriots.org.zoomgov.com/j/1605194427?pwd=enjXS3ZIV1BUM3QyWEU3bnplbHYzZz09>

Meeting ID: 160 519 4427	Passcode: 512136
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AGENDA

A. CALL TO ORDER (President Ian Davidson)

1. Note of Attendance for a Quorum
2. Pledge of Allegiance
3. "Safety Moment"

B. ANNOUNCEMENTS & CHANGES TO AGENDA

If any agenda item involves a potential conflict of interest, Board members should so note this before the adoption of the Consent Calendar.

C. PRESENTATION - None

D. PUBLIC COMMENT

To offer testimony on any Board business, send by email to: board@cherriots.org; or by mail to Cherriots Board of Directors, 555 Court Street NE, Suite 5230, Salem, OR 97301. Written testimony received on the day of the Board meeting by 5:00 p.m., will be acknowledged at the Board meeting and will be included in the minutes for public record.

E. CONSENT CALENDAR

Items on the Consent Calendar are considered routine business and are adopted as a group by a single motion unless a Board member requests to withdraw an item. Action on items pulled for discussion will be deferred until after adoption of the Consent Calendar.

1.	<u>Approval of Minutes</u>	
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2.	<u>Routine Business</u>	
a.	Member Appointments to the Citizens Advisory Committee	21
F.	ITEMS DEFERRED FROM THE CONSENT CALENDAR	
G.	ACTION ITEMS	
1.	Authorize the General Manager to execute a contract with <i>Gillig LLC</i> for the purchase of fixed route electric bus depot chargers and equipment for the Del Webb maintenance yard for an amount not to exceed \$1,090,428?	25
2.	Shall the Board authorize the General Manager to execute a five year contract with Delerrock Inc., a fully owned subsidiary of Cubic Transportation Systems Inc. for the purchase of their Contactless Fare Payment System for use across Cherriots Local and Regional services, and approve an overall project budget of \$784,003?	29
3.	Authorize the General Manager to execute a contract with Creative Bus Sales Inc. for the purchase of four (4) category D vehicles for use in local fixed route service for an amount not to exceed \$658,968?	33
4.	Authorize the General Manager to execute a contract with Gillig LLC for the purchase of fixed route electric bus inductive chargers for use at Keizer Transit Center for an amount to not exceed \$518,590?	35
5.	Approval for Participation in the APTA Racial Equity Commitment Pilot Program	37
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	Board members report on their committee assignments as representatives of the District.	111
K.	ADJOURN BOARD MEETING	

Next Regular Board Meeting - Thursday, March 24, 2022

- **Virtual Meetings:** The Board of Directors meeting is a public meeting; typically in a place that is ADA- accessible. However, this Board meeting will be held virtually via *ZoomGov* in accordance with federal and state directives for public transit agencies to keep people safe and healthy during the Covid-19 pandemic.
- **Closed Captioning (CC):** *ZoomGov's* live streaming platform includes Closed Captioning (CC). It is a good tool for aiding viewer participation in the meeting. However, CC does not always translate accurately.
- **Alternate Formats** This is a public meeting in a place that is ADA accessible. With 48 hours of notice, auxiliary hearing aids and services, and alternate formats for individuals with limited English proficiency are available. Requests can be made to the Clerk of the Board by phone at 503-588-2424 or with the assistance of TTY: Oregon Relay Services at 1-800-735-2900 (or 711). Cherriots administration office hours are Monday-Friday from 8:00 AM to 5:00 PM.
- **Electronic Copies** of the Board's meeting agenda packet are distributed by email 6-7 days prior to the meeting. The agenda packet is also included on the Cherriots website under Public Meetings and Notices at: <https://www.cherriots.org/meetings/>.
- **Email Distribution List:** To add your email address to the Board's meeting distribution list, please send your email address to the Clerk of the Board at publictestimony@cherriots.org.

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- Reuniones virtuales: La reunión de la Junta Directiva es una reunión pública; típicamente en un lugar que sea accesible según la ADA. Sin embargo, esta reunión de la Junta se llevará a cabo virtualmente a través de ZoomGov siguiendo las directivas del Gobernador Brown para mantener a las personas seguras y saludables durante la pandemia de Covid-19.
 - Subtítulos ocultos (CC): la plataforma de transmisión en vivo de ZoomGov incluye subtítulos ocultos (CC). Es una buena herramienta para ayudar a los espectadores a participar en la reunión. Sin embargo, CC no siempre se traduce con precisión.
 - Formatos alternativos Esta es una reunión pública en un lugar accesible a la ADA. Con 48 horas de anticipación, se encuentran disponibles audífonos y servicios auxiliares, y formatos alternativos para personas con dominio limitado del inglés. Las solicitudes se pueden hacer al Secretario de la Junta por teléfono al 503-588-2424 o con la ayuda de TTY: Oregon Relay Services al 1-800-735-2900 (o 711). El horario de oficina de la administración de Cherriots es de lunes a viernes de 8:00 a. M. A 5:00 p. M.
 - Se distribuyen copias electrónicas del paquete de la agenda de la reunión de la Junta por correo electrónico 6-7 días antes de la reunión. El paquete de la agenda también se incluye en el sitio web de Cherriots en Reuniones públicas y avisos en: <https://www.cherriots.org/meetings/>.
 - Lista de distribución de correo electrónico: para agregar su dirección de correo electrónico a la lista de distribución de reuniones de la Junta, envíe su dirección de correo electrónico al Secretario de la Junta a publictestimony@cherriots.org.

Next Regular Board Meeting – Thursday, March 24, 2022



FY 2021 BOARD PRIORITIES AND PRINCIPLES

Salem Area Mass Transit District, also known as Cherriots, has established priorities and principles that board members can use when representing the District on external committees.

Cherriots Board of Directors adopts the following priorities and principles:

Support of increased public transit funding

While Cherriots has seen an expansion of service in recent years, noticeable gaps in frequency and coverage remain in the existing service. As such, we are supportive of initiatives that could support the expansion of public transit in Marion and Polk counties. Funding sources could include federal, state, or local (city and county) revenues.

Pedestrian and bicyclist infrastructure

Transit riders and other community members depend on a strong, multi-modal network to reach their destinations. Large sections of the urban growth boundary do not have sidewalks, and bike infrastructure is inadequate. As Cherriots becomes a mobility integrator, we must advocate for strong “first mile/last mile” infrastructure.

Environmental justice

Decisions on how to allocate resources should be viewed through a lens of environmental justice. New projects should always consider historically underserved communities. For example, an area with higher levels of pollution should be the first to receive funding targeted to mitigate pollution.

Maintenance of existing travel lanes before building new infrastructure

Allocation of funding for automobile travel lanes should prioritize the maintenance of existing infrastructure before building new, costly-to-maintain infrastructure.

Unaccounted costs

Attention should be paid to policies that put the burden of costly infrastructure on the public when the number of individuals who would benefit is nominal. For example, parking minimums increase the cost of housing and commercial properties for everyone, but only drivers of automobiles benefit.



Salem Area Mass Transit District
 Board of Directors
 ~ **VIRTUAL WORK SESSION** ~
 January 27, 2022

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

Board PRESENT: President Ian Davidson; Directors Charles Richards, Chi Nguyen, Ramiro Navarro Jr., Maria Hinojos Pressey, and Sara Duncan

ABSENT: Director Sadie Carney

Staff PRESENT: Allan Pollock, General Manager; David Trimble, Deputy General Manager; Denise LaRue, Chief Financial Officer; Christina Conner, Chief Human Resources Officer; Steve Dickey, Director of Technology & Program Management; Patricia Feeny, Director of Communication; Tom Dietz, Director of Operations; Linda Galeazzi, Executive Assistant; Ross Aguilar, Systems Administrator;

MINUTES

1. CALL TO ORDER 5:17 PM

President Ian Davidson called the work session to order at 5:17 p.m. A quorum was present. President Davidson deferred the safety message to the board meeting.

2. PRESENTATION – None

3. DISCUSSION

A. Diversity, Equity and Inclusion (DEI) Strategic Plan Project

Staff report: PowerPoint Presentation

Presenter: David Keen, Principal, Keen Independent Research LLC
 Annette Humm Keen, Principal, Keen Independent Research LLC
 Bobbi Kidd, Strategic Initiatives Administrator

David Keen and Annette Keen provided the results of the virtual workshops held in December 2021 and January 2022. They started the DEI project in the summer of 2021 with background research, community outreach, and an analysis of the current state of the District’s efforts internally and externally. Participants answered a series of mostly open-ended questions about their personal vision of an equitable transit system, Cherriots’ relationship with the Salem-Keizer community; and for employees, whether leaders of Cherriots clearly prioritized diversity, equity and inclusion. There were a total of 279 participants. Preliminary takeaways from the virtual workshops included that a key issue

for equity was the inclusion of Saturday, Sunday, and extended hours of service. Another key issue was a need for communicating what the Cherriots brand has accomplished and the importance of equity and inclusion. Employees and external stakeholders had recommendations for improvement. Many employees and most riders had very positive comments about equity and inclusion at Cherriots, what it does to serve the community, and how it provides services; yet there is more to be done.

Mr. Keen concluded his presentation with the next steps for the project and noted that options for employee training, recommendations for communications and a draft DEI Plan will be developed for Board discussion and refinement.

Director Nguyen spoke about the importance of communication and intersectionality. When doing research, she felt it was important to over ask. Include people who have so many things to overcome like the language divide. Invite those voices to make long range qualitative changes. The more the consultant can help the board gather that information, the better.

Mr. Keen described some feedback he received from employees. They said there was a lot of talk and they need action. The community did not understand the services that were offered, and the majority of external stakeholders had the wrong idea about the services.

Director Hinojos Pressey considered that they needed to figure out how to reach the external stakeholders. She said it was very important to elicit action, but also to receive further feedback. She asked if there was information received about accessibility for family and household size, or families with elderly caregivers, or single caregivers, for example.

Director Richardson noted his work with individuals with disabilities.

Director Navarro, Jr. supported the option of having the consultants conduct another workshop targeting those who used the paratransit service. Mr. Keen said he would discuss the option with staff.

Director Duncan asked if people who rode bikes to use the bus were interviewed. She said a lot of people don't work in the city. They work in rural areas and wait for carpools, like the seasonal workers, for example. Some employees work graveyard. She thought it was important to go into the work places, churches, grocery stores and where people gather with the workshops since they are offered virtually. President Davidson said he wanted a comprehensive list of those areas.

Ms. Kidd stated that the Downtown Transit Center was the focus. They completed 219 workshops.

Mr. Keen said they will provide another level of detail.

President Davidson was interested in the equity of the infrastructure for bus stops and that sidewalks were a very important piece. The City of Salem is reviewing the need for infrastructure using a \$300 million bond. He said that to be an employer of choice, it was important to have advancing initiatives internally for women, and to retain and elevate people from within the District,.

GM Pollock advised that he met with city officials regarding sidewalk improvements. He is putting together a list of potential locations to be considered.

Mr. Keen described the kind of infrastructure needed by individuals with disabilities to use the bus. It's getting to the bus stop from their residence, getting on and off the bus, and back home.

Follow-up: Staff will provide the Board with a list of the external stakeholders and a comprehensive list of the areas outside of the city.

B. Briefing on Cherriots Portal

Staff report: Virtual tour of the intranet site

Presenter: Stephen Custer, Digital Marketing Coordinator

Mr. Custer provided an overview of the resources available to the Board in the Cherriots Portal, the District's internal intranet site for staff and the board to use. President Davidson noted that knowing more about the Portal was requested by Director Duncan at an earlier meeting.

Follow-up: There is no follow-up.

4. GENERAL MANAGER COMMENTS

Staff report: In the January 27, 2022 Work Session agenda

Presenter: Allan Pollock, General Manager

GM Pollock reviewed the upcoming agenda items for Board review or action, and the Board's calendar of scheduled meetings and events.

Follow-up: There is no follow up.

5. WORK SESSION ADJOURNED

6:17 PM

Submitted by:

Linda Galeazzi, CMC

Executive Assistant/Clerk of the Board



Salem Area Mass Transit District
BOARD OF DIRECTORS
VIRTUAL MEETING

January 27, 2022

Index of Board Actions

<u>Action</u>	<u>Page</u>
Moved to approve the Consent Calendar:	6-7
<u>Approval of Minutes</u>	
a. December 16, 2021 Board of Directors Meeting	
<u>Routine Business</u>	
b. Appoint citizen members Andrew Hickey and William Holmstrom to the Budget Committee representing Subdistricts #2 and #4 respectively.	
Moved to adopt the 2022 Federal and State Legislative Agendas.	7
Moved to authorize the General Manager to execute a contract amendment with Tyler Munis for project management and technical services relating to the implementation of Tyler Munis ERP/HRM software in the not-to-exceed amount of \$140,076?	8
Moved to authorize the General Manager to execute a contract with Schetky NW Sales for the purchase of seven Category D Compressed Natural Gas (CNG) buses for use in the CherrioticsLIFT ADA service for an amount not to exceed \$796,512.	9

SAMTD Board of Directors meetings are video recorded and are available for viewing on YouTube through the Capital Community Media website at <https://www.capitalcommunitymedia.org/all>



Salem Area Mass Transit District
BOARD OF DIRECTORS VIRTUAL MEETING
 January 27, 2022

- PRESENT: Board: President Ian Davidson; Directors Ramiro Navarro, Jr., Sara Duncan, Maria Hinojos Pressey, Chi Nguyen and Charles Richards
- ABSENT: Director Sadie Carney
- Staff: Allan Pollock, General Manager; David Trimble, Deputy General Manager; Denise LaRue, Chief Financial Officer; Christina Conner, Chief Human Resources Officer; Patricia Feeny, Director of Communication; Tom Dietz, Director of Operations; Steve Dickey, Director of Technology & Program Management; Bobbi Kidd, Strategic Initiative Administrator; Linda Galeazzi, Executive Assistant; and Ben Fetherston, SAMTD Legal Counsel
- GUESTS: Dale Penn II, Joel Rubin, Kirby J. Garrett, and Waylon Buchan, SAMTD State and Federal legislative advocates from CFM Advocates; Mark Aesch, Matt Webb, and Amanda Skeene from TransPro Consulting

MINUTES

CALL TO ORDER

6:30 PM

- A. President Ian Davidson called the meeting to order. Attendance was noted and a quorum of six members were present.

GM Pollock focused his comments on mental health and pandemic fatigue for the *Safety Moment*. He shared that earlier in the month, the entire transit industry was shocked and saddened to hear news that one of its great leaders, Jeff Parker, CEO of MARTA in Atlanta, Georgia tragically died by suicide. Details of his experience are unknown, but the American Public Transportation Association (APTA) is exploring ways to respond appropriately to mental health issues, through training, education and webinars. If any good can come from this tragedy, it is to acknowledge that mental health issues do not discriminate. Jeff Parkers’ passing can be used as a way to bring to light that people are experiencing challenges that are not evident; even to family, friends or co-workers. He said, as leaders, it is our job to educate and inform people about help that is available if somebody is experiencing suicidal thoughts or pandemic fatigue. District staff met with its employees to share information on pandemic fatigue, and how to recognize the signs in order to get help for themselves or someone they care about. The District partners with the Cascade Employee Assistance program, and provides the service at no cost to the employee. It is a great program for people who need help and are unsure where to turn. It is there for those who are scared and exhausted. It is confidential, and an exceptional resource for support and information.



District leadership is fully committed to informing and educating employees who want the help or think they need the help. They can begin by contacting their supervisor, manager or someone they trust to get connected to people who can really help.

President Davidson provided the National Suicide Prevention Lifeline at (800)273-8255.

ANNOUNCEMENTS AND CHANGES TO THE AGENDA

B. There were no announcements or changes to the agenda.

PRESENTATION

C.1 GFOA Certificate of Achievement for Excellence in Financial Reporting

Presenter: Denise LaRue, Chief Financial Officer
Kathleen Leader, Clean Water Services, representing Oregon Government Finance Officers Association (GFOA)

Staff Report: Pages 5-10 of the agenda

Kathleen Leader congratulated CFO LaRue and the finance staff for complying with the CAFR accounting standards of preparation. The District received notification from the GFOA on November 12, 2021 that their Annual Comprehensive Financial Report (ACFR) for fiscal year ending June 30, 2020 qualified for a *Certificate of Achievement for Excellence in Financial Reporting*. This was the 9th consecutive year that the District has received this recognition. In addition, members of the Finance Department, having been identified in the application as primarily responsible for achievement of the Certificate, received the *Award of Financial Reporting Achievement*. Director Nguyen congratulated the finance team and acknowledged former Director of Finance Al McCoy, for his contribution in 2020-21, prior to his retirement.

C.2 Overview of the Strategic Plan Project by the TransPro Consulting Team

Presenter: Bobbi Kidd, Strategic Initiative Administrator
Mark Aesch, TransPro Consulting, CEO and Principal in Charge
Matt Webb, TransPro Consulting, Principal and Project Manager
Amanda Skeene, TransPro Consulting, Project Analyst, Strategic Plan and Scorecard Development

Staff Report: Supplemental – Power Point presentation

Mark Aesch presented an overview of the consulting team's approach to facilitate an update of the Cherriots Strategic Plan, by capturing the momentum from both new funding and the community mindset regarding essential services.



Board members were asked to share key components of a strategic plan they felt enhanced or transformed an organization that they were a part of that they hoped to see for Cherriots.

Director Nguyen said that in light of what board members have learned in the last couple of years, they need to build in some extra bandwidth for uncontrollable circumstances. She described from a previous commitment that they had a plan with zero flexibility and a drastic change of events. It left their plan pretty much obsolete with no way to pivot around it. She hopes to have a plan they can breathe some life and agility into as they set forth with the strategic plan for the agency.

Director Duncan said a key component was not being afraid to ask the question, “why are we doing it this way,” when nobody in the room was there when the plan was created, and there are hurdles. Those things being preserved in the plan are there for a reason, and the things we move away from are also done with intention and have a measurable outcome as a result. Make intentional decisions all the way through.

Director Navarro, Jr., wants a process for getting as much feedback as possible that would make the plan better. Even if it is using a comment box from which information is being processed as fast as possible to enhance plans within an organization. Having a method to readily accept input would be key to this.

President Davidson wants a plan with a longer shelf; one that is measurable for the long term, being thoughtful about what is measured with a holistic approach; and allow for flexibility as Director Nguyen said. He wants to avoid a document created from the ivory tower; and instead, serves the District’s actual customers and riders, not what we think they are.

Director Duncan has seen where words get added to a document to make it sound more prestigious from the Ivory Tower. She doesn’t want words added to paper just because it sounds nice if the answer is as simple as “more frequent service.”

Director Nguyen echoed her colleague’s sentiment about being bold and visionary, and not afraid to be down. She gets worried when a plan is so unapproachable. She doesn’t want a plan to be highly academic and tough to read. She needs it to be approachable so that anybody can pick it up and understand in simple terms what we are trying to do.



For Director Hinojos Pressey, the value alignment piece is making sure that everything is kept on track; like following the North Star, if you will.

Mark Aesch described how *TransDASH* ties into the strategic plan outcomes that the group cares about. TransPro has been building a national performance dashboard prototype with access to a national data that is organized by peer size and region; to measure the *value* that public transportation brings when providing ridership to a specific community.

Matt Webb reviewed their approach to strategic planning with the tasks and schedule. They use key questions that success planning seeks to answer – why, what, how and who. He said this was the most important piece of the process because it establishes why Cherrriots is important to its employees, and why Cherrriots is important to the community. The “why” is such an important step when it goes through the “*pressure test*” when looking at different outcomes and priorities, and who will be responsible for implementing these. Each step gets harder to do because people focus on a lot of activities in life. If there is not a meaningful why, and there is not that sense of ownership, it won’t have a meaning for the agency to move forward. Make sure the *Why* statement is taken care of. Then the next steps are *Outcome-Based*. When the success *Outcomes* are in place, they go to the *Work Plan* to determine and prioritize *Tactics* that are implementable yet not more than is feasible. The last step of the process is *Documentation* using ‘score cards.’ At the division level, it assigns a sense of ownership. It is the *Who* phase; who is responsible. The Plan should be a living document. When moving forward with opportunities we will develop a dashboard, processes, budgets, performance reviews, etc., so that the outcomes are clearly and successfully supporting the agency goals and the *Why* statement.. The Board’s role in strategic planning is to provide clear guidance, to ensure that the District is delivering on its mission, vision and outcomes; and to empower leadership to manage how and who is responsible for the work that produces the overall outcomes. Outcomes are connected to agency policy and board governance structure. The board has opportunity to influence and provide input.

TransPro will schedule interviews with board members during the weeks of February 28 to March 11. He asked that the board think about the key considerations they would invite the leadership team to reflect on as they begin the strategic planning process?

Director Duncan wants public transportation to be easier to use than private transportation, in an accessible way for everybody. She said we get so complicated on



the little things; but she keeps her eye on the prize and thinks about how they can make it easier for people to use the bus.

Director Navarro, Jr., was excited to be a part of developing another metric in the system to measure performance. A lot of times, performance is only measured by ridership. He looked forward to exploring ways to measure many outcomes with the use of metrics as part of the process that will reflect how well a transit agency is doing.

Director Nguyen agreed with Director Duncan’s comments. She hoped that they continue with people-centered quantitative measures and, as best they can, to lean in to the qualitative measures. It will be very helpful.

President Davidson had two issues for the executive leadership team to consider. The large generational cohort of baby boomers are beginning to retire soon and the next generation is a much smaller group. He thinks they need to be thoughtful about the hiring pipeline with a sizeable number of people with significant experience leave the industry. The District will need to be prepared for that. The second things is that the District needs to be a mobility integrator by thinking beyond the bus. He would like to talk about ideas for this at a later time.

Director Duncan said the community image of Cherriots matters also. It is problematic that the people don’t know what Cherriots is or how accessible it is. They will need to strategize to change that perspective.

PUBLIC COMMENT

D. There were no verbal or written comments submitted.

CONSENT CALENDAR

E. Shall the Board approve the Consent Calendar?

Presenter: President Davidson

Staff Report: Pages 11-28 of the agenda

Approval of Minutes

c. December 16, 2021 Board of Directors Meeting

Routine Business

d. Appoint citizen members Andrew Hickey and William Holmstrom to the Budget Committee representing Subdistricts #2 and #4 respectively.

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

Motion By: **Director Maria Hinojos Pressey**



Second: **Director Ramiro Navarro**
 Vote: **Motion passed: Davidson, Duncan, Hinojos Pressey, Navarro, Nguyen, Richards (6)**
 Absent: **Director Carney (1)**

ITEMS DEFERRED FROM THE CONSENT CALENDAR

F. No items were deferred from the Consent Calendar

ACTION ITEMS

G.1 Shall the Board adopt the 2022 Federal and State Legislative Agendas?

Presenter: Allan Pollock, General Manager
 Dale Penn II, Waylon Buchan, Joel Rubin, and Kirby J. Garrett, SAMTD State and Federal legislative advocates from CFM Advocates

Staff Report: Pages 29-34 of the agenda

GM Pollock reported that the Board annually adopts an agenda that sets the direction for legislative activities. It is used as a guide when responding to legislative matters and as a communication tool with legislators and other interested parties. He introduced the District’s federal and state legislative representatives. They provided legislative highlights with a PowerPoint presentation from the year 2021, and reviewed the proposed federal and state legislative agendas for 2022.

Motion: Moved to adopt the 2022 Federal and State Legislative Agendas.
Motion By: Director Maria Hinojos Pressey
Second: Director Sara Duncan
Vote: Motion passed: Davidson, Duncan, Hinojos Pressey, Navarro, Nguyen, Richards (6)
Absent: Director Carney (1)

G.2 Shall the Board authorize the General Manager to execute a contract amendment with Tyler Munis for project management and technical services relating to the implementation of Tyler Munis ERP/HRM software in the not-to-exceed amount of \$140,076?

Presenter: Denise LaRue, Chief Financial Officer

Staff Report: Pages 35-36 of the agenda

CFO LaRue reported that on August 26, 2021, the Board authorized the General Manager to execute a contract with *The Gunter Group* for project management and technical advisory services to implement the Tyler Munis Software for an amount not to exceed \$500,000. Upon review, the staff report should have stated that two contract actions were necessary. Action taken on *The Gunter Group* contract should have been for \$361,200. This contract has been executed at the \$361,200 amount. The second action should have been a



contract amendment on the original contract for \$140,076 with *Tyler Munis* for project management and technical services to implement *Tyler Munis* ERP/HRM software. The total cost of the two contract actions described above totals \$501,276.

Motion: **Moved to authorize the General Manager to execute a contract amendment with Tyler Munis for project management and technical services relating to the implementation of Tyler Munis ERP/HRM software in the not-to-exceed amount of \$140,076?**

Motion By: **Director Sara Duncan**

Second: **Director Ramiro Navarro, Jr.**

Vote: **Motion passed: Davidson, Duncan, Hinojos Pressey, Navarro, Nguyen, Richards (6)**

Absent: **Director Carney (1)**

G.3 Shall the Board authorize the General Manager to execute a contract with Schetky NW Sales for the purchase of seven Category D Compressed Natural Gas (CNG) buses for use in the CherrioticsLIFT ADA service for an amount not to exceed \$796,512?

Presenter: Gregg Thompson, Maintenance Manager

Staff Report: Pages 37-39 of the agenda

Mr. Thompson reviewed the staff report the purchase of seven Category D CNG buses and answered questions from the Board. The District’s fleet for Cherriotics LIFT ADA service consists of 43 buses. Seven vehicles are scheduled to be replaced. They exceed the Useful Life Benchmark of 5-years and 150,000 mile established by the Federal Transit Administration with an average of 252,000 miles and 12 years of age. Staff looked for ways to introduce alternative fueled vehicles into the contracted paratransit fleet but the range of vehicles, the fueling schedule and performing infrastructure upgrades to non-District owned property proved to be problematic. The District and MV Transportation staff considered changing the way a small portion of the MV fleet could be fueled at the Del Webb property by implementing alternative (CNG) fueled vehicles on a smaller scale. CNG vehicles can be fueled with Renewable Natural Gas (RNG). They have the same chemical composition but RNG is renewable, and lowers the environmental impact of the service. The increased revenue from the use of RNG would also be retained by the District.

The contract price procured for seven new vehicles at \$796,512 was based on an Oregon State price agreement, under procedures set by the Oregon Department of Transportation’s Public Transit Division. The proposal by Schetky NW Sales was deemed to be the lowest cost meeting all specifications. Use of the ODOT 5311 discretionary grant would cover 89.73% or \$714,710 of the proposed contract for the bus purchasing project with a 10.27% local match totaling \$81,802.



Motion: Moved to authorize the General Manager to execute a contract with Schetky NW Sales for the purchase of seven Category D Compressed Natural Gas (CNG) buses for use in the CherriotsLIFT ADA service for an amount not to exceed \$796,512.

Motion By: Director Ramiro Navarro Jr.

Second: Director Sara Duncan

Vote: Motion passed: Davidson, Duncan, Hinojos Pressey, Navarro, Nguyen, Richards (6)

Absent: Director Carney (1)

INFORMATION ITEMS

H. No reports

GENERAL MANAGERS REPORT

I. GM Pollock reported on one more bill on the federal level that is part of the Covid recovery. The American Rescue Plan Act provided \$350 billion dollars of emergency funding to state and local governments. Local governments will receive \$130 billion of that. These are fiscal recovery funds that are available for a variety of infrastructure projects under the program; except transportation infrastructure. In October 2021, the Senate passed SB 3011 [*State, Local, Tribal, and Territorial Fiscal Recovery, Infrastructure, and Disaster Relief Flexibility Act*] allocating up to \$123 billion dollars for transportation infrastructure at the discretion of state and local authorities. Subsequent to that, the House introduced a companion bill H.R. 5735 that APTA co-sponsored. If those two bills pass, transportation infrastructure categories could be added. It could allow the District to strategize a way to work with its local governments in a cooperative effort on projects like the sidewalk improvements, in the future. The District will keep an eye on these bills.

In other news, GM Pollock said the Mid-Willamette Valley Council of Governments will hold its annual meeting virtually on February 16 at 6:00 p.m. RSVPs are required. On February 8 at 6:00 p.m., the District will host an Open House to present options for redistricting the seven subdistricts. There is an interactive map posted on the Cherriots website. Community members have an opportunity to review the options for equal representation by population, ask questions, comment or make suggestions. The Board will adopt the new subdistrict map on April 28.

BOARD OF DIRECTORS REPORTS

J. Director Nguyen spoke about DEI Subcommittee activities. She expressed her deep appreciation to staff whose work behind the scenes earned them the GFOA award.



Director Navarro, Jr., reported on the Keizer Chamber of Commerce Banquet. It was the first time he's attended the banquet. Awards were given to some amazing community members. He also attended a town hall meeting hosted by Senator Wyden. He announced that Coffee with Cathy will meet on Saturday, January 30 at 10:00 a.m.

Director Hinojos Pressey stated that the next Citizens Advisory Committee meeting will be Tuesday, February 15 at 5:30 p.m. She noted that there was an opening for a high school student on the committee. Interested community members can contact the District for more information.

President Davidson had an opportunity to meet with Congressman Schrader at his town hall meeting. He also attended the Mid-Willamette Area Commission on Transportation (MWACT) meeting where they received updates on the Aurora interchange/ Dundee Bypass, and what it takes to make a speed zone change. He said there was a movement among the neighborhood associations to implement a 20 mile per hour zone within the city and in neighborhoods. The bulk of their time was spent discussing the Infrastructure Investment and Jobs Act (IIJA) because the Oregon Transportation Commission (OTC) was considering different funding models to allocate the funds that have been directed to Oregon. ODOT put together four different funding scenarios; however, there were no scenarios for public transit. A fifth funding scenario has since come forward. President Davidson would like to support the fifth scenario and volunteered to write a letter to the OTC indicating its support, if the board agreed.

Director Duncan received a briefing on the fifth scenario from the Salem Keizer Area Transportation Study (SKATS) meeting but the message was different than what was described by President Davidson. She said somebody at the SKATS meeting asked if there was a fifth scenario and was told that they elected not to include the fifth scenario because it did not include certain aspects that they felt were vitally important, such as a conversion to match funds for all of the programs, and decreasing bottlenecks. She was supportive of a letter but would like to read through the plan before taking action. She thanked President Davidson for bringing it up.

Director Hinojos Pressey recalled there was concern expressed about maintaining operations, and there was a significant shortfall that made them hesitant about the fifth scenario. She would support a plan that actually implements transit services that could alleviate some of the situations discussed. She suggested meeting in a work session.



President Davidson advised that the Oregon Transportation Commission (OTC) tabled the scenario discussion at their January meeting and will discuss it further at their February meeting. Mr. Pollock suggested that he and President Davidson could draft a letter to the OTC and have the Board review it prior to sending it forward.

President Davidson noted that he met with Directors Carney and Navarro to put the legislative agendas together with the help of the CFM Advocates team that was brought to the Board for action. He will begin to meet weekly with the MWVCOG board of directors' legislative committee during the short session.

ADJOURN

K. The board meeting was adjourned.

9:05 PM

Respectfully Submitted

Ian Davidson, President



BOARD MEETING MEMO

Agenda Item D.2.a **CORRECTED**

To: Board of Directors

From: Linda Galeazzi, Executive Assistant/Clerk of the Board
David Trimble, Deputy General Manager

Thru: Allan Pollock, General Manager

Date: February 24, 2022

Subject: Appointment of Members to the Citizens Advisory Committee

ISSUE

Shall the Board appoint Joe Tilman to Position 5 and Lucinda Edwards to Position 11 on the Citizens Advisory Committee for a term ending December 31, 2023?

BACKGROUND AND FINDINGS

In accordance with the Citizens Advisory Committee (CAC) Bylaws in Article 2 under *Section 1. Appointment and Membership*, members of the Committee are appointed by the Board, and serve at the pleasure of the Board. Based on the discretion of the Board, the Committee shall have no more than eleven (11) voting members. Each member must meet any one or more of the qualifications identified in Article II, Section 2 at the time of their appointment and for the duration of their term. The Board will attempt to appoint members to the Committee who represent diverse interests, perspectives, geography, and the population demographics of the area.

To be qualified to serve as a member of the Committee according to *Section 2. Qualification*, the person must live and/or work in the SAMTD service area, be representative of a cross-section of the Salem/Keizer community, and as much as possible be a person who meets one of the following qualifications:

- Paratransit User
- Recreational/Bike/Pedestrian Advocate
- Social Services Agency Representative
- Medical Community/Care Provider
- Chambers of Commerce/Business Economic Development Organization
- Major Employer (over 100 Employees)
- School District Representative/Educational Community

- Ethnic Community Member
- At-large Member
- Youth Leader (High School Student, one year term with “school year term” option)

Voting members appointed to the Committee must live and/or work within the District’s service area. A term is two-years commencing on January 1 and ending December 31.

Joe Tilman is a Bridge Drafter for ODOT and has been a transit rider since the mid-1980s. Lucinda Edwards is a retired bookkeeper and also a paratransit user. She rides on Cherriots LIFT. Both Mr. Tilman’s and Ms. Edwards’s applications were received and are on file.

FINANCIAL IMPACT

None

RECOMMENDATION

The Citizens Advisory Committee recommends, based on their meeting held Tuesday, February 15, 2022, that the Board appoint **Joe Tilman** to Position 5 and Lucinda Edwards to Position 11 of the Citizens Advisory Committee for a term ending December 31, 2023.

PROPOSED MOTION

I move that the Board appoint *Joe Tilman* to Position 5 and Lucinda Edwards to Position 11 of the Citizens Advisory Committee for a term ending December 31, 2023.

**Salem Area Mass Transit District
 CITIZENS ADVISORY COMMITTEE**

January 2022

Position	Member Position	Member Name	Term* **
1	Committee Member	Rick Hartwig*	1/01/21 – 12/31/22
2	Committee Member	Davis Dyer**	1/01/22 – 12/31/22
3	Committee Member	Laurie Dougherty*	1/01/21 – 12/31/22
4	Committee Vice-Chair	John Hammill**	1/01/22 – 12/31/22
5	Committee Member	<i>Joe Tilman</i>	1/01/22 – 12/31/23
6	Committee Member	Youth Member - Open	1/01/22 – 12/31/22
7	Committee Member	Michele Roland-Schwartz	1/01/21 – 12/31/22
8	At-Large Member	Mark Knecht*	1/01/21 – 12/31/22
9	At-Large Member Chair	Patrick Schwab**	1/01/22 – 12/31/22
10	At-Large Member	Erin Ross**	1/01/22 – 12/31/22
11	At-Large Member	<i>Lucinda Edwards</i>	1/01/22 – 12/31/23

*2nd Term

**Special Appointed Term



To: Board of Directors

From: Gregg Thompson, Maintenance Manager
Tom Dietz, Director of Operations

Thru: Allan Pollock, General Manager

Date: February 24, 2022

Subject: Authorize the General Manager to execute a contract with Gillig LLC for the purchase of fixed route electric bus depot chargers and equipment for the Del Webb maintenance yard

ISSUE

Shall the Board authorize the General Manager to execute a contract with *Gillig LLC* for the purchase of fixed route electric bus depot chargers and equipment for the Del Webb maintenance yard for an amount not to exceed \$1,090,428?

BACKGROUND AND FINDINGS

Through a competitive grant application process, Cherriots was awarded two consecutive Low-No grants; once in 2020 and again in 2021. Each individual grant award provided for five (5) battery electric buses, charging infrastructure and project management costs. All ten buses will be charged overnight via plug-in dispensers at the Del Webb Maintenance facility.

Cherriots staff has been working closely with their project consulting firm CTE, (*Center for Transit and the Environment*) and the bus manufacturer *Gillig*, to ensure the best equipment is used that is tailored to meet the unique demands of Cherriots service. Product demonstrations and interviews were conducted with several charger manufacturers to learn about what each vendor could offer. *Chargepoint* quickly surfaced as the vendor of choice because of their charging model, support, charge times and hardware experience.

There will be a total of six (6) power blocks to charge ten buses at the Del Webb facility. The power blocks are the components that control charging dispensers. Each power block will control two dispensers. In total, there will be twelve dispensers which create charging security through redundancy.

A portion of the overall cost includes a five year warranty for each dispenser and each power block. *Chargepoint* also includes costs to provide Cherriots site specific drawings for all infrastructure, and any project management support with a dedicated project manager; as well as, costs for commissioning of the chargers when the buses arrive. This will ensure all components are functioning properly and as designed.

The software cost included in this project is with the use of *ChargePoint's* Operating Network (CPON). This will allow Cherriots to monitor electrical consumption, charging priorities and manage electrical costs.

The pricing from Gillig comes directly from the Washington State Price Agreement.

FINANCIAL IMPACT

Funding for this proposed contract will be included in the Capital Projects Budget of SAMTD's Adopted FY2022/23 Budget. An itemization of costs is outlined in Table 1 below:

TABLE 1

CHARGING EQUIPMENT	PRICE EACH	QUANTITY	TOTAL
200AMP Power Block	\$ 87,300	6	\$523,800
200AMP Dispenser	\$ 13,900	12	\$166,800
Warranty			
Power Block 5 year warranty	\$ 30,950	6	\$185,700
Dispenser 5 year warranty	\$ 6,850	12	\$ 82,200
Services			
ChargePoint site design	\$ 5,000	1	\$ 5,000
ChargePoint project support	\$ 31,600	1	\$ 31,600
ChargePoint commissioning	\$ 17,400	1	\$ 17,400
ChargePoint (CPON) service plan (5 years)	\$ 4,799	12	\$ 57,588
Shipping			
Freight Charge	\$ 20,340	1	\$ 20,340
Total Cost			\$1,090,428

Funding for the proposed contract is covered through FY20 Low-No grant and a FY21 Low-No grant, each with different match amounts.

Funds for the Del Webb electric bus charger project are listed in Table 2 below:

TABLE 2

FUND SOURCE	GRANT PERCENTAGE	MATCH PERCENTAGE	GRANT AMOUNT	MATCH AMOUNT	TOTAL
FY20 Low-No Grant	75%	25%	\$278,060	\$267,154	\$545,214
FY21 Low-No Grant	85%	15%	\$463,432	\$81,782	\$545,214
			Grand Total		\$1,090,428

RECOMMENDATION

Staff recommends that the Board authorize the General Manager to execute a contract with Gillig LLC for the purchase of fixed route electric bus depot chargers and equipment for the Del Webb maintenance yard for an amount not to exceed \$1,090,428.

PROPOSED MOTION

I move the Board authorize the General Manager to execute a contract with Gillig LLC for the purchase of fixed route electric bus depot chargers and equipment for the Del Webb maintenance yard for an amount not to exceed \$1,090,428.



To: Board of Directors

From: Steve Dickey, Director of Technology and Program Management

Thru: Allan Pollock, General Manager

Date: February 24, 2022

Subject: Acquisition of Contactless Fare Payment System

ISSUE

Shall the Board authorize the General Manager to execute a five year contract with Delerrock Inc., a fully owned subsidiary of Cubic Transportation Systems Inc. for the purchase of their Contactless Fare Payment System for use across Cherriots Local and Regional services, and approve an overall project budget of \$784,003?

BACKGROUND AND FINDINGS

SAMTD currently accepts cash and Mylar mag-stripe passes on board all local fixed-route buses. Operators on local fixed-route buses also sell these Mylar mag-stripe day passes dispensed through the farebox. Cherriots regional buses accept cash and select flash-passes with the latter as part of Route 1X services operated jointly with SMART in Wilsonville. Customers are able to purchase single day passes, monthly passes, and other reduced fare passes at the Customer Service department at the SAMTD Downtown Transit Center in Salem. SAMTD also partners with select retail partners throughout the community to sell monthly passes. Social service agencies may purchase monthly passes to distribute to their clients or sign up for our employer pass program.

The Contactless Fare Payment System (FPS) project seeks to simplify fare collection by implementing an electronic, account-based contactless fare payment system. The FPS will aid SAMTD in reducing the burden of validating fares incurred by operators, and the complexity of managing many different fare instruments. Customers will benefit through increased payment options, fare capping, convenience of pass management, and facilitated boarding experience.

On August 4, 2021 the District issued Request for Proposal (RFP) 21-020 for a Contactless Fare Payment System. The solicitation closed on September 22, 2021. There were seven (7) proposals submitted; five (5) were determined to be initially responsive to the solicitation requirements. A Source Evaluation Committee (SEC) was formed to review and evaluate all proposals and after an initial review determined that only four (4) met all requirements in the RFP. After further review, the SEC requested clarification questions in response to the proposals and performed an intermediate scoring, subsequently, there were two (2) suppliers determined to be finalists. The proposals were evaluated across four (4) categories. The SEC evaluated, interviewed, and conducted a final scoring. The decision of the SEC was to recommend a contract award to the highest scoring supplier – Delerrock Inc., a fully owned subsidiary of Cubic Transportation Systems Inc. The stated completion time for this project is 30 weeks from contract execution.

FINANCIAL IMPACT

The total cost of the project is expected to be \$784,003 over the five (5)-year term. Funding for Year 1 of the project, which includes start-up costs, totaling \$431,695 is included in Capital Projects Budget section of SAMTD FY2022 Budget. Funding for future transaction fees and maintenance (\$83,712 Y2), (\$86,520 Y3), (\$89,484 Y3), (\$92,592 Y4) will be included in the SAMTD budget for General Services for FY23 through FY26.

The project costs for the Contactless Fare Payment System are listed in Table 1 below:

TABLE 1 – Startup / Year One

CATEGORY	PRICE	QUANTITY	TOTAL
Fare Payment System	\$ 2,115	125	\$ 264,375
Installation and Training	\$ 28,000	1	\$ 28,000
Support, Licensing & Transaction fees (year 1)	\$ 81,012	1	\$ 81,012
Fare Media and Supplies (year 1)	\$ 2	1,000	\$ 2,000
Contingency 15%	\$ 56,308	1	\$ 56,308
		Total	\$ 431,695

Grant funding for the startup and year one fees and maintenance for the Contactless Fare Payment System project are listed in Table 2 below:

TABLE 2

FUND SOURCE	GRANT PERCENTAGE	MATCH PERCENTAGE	GRANT AMOUNT	MATCH AMOUNT	TOTAL
FY2018 STBG Flex 5307	89.73%	10.27%	\$ 58,325	\$ 6,675	\$ 65,000
FY2019 5307	80%	20%	\$ 293,356	\$ 73,339	\$ 366,695
			Grand Total		\$ 431,695

RECOMMENDATION

Staff recommends that the Board authorize the General Manager to execute a five year contract with Delerrock Inc., a fully owned subsidiary of Cubic Transportation Systems Inc. for the purchase of their Contactless Fare Payment System for use across Cherriots Local and Regional services, and approve an overall project budget of \$784,003.

PROPOSED MOTION

I move that the Board authorize the General Manager to execute a five year contract with Delerrock Inc., a fully owned subsidiary of Cubic Transportation Systems Inc. for the purchase of their Contactless Fare Payment System for use across Cherriots Local and Regional services, and approve an overall project budget of \$784,003.



BOARD MEETING MEMO

Agenda Item G.5 **REVISED**

To: Board of Directors

From: Gregg Thompson, Maintenance Manager
Tom Dietz, Director of Operations

Thru: Allan Pollock, General Manager

Date: February 24, 2022

Subject: Acquisition of four (4) category D vehicles for use in the local fixed route service for an amount not to exceed **\$662,352**

ISSUE

Shall the Board authorize the General Manager to execute a contract with Creative Bus Sales Inc. for the purchase of four (4) category D vehicles for use in the local fixed route service for an amount not to exceed **\$662,352?**

BACKGROUND AND FINDINGS

SAMTD's current fleet for delivery of the fixed-route service consists of 64 ADA lift-equipped vehicles. These four vehicles would be an expansion of the fixed-route service bringing the total to 68. These four smaller buses will be used to 'right-fit' the fleet and serve coverage routes that have ridership that does not justify the use of larger buses.

District staff performed research prior to beginning this procurement to ensure the smoothest transition to this fleet size. Considerations when selecting a vehicle were seating capacity, the ability to kneel, and a mobility ramp approach angle that mirrors that of the current fixed-route fleet. There were no category D alternative fueled vehicles available with these specifications.

The contract price is based upon the Oregon State Price Agreement, procured under procedures set by the Oregon Department of Transportation's Public Transit Division. The order will be for four (4) category D buses for the regular fixed route service.

FINANCIAL IMPACT

Funding for this proposed contract will be included in the Capital Projects Budget of SAMTD's Adopted FY2022/23 Budget. Vehicle costs are listed in Table 1 below:

TABLE 1

CATEGORY	PRICE	QUANTITY	TOTAL
Category D Bus	\$164,742	4	\$658,968
Vehicle Privilege Tax	\$ 803	4	\$ 3,212
Oregon Trip Permit	\$ 43	4	\$ 172
GRAND TOTAL:			\$662,352

Funding for the proposed contract is covered through two grants using ODOT STIF Discretionary and STIF Formula Funds.

Funds for the bus purchasing project are listed in Table 2 below:

TABLE 2

FUND SOURCE	GRANT PERCENTAGE	MATCH PERCENTAGE	GRANT AMOUNT	MATCH AMOUNT	TOTAL
ODOT STIF Discretionary	80%	20%	\$524,765	\$ 131,191	\$655,956
ODOT STIF Formula	100%				\$ 6,396
					\$662,352

RECOMMENDATION

Staff recommends that the Board authorize the General Manager to execute a contract with Creative Bus Sales Inc. for the purchase of four (4) category D vehicles for use in the local fixed route service for an amount not to exceed **\$662,352**.

PROPOSED MOTION

I move that the Board authorize the General Manager to execute a contract with Creative Bus Sales Inc. for the purchase of four (4) category D vehicles for use in the local fixed route service for an amount not to exceed \$662,352.



BOARD MEETING MEMO

Agenda Item G.4

To: Board of Directors

From: Gregg Thompson, Maintenance Manager
Tom Dietz, Director of Operations

Thru: Allan Pollock, General Manager

Date: February 24, 2022

Subject: Authorize the General Manager to execute a contract with Gillig LLC for the purchase of fixed route electric bus inductive chargers for use at Keizer Transit Center.

ISSUE

Shall the Board authorize the General Manager to execute a contract with Gillig LLC for the purchase of fixed route electric bus inductive chargers for use at Keizer Transit Center for an amount to not exceed \$518,590?

BACKGROUND AND FINDINGS

Cherriots was successfully awarded an FY2021 Low/No grant. This award included the purchase of five battery electric buses, depot chargers at Del Webb, inductive chargers at Keizer Transit Center; as well as, overall project management. Approval, tonight, will cover the inductive charger equipment for installation at Keizer Transit Center.

Inductive chargers are installed flush to the ground and charge the bus with a magnetic field once the bus is positioned directly over the pad. Charging buses at Keizer Transit Center each time a bus arrives for a small period of time, allows for that bus to stay in service all day. All ten Gillig battery electric buses will be equipped with components on the underside of the bus to facilitate charging. There are no moving charger parts.

Cherriots staff in collaboration with our project consulting firm CTE, (Center for Transit and the Environment) and our bus manufacturer Gillig, have researched the two main vendors that build inductive chargers. *Momentum Dynamics* was found to provide the highest charge rate and a superior warranty. Additionally, Gillig has successfully tested *Momentum Dynamics* inductive chargers in their previous bus builds with success.



A total of two inductive chargers will be installed at Keizer Transit Center to support the charging of Route 11. The cost of the chargers include a 2-year warranty and shipping.

FINANCIAL IMPACT

Funding for this proposed contract will be included in the Capital Projects Budget of SAMTD’s Adopted FY2022/23 Budget. An itemization of costs is outlined in Table 1 below:

TABLE 1

CHARGING EQUIPMENT	PRICE EACH	QUANTITY	TOTAL
300KW In-Route Charging Pad	\$ 259,295	2	\$518,590
Warranty			Included
Shipping			Included
Total Cost			\$518,590

Funding for the proposed contract is covered through the FY21 Low/No 5339(c) grant. Funds for the two inductive charges to be used at Keizer Transit Center are listed in Table 2 below:

TABLE 2

FUND SOURCE	GRANT PERCENTAGE	MATCH PERCENTAGE	GRANT AMOUNT	MATCH AMOUNT	TOTAL
2021 Low/No 5339(c)	85%	15%	\$440,801	\$77,789	\$518,590
			Grand Total		\$518,590

RECOMMENDATION

Staff recommends that the Board authorize the General Manager to execute a contract with Gillig LLC for the purchase of fixed route electric bus inductive chargers for use at Keizer Transit Center for an amount not to exceed \$518,590.

PROPOSED MOTION

I move the Board authorize the General Manager to execute a contract Gillig LLC for the purchase of fixed route electric bus inductive chargers for use at Keizer Transit Center for an amount not to exceed \$518,590.



To: Board of Directors

From: Allan Pollock, General Manager

Date: February 24, 2022

Subject: APTA Racial Equity Commitment Pilot Program

ISSUE

Shall the Board approve the District's participation in the American Public Transportation Association (APTA) Racial Equity Commitment Pilot Program?

BACKGROUND AND FINDINGS

At the November 6, 2021 meeting the APTA Board of Directors approved the Racial Equity Commitment Pilot Program. The program is designed to provide a tangible roadmap for APTA members to advance racial equity in their organizations as part of a broader commitment to diversity, equity, and inclusion.

The pilot program asks signatories to take action on five core principles:

- Make racial equity an explicit strategic priority for your organization
- Undertake an annual diversity, equity, and inclusion climate assessment on the perceived employee experience of existing policies, practices, and procedures
- Review and analyze demographic data covering both what is internal as well as external to an organization
- Put in place evidence-informed policies, practices, programs, and processes for creating and maintaining an inclusive and equitable environment for employees and customers, and;
- Establish programs, tools, and dedicated resources

The pilot program consists of a variety of actions over a two-year period which are outlined in the attachments.

The Diversity, Equity, and Inclusion (DEI) Board Subcommittee met on February 8th to review the purpose, requirements, and elements of the program. The subcommittee felt this pilot program fit nicely into our larger DEI program that is currently under development.

FINANCIAL IMPACT

None

RECOMMENDATION

The Board Diversity, Equity, and Inclusion Subcommittee recommends the Board authorize the General Manager to submit the Signatory Commitment Form and enroll the District into the Racial Equity Commitment Pilot Program.

PROPOSED MOTION

I move that the Board authorize the General Manager to submit the Signatory Commitment Form and enroll the District into the Racial Equity Commitment Pilot Program.



RACIAL EQUITY COMMITMENT PROGRAM

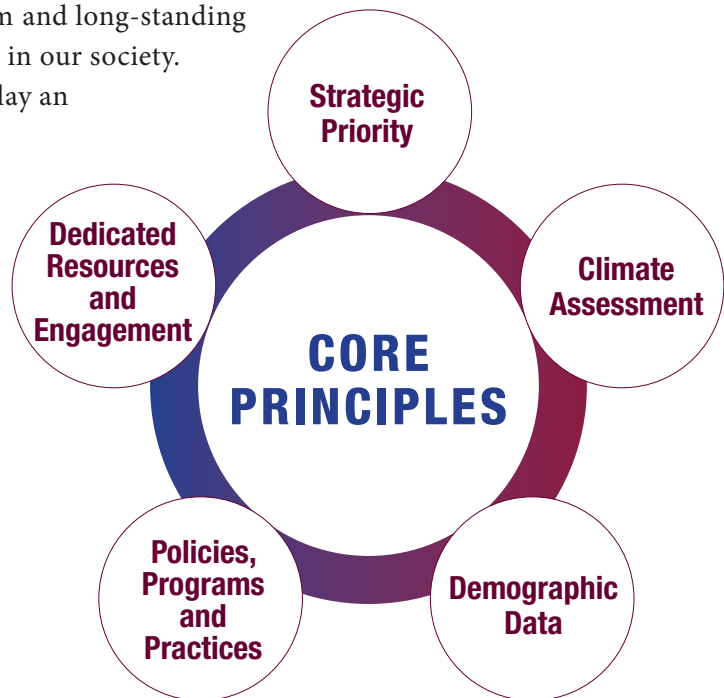
AN APTA PILOT PROGRAM

APTA RECOGNIZES the systemic racism and long-standing racial inequities that are deeply ingrained in our society.

We believe that the transit industry can play an important role in supporting communities of color.

To that end, we are launching the APTA Racial Equity Commitment Pilot Program as a key component of APTA’s Board-approved Racial Equity Action Plan.

The Commitment Program is a two-year pilot program that provides APTA members with a tangible roadmap for advancing racial equity within their organizations as part of a comprehensive diversity, equity, and inclusion framework.



FREQUENTLY ASKED QUESTIONS

What does participation in the pilot program entail?

Signatory organizations commit to putting into action the five core principles of the Commitment Program, considered to be foundational elements of a racial equity action plan. Participants also share their progress, milestones, challenges and lessons learned annually.

What are the benefits of participation?

There are several benefits to participating in the Commitment Program, including positive morale

among employees, enhanced public relations with external stakeholders, direct contribution to the body of knowledge on advancing racial equity in the transit industry, networking with other APTA members, and gaining recognition of progress made. As an additional benefit, some members may join a peer-learning group that will meet quarterly and support the exchange of good practices that will be shared with the larger group of signatories. Pilot program signatories will be considered founding signatories of the Commitment Program.

Why a pilot program?

Through this pilot, APTA will test the efficacy of the five core principles, establish a baseline on racial equity measures and identify self-assessment strategies to help organizations determine their readiness for each step of the roadmap.

Who can sign on and when?

All APTA member organizations, public and private, are eligible to participate. Email your organization’s signed Signatory Commitment Form to pmollet@apta.com or ford@apta.com during the open enrollment period November 7, 2021- March 31, 2022.

For more information, you can access the full commitment program description at

apta.com/EquityPilot



RACIAL EQUITY COMMITMENT PROGRAM

AN APTA PILOT PROGRAM

SIGNATORY COMMITMENT FORM

My organization, _____
a member of the American Public Transportation Association (APTA), intends to continually improve its diversity, equity, and inclusion practices and fulfill the core principles of the APTA Racial Equity Commitment, as follows:

1. Make racial equity an explicit strategic priority for your organization.
2. Undertake an annual diversity, equity, and inclusion climate assessment of your organization on the perceived employee experience of existing policies, practices, and procedures.
3. Review and analyze demographic data covering both what is internal as well as external to an organization to develop a baseline on how existing policies, practices, and programs impact racial equity.
4. Put in place evidence-informed policies, practices, programs, and processes for creating and maintaining an inclusive and equitable environment for employees and customers including identifying best practices for responding to the use of hate-related behavior/language/signs.
5. Establish programs, tools, and dedicated resources that engage executive and board leadership and staff at all levels on the meaning and importance of racial equity.

My organization will adhere to the timetable of year 1 and year 2 deliverables set out in the full program description and provide an annual progress report of steps made to achieve the core principles.

In addition, my organization would like to be considered as an active member of the voluntary smaller peer learning group to meet quarterly or as needed: YES NO

NAME AND POSITION OF PERSON EMPOWERED TO SIGN ON BEHALF OF ORGANIZATION

SIGNATURE AND DATE

CONTACT PERSON/EMAIL (IF DIFFERENT FROM ABOVE)

*Please send signed application form to Petra Mollet pmollet@apta.com
or Linda Ford lford@apta.com by March 31, 2022*



APTA Racial Equity Commitment Pilot Program Draft Proposal

OVERVIEW

The American Public Transportation Association (APTA) proposes a two-year Racial Equity Commitment Pilot Program (the Commitment Program) beginning in the fall of 2021 wherein interested members can follow a roadmap for advancing racial equity on behalf of their organizations. This proposal provides background information on the Commitment Program including describing the roadmap and associated core principles, outlining the operational components of the pilot program, and calling on APTA members to formally commit to racial equity.

BACKGROUND

Improving diversity, equity and inclusion in the transit profession and association is one of APTA's strategic priorities. Over the years, APTA has demonstrated this commitment by establishing a Diversity and Inclusion Council and, in July 2020, the Racial Equity Working Group. The Diversity and Inclusion Council produced a strategic plan in 2017.

In recognition of the disparate health and economic impacts of the ongoing pandemic, the tragic deaths of George Floyd, Ahmaud Arbery, Breonna Taylor and so many others, and the systemic racism and long-standing racial inequities that are deeply ingrained in our society - the APTA Board of Directors approved a Racial Equity Action Plan on April 1, 2021. The Action Plan establishes five goals, one of which is to provide APTA members with a pathway for advancing racial equity. To that end, the APTA Racial Equity Commitment pilot program has been developed.

PURPOSE

APTA's Racial Equity Commitment Program provides members with a tangible roadmap for advancing racial equity as part of a comprehensive diversity, equity, and inclusion framework, beyond legal compliance and with a view to continuous improvement. It is designed to meet

members where they are, whether they already have a comprehensive diversity, equity, and inclusion program in place with a clear focus on racial equity or are just taking their first steps toward that goal. In that context, the roadmap, based on the five core principles below, provides guidelines for initiating a racial equity plan, while offering enough flexibility to tailor the roadmap to each member's unique organizational and geographic characteristics.

CORE PRINCIPLES

The five core principles are:

1. Make racial equity an explicit strategic priority for your organization.

This could include the adoption of a commitment to action on racial equity by the Board and/or executive leadership, and assessing what financial, operational, programmatic, and human capital will be placed towards achieving racial equity and ensuring it is part of the organizational sustained fabric and culture.

2. Undertake an annual diversity, equity, and inclusion climate assessment of your organization on the perceived employee experience of existing policies, practices, and procedures from the perspective of diversity, racial equity, and inclusion.

This can include surveys, focus groups and listening sessions.

3. Review and analyze demographic data covering both what is internal to an organization (e.g., employees, resources, business partners etc.) as well as external (e.g., revenue service, products and projects, ridership, community partnerships etc.) to develop a baseline on how existing policies, practices and programs impact racial equity.

This could include but is not limited to the following data points:

- *the current demographics of the workforce for front-line, managerial, and executive and board leadership levels*
- *the extent to which workforce demographics reflects customer and community demographics*
- *vendor diversity, including the level of access to and involvement of Disadvantaged Business Enterprises (DBEs)*

4. Put in place evidence-informed policies, practices, programs, and processes for creating and maintaining an inclusive and equitable environment for workers, and customers,

including identifying best practices for responding to the use of hate-related behavior/language/signs.

Institute training and discussion forums on racial equity to promote understanding and actively shape organizational culture. Clearly define hate-related behavior and establish and publicize related penalties, and appeals processes for each identified policy violation(s). Establishing policies would require working with collective bargaining groups/labor, employee codes of conduct, employee training programs and understanding what is enforceable based on local and state law.

5. Establish programs, tools and dedicated resources that engage executive and board leadership and staff at all levels on the meaning and importance of racial equity and how they can help realize the organization's racial equity strategy as part of a broader effort on diversity, equity and inclusion.

Define the meaning and importance of racial equity and highlight the moral, legal, and business cases for advancing racial equity. Determine how programs, tools and resources can be tailored to the size of the organization and adapted over time as organizational needs change.

DEFINITIONS

To facilitate effective communication and ensure clarity, the Commitment Program also identified seven key terms that may be used often when discussing this pilot program: social identity, intersectionality, diversity, inclusion, equity, racial equity, and anti-racism. Each term is defined below:

- The term “social identities” means how we see ourselves and how others see us with respect to major social categories. Their meanings are not fixed but take shape in particular social contexts. They can be self-claimed and are frequently ascribed by others. Examples of social identities include gender, race, ethnicity, religion, age, sexual orientation, class, disability status. Source: Vanderbilt University.
- The term “intersectionality” means the complex, cumulative ways in which the effects of multiple social identities and related forms of discrimination (such as racism, sexism, homophobia, and classism) combine, overlap, or intersect especially in the experiences of marginalized individuals or groups. – *Merriam-Webster's Collegiate Dictionary*. April 2017, Merriam-Webster Incorporated.

- The term “diversity” means the representation of all our varied identities and differences (race, ethnicity, gender, disability, sexual orientation, gender identity, national origin, tribe, caste, socio-economic status, thinking and communication styles, etc.), collectively and as individuals. Source: Ford Foundation.
- The term “inclusion” builds a culture of belonging by actively inviting the contribution and participation of all people. We believe every person’s voice adds value, and we strive to create balance in the face of power differences. We believe that no one person can or should be called upon to represent an entire community. Source: Ford Foundation.
- The term “equity” means fair treatment, equality of opportunity, and fairness in access to information and resources for all in an environment built on respect and dignity.
- The term “racial equity” means the condition that would be achieved if one's racial identity no longer predicted, in a statistical sense, how one fares in key life outcomes such as education, health and economic status. Racial equity is viewed as one part of racial justice, and thus also includes work to address root causes of inequities not just their manifestation. This includes elimination of policies, practices, attitudes and cultural messages that reinforce differential outcomes by race or fail to eliminate them. Source: Center for Assessment and Policy Development.
- The term “anti-racism” means to work actively to oppose racism by advocating for changes in political, economic, and social life. An anti-racist idea is any idea that suggests racial groups are equals in all of their apparent differences and that there is nothing wrong with any racial group. Antiracists argue that racist policies are the cause of racial inequity, Source: *How to Be An Anti-Racist*, Ibrahim X. Kendi. One World, 2019, p. 24.

PILOT PROGRAM

APTA will launch the Commitment Program as a two-year pilot in the Fall of 2021. This section outlines the operational and logistical details of the Commitment Program including the purpose of the pilot, eligibility for participating, commitments to be made by participating members and the organizational benefits to participating in the pilot program.

Through this pilot, we expect to test the efficacy of the five core principles as a roadmap for racial equity in the transit industry, establish a baseline on racial equity measures and identify self-assessment strategies to help an organization determine its readiness for each step of the roadmap.

Following the two-year pilot program, APTA will publish a report with analysis of the initial experience and recommendations for improving the pilot program, including establishing standardized metrics, identifying essential resources, and determining how to structure recognition levels to measure and reward progress in advancing racial equity. In addition, APTA will continue to populate its Diversity, Equity and Inclusion Resource Hub with resources, reports, and other information to assist APTA members.

Eligibility

The Commitment Program is open to all APTA members. To express interest in participating in this pilot, please send requests for further information or email your signed Statement of Commitment to pmollet@apta.com or lford@apta.com. The Statement of Commitment can be found at the end of this proposal. It should be signed by the top executive leader (e.g., President, CEO, general manager) of the organization.

Commitments

Members who volunteer to participate in the Commitment Program are committing to taking the following actions in Year 1 and Year 2 of the pilot:

Year 1

- Determine the scope of the pilot and whether the member organization will focus on advancing racial equity among one or more of the following stakeholder groups: employees, customers, business partners and/or community partners
- Conduct climate assessments and reviewing and analyzing demographic data for the selected stakeholder group(s)
- Develop a tailored working definition of racial equity that is relevant and measurable in the context of the member organization's work
- Identify measurable goals and a related action plan based on findings from the climate assessment and review of data
- Communicate with the relevant stakeholder group(s) about the assessment findings, demographic data, goals, and action plan
- Identify and dedicate the resources required to both advance and sustain racial equity, including staff time and training for staff at all levels
- Submit an interim progress report at the end of the first year that includes:
 - Identification of stakeholder groups
 - Status of climate assessment
 - Definition of racial equity
 - Measurable goals for advancing racial equity based on findings of climate assessment
 - Communication efforts with stakeholders

- Resources utilized, including number of staff hours and training provided, to advance racial equity

Year 2

- Develop a working group, committee, or other structure to implement the goals and action plan, including a mix of staff at various levels of the organization and executive leaders who can serve as sponsors and mobilize resources toward a specific goal
- Implement the organization-specific action plan for advancing racial equity
- Track and communicate key milestones, challenges, lessons learned and other key takeaways from implementing each goal and identify training provided over pilot period
- Submit a final report at the end of the second year that includes:
 - Describe efforts to advance action plan including identification of those involved, the challenges encountered, and lessons learned, other takeaways, training provided and outcomes to date
 - Description of communication efforts regarding milestones

Benefits

There are several benefits to participating in the Commitment Program, including direct contribution to the body of knowledge on advancing racial equity in the transit industry, networking, and peer-to-peer learning with other APTA members, positive morale among employees, enhanced public relations with external stakeholder groups, and gaining recognition of progress made.

As an additional benefit, some members may join a peer-learning group comprised of a select mix of small, medium, and large size agencies and business members. This group will meet quarterly and support the exchange of good practices, including research publications, practical lessons learned from implementing the core principles and tips on how to measure and recognize meaningful progress toward racial equity in the public transportation industry. APTA will regularly share key learnings from this peer group with other members of the pilot program.



BOARD MEETING MEMO

Agenda Item No. H.1

To: Board of Directors

From: Chris French, Service Planning Manager
David Trimble, Deputy General Manager

Thru: Allan Pollock, General Manager

Date: February 24, 2022

Subject: Performance Report – FY22 Q2

ISSUE

Shall the Board receive the quarterly information briefing on Cherriots services for the second quarter of FY22?

BACKGROUND AND FINDINGS

Performance measures (daily average revenue hours, daily average revenue miles, and daily average rides) for the second quarter of Fiscal Year 2022 (FY22 Q2) are included in Attachment A. FY22 Q2 began October 1, 2021 and ended December 31, 2021. Weekday and Saturday data are compared to the previous fiscal year, FY21 Q2. Year-to-date totals (total revenue hours, total revenue miles, and total rides) for FY22 Q2 are also included in Attachment A. Weekday and Saturday year-to-date totals are compared to those in the same time period of FY21. For these comparisons, please note that most routes operated at reduced levels during FY21 and FY22. Additionally, fare collection was suspended during the entirety of FY21. The data for these measures are derived from adjusted Trapeze schedules, vehicle fare boxes, rider counting systems, and reservation software (Route Match).

Data for this quarter reflects the changes to service made in response to the COVID-19 pandemic during FY21 Q2 and FY22 Q2. The changes that took place have affected all areas of this report. Most notably the daily average revenue hours, daily average revenue miles, daily average rides, and fares. For example, the weekday service level operating during FY21 Q2 was 95% of the pre-pandemic level while the weekday service level operating during FY22 Q2 was 80% of the pre-pandemic level.

Saturday service levels were maintained at 100% of the pre-pandemic level. Fare collection was reinstated in July 2021 and continued through FY22 Q2.

In September 2021, Cherrriots implemented Sunday service for the first time in Cherrriots history. Therefore, the Sunday service revenue hours, revenue miles, and rides (totals and averages) included in this memo and in Attachment A, do not have comparisons to FY21. Sunday service operated at 100% of the planned service level. Cherrriots Regional, Cherrriots Regional Deviated-Fixed Route, and Cherrriots Shop and Ride services do not operate on Sundays.

In November 2021, Cherrriots operated at the Sunday service level on Veteran's Day, Thursday, November 11. This was the first holiday with service following implementation of the new holiday service plan. Cherrriots will now operate a level of service on all holidays except Thanksgiving Day, Christmas Day, and New Year's Day. For FY22 Q2 this change is noticeable in the number of weekday service days for November 2021 (i.e., 21 weekday service days) compared to November 2020 (i.e., 19 weekday service days). Total rides on Veteran's Day were 2,936.

Revenue Hours, Revenue Miles, Rides, and Fares

Cherrriots Local

Includes local bus service and local commuter express service.

- *Revenue Hours* –
 - Weekday - Decreased by 136.7 hours on average per day, (-19.7 %).
 - Saturday – There was no change in average revenue hours per day.
 - Sunday – 192.9 total hours on average per day.

- *Revenue Miles* –
 - Weekday - Decreased by 1.669.1 miles on average per day, (-19.5%).
 - Saturday – Decreased by 18.5 miles on average per day, (-0.4%).
 - Sunday – 2,283.6 total miles on average per day.

- *Rides* –
 - Weekday - Increased by 425 rides per day, (+7.1%).
 - Saturday – Decreased by 352 rides per day, (-9.7%).
 - Sunday – 1,528 total rides per day.
 - Total ridership between all three was 477,479.

- *Fares* – Year-over-year comparisons are not available for fares due to the fact that no fares were collected during FY21. Fare type and category usage for FY22 Q2 can be found in Table 9 of Attachment A.

Cherriots Regional Express

Includes regional commuter express routes.

- *Revenue Hours* –
 - Weekday – Decreased by 0.6 hours on average per day, (-0.9%).
 - Saturday – Increased by 5.8 hours on average per day, (+18.0%).
- *Revenue Miles* –
 - Weekday – Increased by 4.5 miles on average per day, (+0.3%).
 - Saturday – Increased by 149.6 miles on average per day, (+21.4%).
- *Rides* –
 - Weekday – Decreased by 1 ride on average per day, (-0.7%).
 - Saturday – Increased by 6 rides on average per day, (+6.9%).
 - Total Ridership between both was 13,921.
- *Fares* – Year-over-year comparisons are not available for fares due to the fact that no fares were collected during FY21. Fare type and category usage for FY22 Q2 can be found in Table 9 of Attachment A.

Cherriots Regional Deviated-Fixed Route

Includes Route 45 – Central Polk County (operates weekdays only; began operation on January 4, 2021)

- *Revenue Hours* –
 - Year-over-year comparisons are not available for this service at this time.
 - Total Revenue Hours were 615.
- *Revenue Miles* –
 - Year-over-year comparisons are not available for this service at this time.
 - Total Revenue Miles were 9,367.
- *Rides* –
 - Year-over-year comparisons are not available for this service at this time.
 - Total Ridership was 1,050.

- *Fares* – Year-over-year comparisons are not available for fares due to the fact that no fares were collected during FY21. Fare type and category usage for FY22 Q2 can be found in Table 9 of Attachment A.

Cherriots Shop and Ride

Includes dial-a-ride and shopper shuttle.

- *Rides* –
 - Shopper Shuttle did not operate during Q2.
 - Dial-a-ride – Increased by 3 rides per day on average, (+23.2%)

Cherriots LIFT

Paratransit

- *Rides* –
 - Weekday – Increased by 50 rides per day on average, (+28.3%).
 - Saturday – Increased by 11 rides per day on average, (+11.9%).
 - Total Ridership between both was 15,890.

FINANCIAL IMPACT

Information item only.

RECOMMENDATION

Information item only.

PROPOSED MOTION

Information item only.

ATTACHMENT A

FY22 Q2 Performance Measures

October - December 2021*

Table 1. Total Revenue Hours

Table 2. Average Revenue Hours / Day

Table 3. Total Revenue Miles

Table 4. Average Revenue Miles / Day

Table 5. Total Boardings

Table 6. Average Boardings / Day

Table 7. Average Boardings / Revenue Hour

Table 8. Year-to-Date Total Revenue Hours, Revenue Miles, and Boardings

Table 9. Fare Type and Category Usage

Table 10. Saturday Total Revenue Hours

Table 11. Saturday Average Revenue Hours / Day

Table 12. Saturday Total Revenue Miles

Table 13. Saturday Average Revenue Miles / Day

Table 14. Saturday Total Boardings

Table 15. Saturday Average Boardings / Day

Table 16. Saturday Average Boardings / Revenue Hour

Table 17. Saturday Year-To-Date Total Revenue Hours, Revenue Miles, and Boardings

Table 18. Saturday Fare Type and Category Usage

Table 19. Sunday Total Revenue Hours

Table 20. Sunday Average Revenue Hours / Day

Table 21. Sunday Total Revenue Miles

Table 22. Sunday Average Revenue Miles / Day

Table 23. Sunday Total Boardings

Table 24. Sunday Average Boardings / Day

Table 25. Sunday Average Boardings / Revenue Hour

Table 26. Sunday Year-To-Date Total Revenue Hours, Revenue Miles, and Boardings

Table 27. Sunday Fare Type and Category Usage

Table 28. Rides / Revenue Hour Comparison

Table 1. Total Revenue Hours

Route	FY21 Q2				FY22 Q2			
	Oct 2020	Nov 2020	Dec 2020	Total	Oct 2021	Nov 2021	Dec 2021	Total
(Service Days)	22	19	22	63	21	21	23	65
LOCAL BUS SERVICE								
2 - Market / Brown	1,269	1,211	1,269	3,749	992	958	1,087	3,037
3 - Portland Road	659	630	660	1,949	315	313	345	973
4 - State Street	677	646	677	2,000	323	321	353	997
5 - Center Street	1,237	1,181	1,237	3,655	952	920	1,042	2,914
6 - Fairview Industrial	493	471	493	1,457	470	448	516	1,434
7 - Mission Street	494	471	494	1,459	472	462	517	1,451
8 - 12th / Liberty	483	461	483	1,427	464	455	506	1,425
9 - Cherry / River Road	675	644	675	1,994	647	629	707	1,983
11 - Lancaster / Verda	2,248	2,146	2,242	6,636	2,144	2,093	2,347	6,584
12 - Hayesville Drive	325	310	325	960	310	296	340	946
13 - Silverton Road	653	623	653	1,929	311	310	341	962
14 - Windsor Island Road	336	320	335	991	320	305	350	975
16 - Wallace Road	209	199	209	617	200	190	219	609
17 - Edgewater Street	1,085	1,036	1,084	3,205	650	630	711	1,991
18 - 12th / Liberty	494	471	494	1,459	471	449	516	1,436
19 - Broadway / River Road	1,288	1,230	1,287	3,805	1,016	980	1,113	3,109
21 - South Commercial	1,228	1,171	1,228	3,627	946	914	1,037	2,897
23 - Lansing / Hawthorne	328	313	328	969	313	298	343	954
26 - Glen Creek / Orchard Heights	172	164	172	508	164	156	179	499
27 - Glen Creek / Eola	184	176	184	544	176	167	192	535
<i>Total</i>	<i>14,537</i>	<i>13,874</i>	<i>14,529</i>	<i>42,940</i>	<i>11,656</i>	<i>11,294</i>	<i>12,761</i>	<i>35,711</i>
LOCAL COMMUTER EXPRESS ROUTES								
1X - Wilsonville / Salem Express	262	250	262	774	167	159	183	509
<i>Cherriots Local Total</i>	<i>14,799</i>	<i>14,124</i>	<i>14,791</i>	<i>43,714</i>	<i>11,823</i>	<i>11,453</i>	<i>12,944</i>	<i>36,220</i>
REGIONAL EXPRESS ROUTES								
10X - Woodburn / Salem Express	382	331	384	1,097	365	348	398	1,111
20X - N. Marion Co. / Salem Express	299	256	293	848	295	282	323	900
30X - Santiam / Salem Express	254	235	272	761	257	241	278	776
40X - Polk County / Salem Express	412	357	410	1,179	393	374	429	1,196
50X - Dallas / Salem Express	128	111	128	367	120	114	132	366
<i>Total</i>	<i>1,475</i>	<i>1,290</i>	<i>1,487</i>	<i>4,252</i>	<i>1,430</i>	<i>1,359</i>	<i>1,560</i>	<i>4,349</i>
REGIONAL DEVIATED FIXED ROUTE								
45 - Central Polk County	0	0	0	0	202	192	221	615
<i>Cherriots Regional Total</i>	<i>1,475</i>	<i>1,290</i>	<i>1,487</i>	<i>4,252</i>	<i>1,632</i>	<i>1,551</i>	<i>1,781</i>	<i>4,964</i>
SHOP AND RIDE								
Dial-a-Ride	262	189	201	652	266	233	259	758
Shopper Shuttle	0	0	0	0	0	0	0	0
<i>Cherriots Shop and Ride Total</i>	<i>262</i>	<i>189</i>	<i>201</i>	<i>652</i>	<i>266</i>	<i>233</i>	<i>259</i>	<i>758</i>
LIFT								
ADA	2,270	2,016	2,088	6,374	2,101	2,065	2,205	6,371
DD53	522	112	99	733	590	531	585	1,706
<i>Cherriots LIFT Total</i>	<i>2,792</i>	<i>2,128</i>	<i>2,187</i>	<i>7,107</i>	<i>2,691</i>	<i>2,596</i>	<i>2,790</i>	<i>8,077</i>

Table 2. Average Revenue Hours / Day

Route	FY21 Q2				FY22 Q2				Percent Change
	Oct 2020	Nov 2020	Dec 2020	Total	Oct 2021	Nov 2021	Dec 2021	Total	
(Service Days)	22	19	22	63	21	21	23	65	
LOCAL BUS SERVICE									
2 - Market / Brown	57.7	63.7	57.7	59.5	47.2	45.6	47.3	46.7	-21.5%
3 - Portland Road	30.0	33.2	30.0	30.9	15.0	14.9	15.0	15.0	-51.6%
4 - State Street	30.8	34.0	30.8	31.7	15.4	15.3	15.3	15.3	-51.7%
5 - Center Street	56.2	62.2	56.2	58.0	45.3	43.8	45.3	44.8	-22.7%
6 - Fairview Industrial	22.4	24.8	22.4	23.1	22.4	21.3	22.4	22.1	-4.6%
7 - Mission Street	22.5	24.8	22.5	23.2	22.5	22.0	22.5	22.3	-3.6%
8 - 12th / Liberty	22.0	24.3	22.0	22.7	22.1	21.7	22.0	21.9	-3.2%
9 - Cherry / River Road	30.7	33.9	30.7	31.7	30.8	30.0	30.7	30.5	-3.6%
11 - Lancaster / Verda	102.2	112.9	101.9	105.3	102.1	99.7	102.0	101.3	-3.8%
12 - Hayesville Drive	14.8	16.3	14.8	15.2	14.8	14.1	14.8	14.6	-4.5%
13 - Silverton Road	29.7	32.8	29.7	30.6	14.8	14.8	14.8	14.8	-51.7%
14 - Windsor Island Road	15.3	16.8	15.2	15.7	15.2	14.5	15.2	15.0	-4.6%
16 - Wallace Road	9.5	10.5	9.5	9.8	9.5	9.0	9.5	9.4	-4.3%
17 - Edgewater Street	49.3	54.5	49.3	50.9	31.0	30.0	30.9	30.6	-39.8%
18 - 12th / Liberty	22.5	24.8	22.5	23.2	22.4	21.4	22.4	22.1	-4.6%
19 - Broadway / River Road	58.5	64.7	58.5	60.4	48.4	46.7	48.4	47.8	-20.8%
21 - South Commercial	55.8	61.6	55.8	57.6	45.0	43.5	45.1	44.6	-22.6%
23 - Lansing / Hawthorne	14.9	16.5	14.9	15.4	14.9	14.2	14.9	14.7	-4.6%
26 - Glen Creek / Orchard Heights	7.8	8.6	7.8	8.1	7.8	7.4	7.8	7.7	-4.8%
27 - Glen Creek / Eola	8.4	9.3	8.4	8.6	8.4	8.0	8.3	8.2	-4.7%
<i>Total</i>	<i>660.8</i>	<i>730.2</i>	<i>660.4</i>	<i>681.6</i>	<i>555.0</i>	<i>537.8</i>	<i>554.8</i>	<i>549.4</i>	<i>-19.4%</i>
LOCAL COMMUTER EXPRESS ROUTES									
1X - Wilsonville / Salem Express	11.9	13.2	11.9	12.3	8.0	7.6	8.0	7.8	-36.3%
<i>Cherriots Local Total</i>	<i>672.7</i>	<i>743.4</i>	<i>672.3</i>	<i>693.9</i>	<i>563.0</i>	<i>545.4</i>	<i>562.8</i>	<i>557.2</i>	<i>-19.7%</i>
REGIONAL EXPRESS ROUTES									
10X - Woodburn / Salem Express	17.4	17.4	17.5	17.4	17.4	16.6	17.3	17.1	-1.8%
20X - N. Marion Co. / Salem Express	13.6	13.5	13.3	13.5	14.0	13.4	14.0	13.8	2.9%
30X - Santiam / Salem Express	11.5	12.4	12.4	12.1	12.2	11.5	12.1	11.9	-1.2%
40X - Polk County / Salem Express	18.7	18.8	18.6	18.7	18.7	17.8	18.7	18.4	-1.7%
50X - Dallas / Salem Express	5.8	5.8	5.8	5.8	5.7	5.4	5.7	5.6	-3.3%
<i>Total</i>	<i>67.0</i>	<i>67.9</i>	<i>67.6</i>	<i>67.5</i>	<i>68.1</i>	<i>64.7</i>	<i>67.8</i>	<i>66.9</i>	<i>-0.9%</i>
REGIONAL DEVIATED FIXED ROUTE									
45 - Central Polk County	0.0	0.0	0.0	0.0	9.6	9.1	9.6	9.5	N/A
<i>Cherriots Regional Total</i>	<i>67.0</i>	<i>67.9</i>	<i>67.6</i>	<i>67.5</i>	<i>77.7</i>	<i>73.9</i>	<i>77.4</i>	<i>76.4</i>	<i>13.2%</i>
SHOP AND RIDE									
Dial-a-Ride	11.9	9.9	9.1	10.3	12.7	11.1	11.3	11.7	12.7%
Shopper Shuttle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	N/A
<i>Cherriots Shop and Ride Total</i>	<i>0.0</i>	<i>0.0</i>	<i>9.1</i>	<i>10.3</i>	<i>12.7</i>	<i>11.1</i>	<i>11.3</i>	<i>11.7</i>	<i>12.7%</i>
LIFT									
ADA	103.2	106.1	94.9	101.2	100.0	98.3	95.9	98.0	-3.1%
DD53	23.7	5.9	4.5	11.6	28.1	25.3	25.4	26.2	125.6%
<i>Cherriots LIFT Total</i>	<i>126.9</i>	<i>112.0</i>	<i>99.4</i>	<i>112.8</i>	<i>128.1</i>	<i>123.6</i>	<i>121.3</i>	<i>124.3</i>	<i>10.2%</i>

Table 3. Total Revenue Miles

Route (Service Days)	FY21 Q2				FY22 Q2			
	Oct 2020 22	Nov 2020 19	Dec 2020 22	Total 63	Oct 2021 21	Nov 2021 21	Dec 2021 23	Total 65
LOCAL BUS SERVICE								
2 - Market / Brown	15,769	15,052	15,762	46,583	11,733	11,337	12,846	35,916
3 - Portland Road	7,698	7,355	7,705	22,758	3,677	3,654	4,028	11,359
4 - State Street	6,635	6,334	6,635	19,604	3,167	3,147	3,461	9,775
5 - Center Street	14,083	13,432	14,083	41,598	10,843	10,479	11,872	33,194
6 - Fairview Industrial	7,402	7,065	7,402	21,869	7,057	6,729	7,738	21,524
7 - Mission Street	4,478	4,274	4,478	13,230	4,224	4,182	4,626	13,032
8 - 12th / Liberty	6,520	6,223	6,520	19,263	6,247	6,116	6,814	19,177
9 - Cherry / River Road	9,968	9,515	9,968	29,451	9,515	9,260	10,404	29,179
11 - Lancaster / Verda	29,590	28,237	29,503	87,330	28,231	27,529	30,880	86,640
12 - Hayesville Drive	4,461	4,259	4,461	13,181	4,133	3,936	4,526	12,595
13 - Silverton Road	6,010	5,737	6,010	17,757	2,868	2,846	3,138	8,852
14 - Windsor Island Road	4,986	4,760	4,979	14,725	4,753	4,533	5,206	14,492
16 - Wallace Road	2,698	2,569	2,698	7,965	2,583	2,460	2,829	7,872
17 - Edgewater Street	9,813	9,369	9,808	28,990	5,007	4,857	5,478	15,342
18 - 12th / Liberty	6,651	6,349	6,651	19,651	6,349	6,046	6,953	19,348
19 - Broadway / River Road	14,072	13,432	14,060	41,564	11,112	10,749	12,171	34,032
21 - South Commercial	15,312	14,598	15,312	45,222	11,757	11,358	12,883	35,998
23 - Lansing / Hawthorne	4,217	4,025	4,217	12,459	4,025	3,834	4,409	12,268
26 - Glen Creek / Orchard Heights	1,683	1,607	1,683	4,973	1,611	1,534	1,765	4,910
27 - Glen Creek / Eola	2,504	2,390	2,504	7,398	2,390	2,276	2,618	7,284
<i>Total</i>	<i>174,550</i>	<i>166,582</i>	<i>174,439</i>	<i>515,571</i>	<i>141,282</i>	<i>136,862</i>	<i>154,645</i>	<i>432,789</i>
LOCAL COMMUTER EXPRESS ROUTES								
1X - Wilsonville / Salem Express	8,428	8,045	8,428	24,901	5,363	5,108	5,874	16,345
<i>Cherriots Local Total</i>	<i>182,978</i>	<i>174,627</i>	<i>182,867</i>	<i>540,472</i>	<i>146,645</i>	<i>141,970</i>	<i>160,519</i>	<i>449,134</i>
REGIONAL EXPRESS ROUTES								
10X - Woodburn / Salem Express	7,746	6,724	7,717	22,187	7,254	6,844	7,969	22,067
20X - N. Marion Co. / Salem Express	6,403	5,676	6,536	18,615	6,630	6,331	7,248	20,209
30X - Santiam / Salem Express	4,772	5,069	5,791	15,632	5,301	4,957	5,512	15,770
40X - Polk County / Salem Express	8,858	7,670	8,854	25,382	8,716	8,313	9,555	26,584
50X - Dallas / Salem Express	2,938	2,502	2,950	8,390	2,845	2,808	3,076	8,729
<i>Total</i>	<i>30,717</i>	<i>27,641</i>	<i>31,848</i>	<i>90,206</i>	<i>30,746</i>	<i>29,253</i>	<i>33,360</i>	<i>93,359</i>
REGIONAL DEVIATED FIXED ROUTE								
45 - Central Polk County	0	0	0	0	3,043	2,906	3,418	9,367
<i>Cherriots Regional Total</i>	<i>30,717</i>	<i>27,641</i>	<i>31,848</i>	<i>90,206</i>	<i>33,789</i>	<i>32,159</i>	<i>36,778</i>	<i>102,726</i>
SHOP AND RIDE								
Dial-a-Ride	2,663	1,829	1,985	6,477	2,737	2,664	2,554	7,955
Shopper Shuttle	0	0	0	0	0	0	0	0
<i>Cherriots Shop and Ride Total</i>	<i>2,663</i>	<i>1,829</i>	<i>1,985</i>	<i>6,477</i>	<i>2,737</i>	<i>2,664</i>	<i>2,554</i>	<i>7,955</i>
LIFT								
ADA	26,115	22,075	23,627	71,817	24,540	24,590	25,795	74,925
DD53	6,794	1,674	1,506	9,974	8,564	7,803	8,249	24,616
<i>Cherriots LIFT Total</i>	<i>32,909</i>	<i>23,749</i>	<i>25,133</i>	<i>81,791</i>	<i>33,104</i>	<i>32,393</i>	<i>34,044</i>	<i>99,541</i>

Table 4. Average Revenue Miles / Day

Route	FY21 Q2				FY22 Q2				Percent Change
	Oct 2020	Nov 2020	Dec 2020	Total	Oct 2021	Nov 2021	Dec 2021	Total	
(Service Days)	22	19	22	63	21	21	23	65	
LOCAL BUS SERVICE									
2 - Market / Brown	716.8	792.2	716.5	739.4	558.7	539.9	558.5	552.6	-25.3%
3 - Portland Road	349.9	387.1	350.2	361.2	175.1	174.0	175.1	174.8	-51.6%
4 - State Street	301.6	333.4	301.6	311.2	150.8	149.9	150.5	150.4	-51.7%
5 - Center Street	640.1	706.9	640.1	660.3	516.3	499.0	516.2	510.7	-22.7%
6 - Fairview Industrial	336.5	371.8	336.5	347.1	336.0	320.4	336.4	331.1	-4.6%
7 - Mission Street	203.5	224.9	203.5	210.0	201.1	199.1	201.1	200.5	-4.5%
8 - 12th / Liberty	296.4	327.5	296.4	305.8	297.5	291.2	296.3	295.0	-3.5%
9 - Cherry / River Road	453.1	500.8	453.1	467.5	453.1	441.0	452.3	448.9	-4.0%
11 - Lancaster / Verda	1,345.0	1,486.2	1,341.0	1,386.2	1,344.3	1,310.9	1,342.6	1,332.9	-3.8%
12 - Hayesville Drive	202.8	224.2	202.8	209.2	196.8	187.4	196.8	193.8	-7.4%
13 - Silverton Road	273.2	301.9	273.2	281.9	136.6	135.5	136.4	136.2	-51.7%
14 - Windsor Island Road	226.6	250.5	226.3	233.7	226.3	215.9	226.3	223.0	-4.6%
16 - Wallace Road	122.6	135.2	122.6	126.4	123.0	117.1	123.0	121.1	-4.2%
17 - Edgewater Street	446.0	493.1	445.8	460.2	238.4	231.3	238.2	236.0	-48.7%
18 - 12th / Liberty	302.3	334.2	302.3	311.9	302.3	287.9	302.3	297.7	-4.6%
19 - Broadway / River Road	639.6	706.9	639.1	659.7	529.1	511.9	529.2	523.6	-20.6%
21 - South Commercial	696.0	768.3	696.0	717.8	559.9	540.9	560.1	553.8	-22.8%
23 - Lansing / Hawthorne	191.7	211.8	191.7	197.8	191.7	182.6	191.7	188.7	-4.6%
26 - Glen Creek / Orchard Heights	76.5	84.6	76.5	78.9	76.7	73.0	76.7	75.5	-4.3%
27 - Glen Creek / Eola	113.8	125.8	113.8	117.4	113.8	108.4	113.8	112.1	-4.6%
<i>Total</i>	<i>7,934.1</i>	<i>8,767.5</i>	<i>7,929.0</i>	<i>8,183.7</i>	<i>6,727.7</i>	<i>6,517.2</i>	<i>6,723.7</i>	<i>6,658.3</i>	<i>-18.6%</i>
LOCAL COMMUTER EXPRESS ROUTES									
1X - Wilsonville / Salem Express	383.1	423.4	383.1	395.3	255.4	243.2	255.4	251.5	-36.4%
<i>Cherriots Local Total</i>	<i>8,317.2</i>	<i>9,190.9</i>	<i>8,312.1</i>	<i>8,578.9</i>	<i>6,983.1</i>	<i>6,760.5</i>	<i>6,979.1</i>	<i>6,909.8</i>	<i>-19.5%</i>
REGIONAL EXPRESS ROUTES									
10X - Woodburn / Salem Express	352.1	353.9	350.8	352.2	345.4	325.9	346.5	339.5	-3.6%
20X - N. Marion Co. / Salem Express	291.0	298.7	297.1	295.5	315.7	301.5	315.1	310.9	5.2%
30X - Santiam / Salem Express	216.9	266.8	263.2	248.1	252.4	236.0	239.7	242.6	-2.2%
40X - Polk County / Salem Express	402.6	403.7	402.5	402.9	415.0	395.9	415.4	409.0	1.5%
50X - Dallas / Salem Express	133.5	131.7	134.1	133.2	135.5	133.7	133.7	134.3	0.8%
<i>Total</i>	<i>1,396.2</i>	<i>1,454.8</i>	<i>1,447.6</i>	<i>1,431.8</i>	<i>1,464.1</i>	<i>1,393.0</i>	<i>1,450.4</i>	<i>1,436.3</i>	<i>0.3%</i>
REGIONAL DEVIATED FIXED ROUTE									
45 - Central Polk County	0.0	0.0	0.0	0.0	144.9	138.4	148.6	144.1	N/A
<i>Cherriots Regional Total</i>	<i>1,396.2</i>	<i>1,454.8</i>	<i>1,447.6</i>	<i>1,431.8</i>	<i>1,609.0</i>	<i>1,531.4</i>	<i>1,599.0</i>	<i>1,580.4</i>	<i>10.4%</i>
SHOP AND RIDE									
Dial-a-Ride	121.0	96.3	90.2	102.8	130.3	126.9	111.0	122.4	19.0%
Shopper Shuttle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	N/A
<i>Cherriots Shop and Ride Total</i>	<i>121.0</i>	<i>96.3</i>	<i>90.2</i>	<i>102.8</i>	<i>130.3</i>	<i>126.9</i>	<i>111.0</i>	<i>122.4</i>	<i>19.0%</i>
LIFT									
ADA	1,187.0	1,161.8	1,074.0	1,140.0	1,168.6	1,171.0	1,121.5	1,152.7	1.1%
DD53	308.8	88.1	68.5	158.3	407.8	371.6	358.7	378.7	139.2%
<i>Cherriots LIFT Total</i>	<i>1,495.9</i>	<i>1,249.9</i>	<i>1,142.4</i>	<i>1,298.3</i>	<i>1,576.4</i>	<i>1,542.5</i>	<i>1,480.2</i>	<i>1,531.4</i>	<i>18.0%</i>

Table 5. Total Boardings

Route (Service Days)	FY21 Q2				FY22 Q2			
	Oct 2020 22	Nov 2020 19	Dec 2020 22	Total 63	Oct 2021 21	Nov 2021 21	Dec 2021 23	Total 65
LOCAL BUS SERVICE								
2 - Market / Brown	12,757	10,252	11,567	34,576	15,342	14,134	13,917	43,393
3 - Portland Road	6,816	5,446	6,135	18,397	6,357	5,927	5,785	18,069
4 - State Street	6,927	5,650	6,446	19,023	5,898	5,753	5,535	17,186
5 - Center Street	11,934	9,372	10,384	31,690	13,177	13,008	13,052	39,237
6 - Fairview Industrial	2,045	1,746	1,991	5,782	2,795	2,461	2,403	7,659
7 - Mission Street	4,119	3,124	3,549	10,792	3,088	3,073	3,435	9,596
8 - 12th / Liberty	4,451	3,609	4,004	12,064	5,178	5,290	5,103	15,571
9 - Cherry / River Road	5,893	5,023	5,625	16,541	6,334	6,151	6,275	18,760
11 - Lancaster / Verda	26,406	20,115	23,740	70,261	28,450	26,787	26,575	81,812
12 - Hayesville Drive	988	723	800	2,511	1,209	1,154	1,045	3,408
13 - Silverton Road	4,653	3,959	4,687	13,299	5,166	5,128	4,481	14,775
14 - Windsor Island Road	1,184	1,060	1,026	3,270	1,552	1,450	1,355	4,357
16 - Wallace Road	1,614	1,306	1,587	4,507	2,204	2,182	2,004	6,390
17 - Edgewater Street	7,824	7,149	8,057	23,030	6,779	6,505	6,262	19,546
18 - 12th / Liberty	4,355	3,495	3,650	11,500	4,564	4,374	4,576	13,514
19 - Broadway / River Road	17,657	14,849	16,928	49,434	15,389	14,546	15,300	45,235
21 - South Commercial	16,389	13,540	15,230	45,159	16,269	15,385	15,912	47,566
23 - Lansing / Hawthorne	1,189	1,033	1,075	3,297	2,652	2,632	2,521	7,805
26 - Glen Creek / Orchard Heights	235	153	169	557	441	473	492	1,406
27 - Glen Creek / Eola	341	315	314	970	632	562	505	1,699
<i>Total</i>	<i>137,777</i>	<i>111,919</i>	<i>126,964</i>	<i>376,660</i>	<i>143,476</i>	<i>136,975</i>	<i>136,533</i>	<i>416,984</i>
LOCAL COMMUTER EXPRESS ROUTES								
1X - Wilsonville / Salem Express	677	513	569	1,759	362	374	357	1,093
<i>Cherriots Local Total</i>	<i>138,454</i>	<i>112,432</i>	<i>127,533</i>	<i>378,419</i>	<i>143,838</i>	<i>137,349</i>	<i>136,890</i>	<i>418,077</i>
REGIONAL EXPRESS ROUTES								
10X - Woodburn / Salem Express	790	615	631	2,036	1,140	932	965	3,037
20X - N. Marion Co. / Salem Express	583	496	565	1,644	599	519	514	1,632
30X - Santiam / Salem Express	597	606	691	1,894	617	571	514	1,702
40X - Polk County / Salem Express	2,433	1,787	1,952	6,172	2,191	2,039	1,875	6,105
50X - Dallas / Salem Express	355	220	246	821	129	155	121	405
<i>Total</i>	<i>4,758</i>	<i>3,724</i>	<i>4,085</i>	<i>12,567</i>	<i>4,676</i>	<i>4,216</i>	<i>3,989</i>	<i>12,881</i>
REGIONAL DEVIATED FIXED ROUTE								
45 - Central Polk County	0	0	0	0	348	366	336	1,050
<i>Cherriots Regional Total</i>	<i>4,758</i>	<i>3,724</i>	<i>4,085</i>	<i>12,567</i>	<i>5,024</i>	<i>4,582</i>	<i>4,325</i>	<i>13,931</i>
SHOP AND RIDE								
Dial-a-Ride	380	262	295	937	388	389	414	1,191
Shopper Shuttle	0	0	0	0	0	0	0	0
<i>Cherriots Shop and Ride Total</i>	<i>380</i>	<i>262</i>	<i>295</i>	<i>937</i>	<i>388</i>	<i>389</i>	<i>414</i>	<i>1,191</i>
LIFT								
ADA	3,784	2,999	3,193	9,976	3,868	3,866	3,988	11,722
DD53	792	155	144	1,091	953	934	1,040	2,927
<i>Cherriots LIFT Total</i>	<i>4,576</i>	<i>3,154</i>	<i>3,337</i>	<i>11,067</i>	<i>4,821</i>	<i>4,800</i>	<i>5,028</i>	<i>14,649</i>

Table 6. Average Boardings / Day

Route	FY21 Q2				FY22 Q2				Percent Change
	Oct 2020	Nov 2020	Dec 2020	Total	Oct 2021	Nov 2021	Dec 2021	Total	
(Service Days)	22	19	22	63	21	21	23	65	
LOCAL BUS SERVICE									
2 - Market / Brown	579.9	539.6	525.8	548.8	730.6	673.0	605.1	667.6	21.6%
3 - Portland Road	309.8	286.6	278.9	292.0	302.7	282.2	251.5	278.0	-4.8%
4 - State Street	314.9	297.4	293.0	302.0	280.9	274.0	240.7	264.4	-12.4%
5 - Center Street	542.5	493.3	472.0	503.0	627.5	619.4	567.5	603.6	20.0%
6 - Fairview Industrial	93.0	91.9	90.5	91.8	133.1	117.2	104.5	117.8	28.4%
7 - Mission Street	187.2	164.4	161.3	171.3	147.0	146.3	149.3	147.6	-13.8%
8 - 12th / Liberty	202.3	189.9	182.0	191.5	246.6	251.9	221.9	239.6	25.1%
9 - Cherry / River Road	267.9	264.4	255.7	262.6	301.6	292.9	272.8	288.6	9.9%
11 - Lancaster / Verda	1,200.3	1,058.7	1,079.1	1,115.3	1,354.8	1,275.6	1,155.4	1,258.6	12.9%
12 - Hayesville Drive	44.9	38.1	36.4	39.9	57.6	55.0	45.4	52.4	31.5%
13 - Silverton Road	211.5	208.4	213.0	211.1	246.0	244.2	194.8	227.3	7.7%
14 - Windsor Island Road	53.8	55.8	46.6	51.9	73.9	69.0	58.9	67.0	29.1%
16 - Wallace Road	73.4	68.7	72.1	71.5	105.0	103.9	87.1	98.3	37.4%
17 - Edgewater Street	355.6	376.3	366.2	365.6	322.8	309.8	272.3	300.7	-17.7%
18 - 12th / Liberty	198.0	183.9	165.9	182.5	217.3	208.3	199.0	207.9	13.9%
19 - Broadway / River Road	802.6	781.5	769.5	784.7	732.8	692.7	665.2	695.9	-11.3%
21 - South Commercial	745.0	712.6	692.3	716.8	774.7	732.6	691.8	731.8	2.1%
23 - Lansing / Hawthorne	54.0	54.4	48.9	52.3	126.3	125.3	109.6	120.1	129.4%
26 - Glen Creek / Orchard Heights	10.7	8.1	7.7	8.8	21.0	22.5	21.4	21.6	144.7%
27 - Glen Creek / Eola	15.5	16.6	14.3	15.4	30.1	26.8	22.0	26.1	69.8%
<i>Total</i>	6,262.6	5,890.5	5,771.1	5,978.7	6,832.2	6,522.6	5,936.2	6,415.1	7.3%
LOCAL COMMUTER EXPRESS ROUTES									
1X - Wilsonville / Salem Express	30.8	27.0	25.9	27.9	17.2	17.8	15.5	16.8	-39.8%
<i>Cherriots Local Total</i>	6,293.4	5,917.5	5,797.0	6,006.7	6,849.4	6,540.4	5,951.7	6,432.0	7.1%
REGIONAL EXPRESS ROUTES									
10X - Woodburn / Salem Express	35.9	32.4	28.7	32.3	54.3	44.4	42.0	46.7	44.6%
20X - N. Marion Co. / Salem Express	26.5	26.1	25.7	26.1	28.5	24.7	22.3	25.1	-3.8%
30X - Santiam / Salem Express	27.1	31.9	31.4	30.1	29.4	27.2	22.3	26.2	-12.9%
40X - Polk County / Salem Express	110.6	94.1	88.7	98.0	104.3	97.1	81.5	93.9	-4.1%
50X - Dallas / Salem Express	16.1	11.6	11.2	13.0	6.1	7.4	5.3	6.2	-52.2%
<i>Total</i>	216.3	196.0	185.7	199.5	222.7	200.8	173.4	198.2	-0.7%
REGIONAL DEVIATED FIXED ROUTE									
45 - Central Polk County	0.0	0.0	0.0	0.0	16.6	17.4	14.6	16.2	N/A
<i>Cherriots Regional Total</i>	216.3	196.0	185.7	199.5	239.2	218.2	188.0	214.3	7.4%
SHOP AND RIDE									
Dial-a-Ride	17.3	13.8	13.4	14.9	18.5	18.5	18.0	18.3	23.2%
Shopper Shuttle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	N/A
<i>Cherriots Shop and Ride Total</i>	17.3	13.8	13.4	14.9	18.5	18.5	18.0	18.3	23.2%
LIFT									
ADA	172.0	157.8	145.1	158.3	184.2	184.1	173.4	180.3	13.9%
DD53	36.0	8.2	6.5	17.3	45.4	44.5	45.2	45.0	160.0%
<i>Cherriots LIFT Total</i>	208.0	166.0	151.7	175.7	229.6	228.6	218.6	225.4	28.3%

Table 7. Average Boardings / Revenue Hour

Route	FY21 Q2				FY22 Q2				Percent Change
	Oct 2020	Nov 2020	Dec 2020	Total	Oct 2021	Nov 2021	Dec 2021	Total	
(Service Days)	22	19	22	63	21	21	23	65	
LOCAL BUS SERVICE									
2 - Market / Brown	10.1	8.5	9.1	9.2	15.5	14.8	12.8	14.3	54.9%
3 - Portland Road	10.3	8.6	9.3	9.4	20.2	18.9	16.8	18.6	96.7%
4 - State Street	10.2	8.7	9.5	9.5	18.3	17.9	15.7	17.2	81.2%
5 - Center Street	9.6	7.9	8.4	8.7	13.8	14.1	12.5	13.5	55.3%
6 - Fairview Industrial	4.1	3.7	4.0	4.0	5.9	5.5	4.7	5.3	34.6%
7 - Mission Street	8.3	6.6	7.2	7.4	6.5	6.7	6.6	6.6	-10.6%
8 - 12th / Liberty	9.2	7.7	8.1	8.5	11.2	11.6	10.1	10.9	29.3%
9 - Cherry / River Road	8.7	7.8	8.3	8.3	9.8	9.8	8.9	9.5	14.0%
11 - Lancaster / Verda	11.7	9.4	10.6	10.6	13.3	12.8	11.3	12.4	17.4%
12 - Hayesville Drive	3.0	2.3	2.5	2.6	3.9	3.9	3.1	3.6	37.7%
13 - Silverton Road	7.1	6.4	7.2	6.9	16.6	16.5	13.1	15.4	122.8%
14 - Windsor Island Road	3.5	3.3	3.1	3.3	4.9	4.8	3.9	4.5	35.4%
16 - Wallace Road	7.7	6.6	7.6	7.3	11.0	11.5	9.2	10.5	43.6%
17 - Edgewater Street	7.2	6.9	7.4	7.2	10.4	10.3	8.8	9.8	36.6%
18 - 12th / Liberty	8.8	7.4	7.4	7.9	9.7	9.7	8.9	9.4	19.4%
19 - Broadway / River Road	13.7	12.1	13.2	13.0	15.1	14.8	13.7	14.5	12.0%
21 - South Commercial	13.3	11.6	12.4	12.5	17.2	16.8	15.3	16.4	31.9%
23 - Lansing / Hawthorne	3.6	3.3	3.3	10.4	8.5	8.8	7.3	8.2	-21.3%
26 - Glen Creek / Orchard Heights	1.4	0.9	1.0	1.1	2.7	3.0	2.7	2.8	157.0%
27 - Glen Creek / Eola	1.9	1.8	1.7	1.8	3.6	3.4	2.6	3.2	78.1%
<i>Total</i>	9.5	8.1	8.7	8.8	12.3	12.1	10.7	11.7	33.1%
LOCAL COMMUTER EXPRESS ROUTES									
1X - Wilsonville / Salem Express	2.6	2.1	2.2	2.3	2.2	2.4	2.0	2.1	-5.5%
<i>Cherriots Local Total</i>	9.4	8.0	8.6	8.7	12.2	12.0	10.6	11.5	33.3%
REGIONAL EXPRESS ROUTES									
10X - Woodburn / Salem Express	2.1	1.9	1.6	1.9	3.1	2.7	2.4	2.7	47.3%
20X - N. Marion Co. / Salem Express	1.9	1.9	1.9	1.9	2.0	1.8	1.6	1.8	-6.5%
30X - Santiam / Salem Express	2.4	2.6	2.5	2.5	2.4	2.4	1.8	2.2	-11.9%
40X - Polk County / Salem Express	5.9	5.0	4.8	5.2	5.6	5.5	4.4	5.1	-2.5%
50X - Dallas / Salem Express	2.8	2.0	1.9	2.2	1.1	1.4	0.9	1.1	-50.5%
<i>Total</i>	3.2	2.9	2.7	3.0	3.3	3.1	2.6	3.0	0.2%
REGIONAL DEVIATED FIXED ROUTE									
45 - Central Polk County	0.0	0.0	0.0	0.0	1.7	1.9	1.5	1.7	N/A
<i>Cherriots Regional Total</i>	3.2	2.9	2.7	3.0	3.1	3.0	2.4	2.8	-5.0%
SHOP AND RIDE									
Dial-a-Ride	1.5	1.4	1.5	1.4	1.5	1.7	1.6	1.6	9.3%
Shopper Shuttle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	N/A
<i>Cherriots Shop and Ride Total</i>	1.5	1.4	1.5	1.4	1.5	1.7	1.6	1.6	9.3%
LIFT									
ADA	1.7	1.5	1.5	1.6	1.8	1.9	1.8	1.8	17.6%
DD53	1.5	1.4	1.5	1.5	1.6	1.8	1.8	1.7	15.3%
<i>Cherriots LIFT Total</i>	1.6	1.5	1.5	1.6	1.8	1.8	1.8	1.8	16.5%

Table 8. Year-To-Date Total Revenue Hours, Revenue Miles, and Boardings

	Revenue Hours		Percent Change	Revenue Miles		Percent Change	Boardings		Percent Change
	FY21	FY22		FY21	FY22		FY21	FY22	
LOCAL BUS SERVICE									
2 - Market / Brown	7,015	6,569	-6.4%	86,938	79,212	-8.9%	64,820	85,336	31.7%
3 - Portland Road	2,961	2,630	-11.2%	34,572	30,703	-11.2%	30,194	39,472	30.7%
4 - State Street	3,038	2,694	-11.3%	29,781	26,402	-11.3%	32,856	38,680	17.7%
5 - Center Street	6,762	6,345	-6.2%	76,918	72,245	-6.1%	61,025	78,502	28.6%
6 - Fairview Industrial	2,829	2,875	1.6%	42,282	43,056	1.8%	11,970	14,771	23.4%
7 - Mission Street	2,416	2,970	22.9%	25,365	26,939	6.2%	21,276	20,156	-5.3%
8 - 12th / Liberty	2,818	2,989	6.1%	37,842	40,206	6.2%	22,688	30,898	36.2%
9 - Cherry / River Road	3,919	3,949	0.8%	57,759	58,177	0.7%	30,967	36,931	19.3%
11 - Lancaster / Verda	12,540	13,397	6.8%	164,899	177,070	7.4%	131,273	161,847	23.3%
12 - Hayesville Drive	1,852	1,891	2.1%	25,411	25,436	0.1%	5,039	6,655	32.1%
13 - Silverton Road	2,867	2,621	-8.6%	26,514	24,304	-8.3%	25,538	30,765	20.5%
14 - Windsor Island Road	1,918	1,951	1.7%	28,427	28,998	2.0%	6,636	8,443	27.2%
16 - Wallace Road	1,177	1,238	5.2%	15,392	16,064	4.4%	8,549	11,757	37.5%
17 - Edgewater Street	5,130	4,807	-6.3%	44,034	39,749	-9.7%	40,191	42,464	5.7%
18 - 12th / Liberty	2,863	2,995	4.6%	38,515	40,349	4.8%	22,091	26,996	22.2%
19 - Broadway / River Road	7,207	6,729	-6.6%	78,670	73,667	-6.4%	90,819	92,570	1.9%
21 - South Commercial	6,748	6,305	-6.6%	83,855	78,422	-6.5%	84,191	95,116	13.0%
23 - Lansing / Hawthorne	1,930	1,907	-1.2%	24,815	24,522	-1.2%	6,955	13,293	91.1%
26 - Glen Creek / Orchard Heights	980	998	1.8%	9,610	9,816	2.1%	1,381	2,726	97.4%
27 - Glen Creek / Eola	999	1,071	7.2%	13,497	14,568	7.9%	1,978	3,832	93.7%
<i>Total</i>	<i>77,969</i>	<i>76,931</i>	<i>-1.3%</i>	<i>945,096</i>	<i>929,905</i>	<i>-1.6%</i>	<i>700,437</i>	<i>841,210</i>	<i>20.1%</i>
LOCAL COMMUTER EXPRESS ROUTES									
1X - Wilsonville / Salem Express	1,303	1,180	-9.4%	41,884	37,926	-9.4%	3,144	2,651	-15.7%
<i>Cherriots Local Y-T-D Total</i>	<i>79,272</i>	<i>78,111</i>	<i>-1.5%</i>	<i>986,980</i>	<i>967,831</i>	<i>-1.9%</i>	<i>703,581</i>	<i>843,861</i>	<i>19.9%</i>
REGIONAL EXPRESS ROUTES									
10X - Woodburn / Salem Express	2,134	2,231	4.5%	43,176	44,836	3.8%	4,052	5,744	41.8%
20X - N. Marion Co. / Salem Express	1,638	1,745	6.5%	36,324	39,283	8.1%	3,072	2,987	-2.8%
30X - Santiam / Salem Express	1,539	1,560	1.4%	30,913	32,004	3.5%	3,693	3,737	1.2%
40X - Polk County / Salem Express	2,382	2,392	0.4%	50,767	52,618	3.6%	12,419	12,148	-2.2%
50X - Dallas / Salem Express	745	737	-1.1%	17,036	17,384	2.0%	1,668	887	-46.8%
<i>Total</i>	<i>8,438</i>	<i>8,665</i>	<i>2.7%</i>	<i>178,216</i>	<i>186,125</i>	<i>4.4%</i>	<i>24,904</i>	<i>25,503</i>	<i>2.4%</i>
REGIONAL DEVIATED FIXED ROUTE									
45 - Central Polk County	0	1,230	N/A	0	18,888	N/A	0	1,958	N/A
<i>Cherriots Regional Y-T-D Total</i>	<i>8,438</i>	<i>9,895</i>	<i>17.3%</i>	<i>178,216</i>	<i>205,013</i>	<i>15.0%</i>	<i>24,904</i>	<i>27,461</i>	<i>10.3%</i>
SHOP AND RIDE									
Dial-a-Ride	1,387	1,492	7.6%	13,651	15,171	11.1%	1,871	2,197	17.4%
Shopper Shuttle	0	0	N/A	0	0	N/A	0	0	N/A
<i>Cherriots Shop and Ride Y-T-D Total</i>	<i>1,387</i>	<i>1,492</i>	<i>7.6%</i>	<i>13,651</i>	<i>15,171</i>	<i>11.1%</i>	<i>1,871</i>	<i>2,197</i>	<i>17.4%</i>
LIFT									
ADA	12,175	12,635	3.8%	136,779	145,460	6.3%	19,270	22,595	17.3%
DD53	1,589	3,549	123.3%	21,145	51,322	142.7%	2,331	5,683	143.8%
<i>Cherriots LIFT Y-T-D Total</i>	<i>13,764</i>	<i>16,184</i>	<i>17.6%</i>	<i>157,924</i>	<i>196,782</i>	<i>24.6%</i>	<i>21,601</i>	<i>28,278</i>	<i>30.9%</i>

Table 9. Fare Type and Category Usage*

Cherriots Local												
<i>Fare Categories</i>												
Fare Types	<i>Full Fare</i>			<i>Reduced Fare</i>			<i>Youth Fare</i>			<i>Free</i>		
	Q2 2021	Q2 2022	% Change	Q2 2021	Q2 2022	% Change	Q2 2021	Q2 2022	% Change	Q2 2021	Q2 2022	% Change
30 Day Pass	0	63,506	N/A	0	80,772	N/A	0	25,305	N/A	-	-	-
Day Pass	0	62,316	N/A	0	56,936	N/A	0	56,424	N/A	-	-	-
Cash	0	15,645	N/A	0	3,763	N/A	0	7,256	N/A	-	-	-
Free	-	-	-	-	-	-	-	-	-	378,419	16,045	-95.8%
Cherriots Regional												
<i>Fare Categories</i>												
Fare Types	<i>Full Fare</i>			<i>Reduced Fare</i>			<i>Youth Fare</i>			<i>Free</i>		
	Q2 2021	Q2 2022	% Change	Q2 2021	Q2 2022	% Change	Q2 2021	Q2 2022	% Change	Q2 2021	Q2 2022	% Change
Monthly Pass	0	589	N/A	0	411	N/A	0	113	N/A	-	-	-
Day Pass	0	3,348	N/A	0	2,056	N/A	0	778	N/A	-	-	-
Cash	0	4,120	N/A	0	1,066	N/A	0	1,238	N/A	-	-	-
Free	-	-	-	-	-	-	-	-	-	12,672	198	-98.4%

*Fare collection was suspended in mid-March 2020 due to COVID-19 safety precautions; fares were reinstated in July 2021

Table 10. Saturday Total Revenue Hours

Route	FY21 Q2				FY22 Q2			
	Oct 2020	Nov 2020	Dec 2020	Total	Oct 2021	Nov 2021	Dec 2021	Total
(Service Days)	5	4	4	13	5	4	3	12
LOCAL BUS SERVICE								
2 - Market / Brown	136	109	109	354	136	109	82	327
3 - Portland Road	75	60	60	195	75	60	45	180
4 - State Street	77	61	61	199	77	61	46	184
5 - Center Street	138	110	110	358	138	110	82	330
6 - Mission / Fairview Industrial	105	84	84	273	105	84	63	252
7 - Mission / Hawthorne	73	58	58	189	73	58	43	174
8 - 12th / Liberty via Red Leaf	109	87	87	283	109	87	66	262
9 - Cherry / River Road	77	62	62	201	77	62	46	185
11 - Lancaster / Verda	277	222	222	721	277	221	166	664
13 - Silverton Road	68	54	54	176	68	54	41	163
16 - Wallace Road	43	35	35	113	43	35	26	104
17 - Edgewater / Gerth	135	108	108	351	135	108	81	324
18 - 12th / Liberty via Lone Oak	109	87	87	283	109	87	65	261
19 - Broadway / River Road	133	107	107	347	133	107	80	320
21 - South Commercial	134	108	107	349	134	108	81	323
<i>Cherriots Local Total</i>	<i>1,689</i>	<i>1,352</i>	<i>1,351</i>	<i>4,392</i>	<i>1,689</i>	<i>1,351</i>	<i>1,013</i>	<i>4,053</i>
REGIONAL EXPRESS ROUTES								
10X - Woodburn / Salem Express	37	29	29	95	36	29	22	87
20X - N. Marion Co. / Salem Express	43	36	35	114	46	36	27	109
30X - Santiam / Salem Express	35	28	28	91	35	28	21	84
40X - Polk County / Salem Express	41	37	37	115	71	58	43	172
<i>Cherriots Regional Express Total</i>	<i>156</i>	<i>130</i>	<i>129</i>	<i>415</i>	<i>188</i>	<i>151</i>	<i>113</i>	<i>452</i>
LIFT								
ADA	277	214	199	690	285	225	170	680
DD53	17	12	10	39	20	21	13	54
<i>Cherriots LIFT Total</i>	<i>294</i>	<i>226</i>	<i>209</i>	<i>729</i>	<i>305</i>	<i>246</i>	<i>183</i>	<i>734</i>

Table 11. Saturday Average Revenue Hours / Day

Route	FY21 Q2				FY22 Q2				Percent Change
	Oct 2020	Nov 2020	Dec 2020	Total	Oct 2021	Nov 2021	Dec 2021	Total	
(Service Days)	5	4	4	13	5	4	3	12	
LOCAL BUS SERVICE									
2 - Market / Brown	27.2	27.3	27.3	27.2	27.2	27.3	27.3	27.3	0.1%
3 - Portland Road	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	0.0%
4 - State Street	15.4	15.3	15.3	15.3	15.4	15.3	15.3	15.3	0.2%
5 - Center Street	27.6	27.5	27.5	27.5	27.6	27.5	27.3	27.5	-0.1%
6 - Mission / Fairview Industrial	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	0.0%
7 - Mission / Hawthorne	14.6	14.5	14.5	14.5	14.6	14.5	14.3	14.5	-0.3%
8 - 12th / Liberty via Red Leaf	21.8	21.8	21.8	21.8	21.8	21.8	22.0	21.8	0.3%
9 - Cherry / River Road	15.4	15.5	15.5	15.5	15.4	15.5	15.3	15.4	-0.3%
11 - Lancaster / Verda	55.4	55.5	55.5	55.5	55.4	55.3	55.3	55.3	-0.2%
13 - Silverton Road	13.6	13.5	13.5	13.5	13.6	13.5	13.7	13.6	0.3%
16 - Wallace Road	8.6	8.8	8.8	8.7	8.6	8.8	8.7	8.7	-0.3%
17 - Edgewater / Gerth	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	0.0%
18 - 12th / Liberty via Lone Oak	21.8	21.8	21.8	21.8	21.8	21.8	21.7	21.8	-0.1%
19 - Broadway / River Road	26.6	26.8	26.8	26.7	26.6	26.8	26.7	26.7	-0.1%
21 - South Commercial	26.8	27.0	26.8	26.8	26.8	27.0	27.0	26.9	0.3%
<i>Cherriots Local Total</i>	<i>337.8</i>	<i>338.0</i>	<i>337.8</i>	<i>337.8</i>	<i>337.8</i>	<i>337.8</i>	<i>337.7</i>	<i>337.8</i>	<i>0.0%</i>
REGIONAL EXPRESS ROUTES									
10X - Woodburn / Salem Express	7.4	7.3	7.3	7.3	7.2	7.3	7.3	7.3	-0.8%
20X - N. Marion Co. / Salem Express	8.6	9.0	8.8	8.8	9.2	9.0	9.0	9.1	3.6%
30X - Santiam / Salem Express	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	0.0%
40X - Polk County / Salem Express	8.2	9.3	9.3	8.8	14.2	14.5	14.3	14.3	62.0%
<i>Cherriots Regional Express Total</i>	<i>31.2</i>	<i>32.5</i>	<i>32.3</i>	<i>31.9</i>	<i>37.6</i>	<i>37.8</i>	<i>37.7</i>	<i>37.7</i>	<i>18.0%</i>
LIFT									
ADA	55.4	53.5	49.8	53.1	57.0	56.3	56.7	56.7	6.8%
DD53	3.4	3.0	2.5	3.0	4.0	5.3	4.3	4.5	50.0%
<i>Cherriots LIFT Total</i>	<i>58.8</i>	<i>56.5</i>	<i>52.3</i>	<i>56.1</i>	<i>61.0</i>	<i>61.5</i>	<i>61.0</i>	<i>61.2</i>	<i>9.1%</i>

Table 12. Saturday Total Revenue Miles

Route	FY21 Q2				FY22 Q2			
	Oct 2020	Nov 2020	Dec 2020	Total	Oct 2021	Nov 2021	Dec 2021	Total
(Service Days)	5	4	4	13	5	4	3	12
LOCAL BUS SERVICE								
2 - Market / Brown	1,808	1,447	1,447	4,702	1,726	1,381	1,036	4,143
3 - Portland Road	876	700	700	2,276	876	700	525	2,101
4 - State Street	754	603	603	1,960	754	603	452	1,809
5 - Center Street	1,560	1,248	1,248	4,056	1,560	1,248	936	3,744
6 - Mission / Fairview Industrial	1,578	1,263	1,263	4,104	1,578	1,263	947	3,788
7 - Mission / Hawthorne	938	751	751	2,440	926	741	556	2,223
8 - 12th / Liberty via Red Leaf	1,482	1,185	1,185	3,852	1,482	1,185	889	3,556
9 - Cherry / River Road	1,133	906	906	2,945	1,133	906	680	2,719
11 - Lancaster / Verda	3,517	2,814	2,814	9,145	3,517	2,814	2,110	8,441
13 - Silverton Road	647	517	517	1,681	647	517	388	1,552
16 - Wallace Road	574	459	459	1,492	576	461	346	1,383
17 - Edgewater / Gerth	1,038	831	831	2,700	1,038	831	623	2,492
18 - 12th / Liberty via Lone Oak	1,461	1,169	1,169	3,799	1,461	1,169	877	3,507
19 - Broadway / River Road	1,727	1,382	1,382	4,491	1,727	1,382	1,036	4,145
21 - South Commercial	1,663	1,330	1,330	4,323	1,663	1,330	997	3,990
<i>Cherriots Local Total</i>	<i>20,756</i>	<i>16,605</i>	<i>16,605</i>	<i>53,966</i>	<i>20,664</i>	<i>16,531</i>	<i>12,398</i>	<i>49,593</i>
REGIONAL EXPRESS ROUTES								
10X - Woodburn / Salem Express	747	570	617	1,934	760	556	458	1,774
20X - N. Marion Co. / Salem Express	1,010	848	840	2,698	1,103	890	661	2,654
30X - Santiam / Salem Express	565	713	701	1,979	852	673	509	2,034
40X - Polk County / Salem Express	889	803	794	2,486	1,559	1,243	929	3,731
<i>Cherriots Regional Express Total</i>	<i>3,211</i>	<i>2,934</i>	<i>2,952</i>	<i>9,097</i>	<i>4,274</i>	<i>3,362</i>	<i>2,557</i>	<i>10,193</i>
LIFT								
ADA	3,049	2,456	2,081	7,586	3,312	2,610	1,940	7,862
DD53	201	166	134	501	304	317	199	820
<i>Cherriots LIFT Total</i>	<i>3,250</i>	<i>2,622</i>	<i>2,215</i>	<i>8,087</i>	<i>3,616</i>	<i>2,927</i>	<i>2,139</i>	<i>8,682</i>

Table 13. Saturday Average Revenue Miles / Day

Route	FY21 Q2				FY22 Q2				Percent Change
	Oct 2020	Nov 2020	Dec 2020	Total	Oct 2021	Nov 2021	Dec 2021	Total	
(Service Days)	5	4	4	13	5	4	3	12	
LOCAL BUS SERVICE									
2 - Market / Brown	361.6	361.8	361.8	361.7	345.2	345.3	345.3	345.3	-4.5%
3 - Portland Road	175.2	175.0	175.0	175.1	175.2	175.0	175.0	175.1	0.0%
4 - State Street	150.8	150.8	150.8	150.8	150.8	150.8	150.7	150.8	0.0%
5 - Center Street	312.0	312.0	312.0	312.0	312.0	312.0	312.0	312.0	0.0%
6 - Mission / Fairview Industrial	315.6	315.8	315.8	315.7	315.6	315.8	315.7	315.7	0.0%
7 - Mission / Hawthorne	187.6	187.8	187.8	187.7	185.2	185.3	185.3	185.3	-1.3%
8 - 12th / Liberty via Red Leaf	296.4	296.3	296.3	296.3	296.4	296.3	296.3	296.3	0.0%
9 - Cherry / River Road	226.6	226.5	226.5	226.5	226.6	226.5	226.7	226.6	0.0%
11 - Lancaster / Verda	703.4	703.5	703.5	703.5	703.4	703.5	703.3	703.4	0.0%
13 - Silvertown Road	129.4	129.3	129.3	129.3	129.4	129.3	129.3	129.3	0.0%
16 - Wallace Road	114.8	114.8	114.8	114.8	115.2	115.3	115.3	115.3	0.4%
17 - Edgewater / Gerth	207.6	207.8	207.8	207.7	207.6	207.8	207.7	207.7	0.0%
18 - 12th / Liberty via Lone Oak	292.2	292.3	292.3	292.2	292.2	292.3	292.3	292.3	0.0%
19 - Broadway / River Road	345.4	345.5	345.5	345.5	345.4	345.5	345.3	345.4	0.0%
21 - South Commercial	332.6	332.5	332.5	332.5	332.6	332.5	332.3	332.5	0.0%
<i>Cherriots Local Total</i>	<i>4,151.2</i>	<i>4,151.3</i>	<i>4,151.3</i>	<i>4,151.2</i>	<i>4,132.8</i>	<i>4,132.8</i>	<i>4,132.7</i>	<i>4,132.8</i>	<i>-0.4%</i>
REGIONAL EXPRESS ROUTES									
10X - Woodburn / Salem Express	149.4	142.5	154.3	148.8	152.0	139.0	152.7	147.8	-0.6%
20X - N. Marion Co. / Salem Express	202.0	212.0	210.0	207.5	220.6	222.5	220.3	221.2	6.6%
30X - Santiam / Salem Express	113.0	178.3	175.3	152.2	170.4	168.3	169.7	169.5	11.3%
40X - Polk County / Salem Express	177.8	200.8	198.5	191.2	311.8	310.8	309.7	310.9	62.6%
<i>Cherriots Regional Express Total</i>	<i>642.2</i>	<i>733.5</i>	<i>738.0</i>	<i>699.8</i>	<i>854.8</i>	<i>840.5</i>	<i>852.3</i>	<i>849.4</i>	<i>21.4%</i>
LIFT									
ADA	609.8	614.0	520.3	583.5	662.4	652.5	646.7	655.2	12.3%
DD53	40.2	41.5	33.5	38.5	60.8	79.3	66.3	68.3	77.3%
<i>Cherriots LIFT Total</i>	<i>650.0</i>	<i>655.5</i>	<i>553.8</i>	<i>622.1</i>	<i>723.2</i>	<i>731.8</i>	<i>713.0</i>	<i>723.5</i>	<i>16.3%</i>

Table 14. Saturday Total Boardings

Route	FY21 Q2				FY22 Q2			
	Oct 2020	Nov 2020	Dec 2020	Total	Oct 2021	Nov 2021	Dec 2021	Total
(Service Days)	5	4	4	13	5	4	3	12
LOCAL BUS SERVICE								
2 - Market / Brown	1,956	1,333	1,382	4,671	1,684	1,224	844	3,752
3 - Portland Road	818	558	633	2,009	714	559	422	1,695
4 - State Street	878	738	681	2,297	772	634	370	1,776
5 - Center Street	1,666	1,289	1,345	4,300	1,748	1,358	894	4,000
6 - Mission / Fairview Industrial	234	205	170	609	304	210	162	676
7 - Mission / Hawthorne	699	439	432	1,570	457	340	239	1,036
8 - 12th / Liberty via Red Leaf	784	559	582	1,925	828	591	466	1,885
9 - Cherry / River Road	715	517	523	1,755	659	542	349	1,550
11 - Lancaster / Verda	3,997	2,617	2,907	9,521	3,402	2,658	1,839	7,899
13 - Silverton Road	668	495	426	1,589	608	457	351	1,416
16 - Wallace Road	298	156	244	698	405	317	195	917
17 - Edgewater / Gerth	1,013	759	794	2,566	895	601	439	1,935
18 - 12th / Liberty via Lone Oak	746	482	511	1,739	685	542	368	1,595
19 - Broadway / River Road	2,617	2,001	1,900	6,518	2,119	1,559	1,004	4,682
21 - South Commercial	2,259	1,682	1,710	5,651	2,052	1,569	1,108	4,729
<i>Cherriots Local Total</i>	<i>19,348</i>	<i>13,830</i>	<i>14,240</i>	<i>47,418</i>	<i>17,332</i>	<i>13,161</i>	<i>9,050</i>	<i>39,543</i>
REGIONAL EXPRESS ROUTES								
10X - Woodburn / Salem Express	73	61	68	202	98	81	53	232
20X - N. Marion Co. / Salem Express	63	57	58	178	35	48	36	119
30X - Santiam / Salem Express	44	40	51	135	52	44	28	124
40X - Polk County / Salem Express	231	143	165	539	249	179	137	565
<i>Cherriots Regional Express Total</i>	<i>411</i>	<i>301</i>	<i>342</i>	<i>1,054</i>	<i>434</i>	<i>352</i>	<i>254</i>	<i>1,040</i>
LIFT								
ADA	479	346	323	1,148	492	366	309	1,167
DD53	20	17	16	53	27	27	20	74
<i>Cherriots LIFT Total</i>	<i>499</i>	<i>363</i>	<i>339</i>	<i>1,201</i>	<i>519</i>	<i>393</i>	<i>329</i>	<i>1,241</i>

Table 15. Saturday Average Boardings / Day

Route (Service Days)	FY21 Q2				FY22 Q2				Percent Change
	Oct 2020	Nov 2020	Dec 2020	Total	Oct 2021	Nov 2021	Dec 2021	Total	
	5	4	4	13	5	4	3	12	
LOCAL BUS SERVICE									
2 - Market / Brown	391.2	333.3	345.5	359.3	336.8	306.0	281.3	312.7	-13.0%
3 - Portland Road	163.6	139.5	158.3	154.5	142.8	139.8	140.7	141.3	-8.6%
4 - State Street	175.6	184.5	170.3	176.7	154.4	158.5	123.3	148.0	-16.2%
5 - Center Street	333.2	322.3	336.3	330.8	349.6	339.5	298.0	333.3	0.8%
6 - Mission / Fairview Industrial	46.8	51.3	42.5	46.8	60.8	52.5	54.0	56.3	20.3%
7 - Mission / Hawthorne	139.8	109.8	108.0	120.8	91.4	85.0	79.7	86.3	-28.5%
8 - 12th / Liberty via Red Leaf	156.8	139.8	145.5	148.1	165.6	147.8	155.3	157.1	6.1%
9 - Cherry / River Road	143.0	129.3	130.8	135.0	131.8	135.5	116.3	129.2	-4.3%
11 - Lancaster / Verda	799.4	654.3	726.8	732.4	680.4	664.5	613.0	658.3	-10.1%
13 - Silvertown Road	133.6	123.8	106.5	122.2	121.6	114.3	117.0	118.0	-3.5%
16 - Wallace Road	59.6	39.0	61.0	53.7	81.0	79.3	65.0	76.4	42.3%
17 - Edgewater / Gerth	202.6	189.8	198.5	197.4	179.0	150.3	146.3	161.3	-18.3%
18 - 12th / Liberty via Lone Oak	149.2	120.5	127.8	133.8	137.0	135.5	122.7	132.9	-0.6%
19 - Broadway / River Road	523.4	500.3	475.0	501.4	423.8	389.8	334.7	390.2	-22.2%
21 - South Commercial	451.8	420.5	427.5	434.7	410.4	392.3	369.3	394.1	-9.3%
<i>Cherriots Local Total</i>	<i>3,869.6</i>	<i>3,457.5</i>	<i>3,560.0</i>	<i>3,647.5</i>	<i>3,466.4</i>	<i>3,290.3</i>	<i>3,016.7</i>	<i>3,295.3</i>	<i>-9.7%</i>
REGIONAL EXPRESS ROUTES									
10X - Woodburn / Salem Express	14.6	15.3	17.0	15.5	19.6	20.3	17.7	19.3	24.4%
20X - N. Marion Co. / Salem Express	12.6	14.3	14.5	13.7	7.0	12.0	12.0	9.9	-27.6%
30X - Santiam / Salem Express	8.8	10.0	12.8	10.4	10.4	11.0	9.3	10.3	-0.5%
40X - Polk County / Salem Express	46.2	35.8	41.3	41.5	49.8	44.8	45.7	47.1	13.6%
<i>Cherriots Regional Express Total</i>	<i>82.2</i>	<i>75.3</i>	<i>85.5</i>	<i>81.1</i>	<i>86.8</i>	<i>88.0</i>	<i>84.7</i>	<i>86.7</i>	<i>6.9%</i>
LIFT									
ADA	95.8	86.5	80.8	88.3	98.4	91.5	103.0	97.3	10.1%
DD53	4.0	4.3	4.0	4.1	5.4	6.8	6.7	6.2	51.3%
<i>Cherriots LIFT Total</i>	<i>99.8</i>	<i>90.8</i>	<i>84.8</i>	<i>92.4</i>	<i>103.8</i>	<i>98.3</i>	<i>109.7</i>	<i>103.4</i>	<i>11.9%</i>

Table 16. Saturday Average Boardings / Revenue Hour

Route (Service Days)	FY21 Q2				FY22 Q2				Percent Change
	Oct 2020	Nov 2020	Dec 2020	Total	Oct 2021	Nov 2021	Dec 2021	Total	
	5	4	4	13	5	4	3	12	
LOCAL BUS SERVICE									
2 - Market / Brown	14.4	12.2	12.7	13.2	12.4	11.2	10.3	11.5	-13.0%
3 - Portland Road	10.9	9.3	10.6	10.3	9.5	9.3	9.4	9.4	-8.6%
4 - State Street	11.4	12.1	11.2	11.5	10.0	10.4	8.0	9.7	-16.4%
5 - Center Street	12.1	11.7	12.2	12.0	12.7	12.3	10.9	12.1	0.9%
6 - Mission / Fairview Industrial	0.0	2.4	2.0	2.2	2.9	2.5	2.6	2.7	20.3%
7 - Mission / Hawthorne	9.6	7.6	7.4	8.3	6.3	5.9	5.6	6.0	-28.3%
8 - 12th / Liberty via Red Leaf	7.2	9.6	10.0	6.8	7.6	6.8	7.1	7.2	5.8%
9 - Cherry / River Road	9.3	8.3	8.4	8.7	8.6	8.7	7.6	8.4	-4.0%
11 - Lancaster / Verda	14.4	11.8	13.1	13.2	12.3	12.0	11.1	11.9	-9.9%
13 - Silverton Road	9.8	9.2	7.9	9.0	8.9	8.5	8.6	8.7	-3.8%
16 - Wallace Road	0.0	4.5	7.0	6.2	9.4	9.1	7.5	8.8	42.7%
17 - Edgewater / Gerth	7.5	7.0	7.4	7.3	6.6	5.6	5.4	6.0	-18.3%
18 - 12th / Liberty via Lone Oak	6.8	5.5	5.9	6.1	6.3	6.2	5.7	6.1	-0.5%
19 - Broadway / River Road	19.7	18.7	17.8	18.8	15.9	14.6	12.6	14.6	-22.1%
21 - South Commercial	16.9	15.6	16.0	16.2	15.3	14.5	13.7	14.6	-9.6%
<i>Cherriots Local Total</i>	<i>11.5</i>	<i>10.2</i>	<i>10.5</i>	<i>10.8</i>	<i>10.3</i>	<i>9.7</i>	<i>8.9</i>	<i>9.8</i>	<i>-9.6%</i>
REGIONAL EXPRESS ROUTES									
10X - Woodburn / Salem Express	2.0	2.1	2.3	2.1	2.7	2.8	2.4	2.7	25.4%
20X - N. Marion Co. / Salem Express	1.5	1.6	1.7	1.6	0.8	1.3	1.3	1.1	-30.1%
30X - Santiam / Salem Express	1.3	1.4	1.8	1.5	1.5	1.6	1.3	1.5	-0.5%
40X - Polk County / Salem Express	5.6	3.9	4.5	4.7	3.5	3.1	3.2	3.3	-29.9%
<i>Cherriots Regional Express Total</i>	<i>2.6</i>	<i>2.3</i>	<i>2.7</i>	<i>2.5</i>	<i>2.3</i>	<i>2.3</i>	<i>2.2</i>	<i>2.3</i>	<i>-9.4%</i>
LIFT									
ADA	1.7	1.6	1.6	1.7	1.7	1.6	1.8	1.7	3.1%
DD53	1.2	1.4	1.6	1.4	1.4	1.3	1.5	1.4	0.8%
<i>Cherriots LIFT Total</i>	<i>1.7</i>	<i>1.6</i>	<i>1.6</i>	<i>1.6</i>	<i>1.7</i>	<i>1.6</i>	<i>1.8</i>	<i>1.7</i>	<i>2.6%</i>

Table 17. Saturday Year-To-Date Total Revenue Hours, Revenue Miles, and Boardings

Route	Revenue Hours		Percent Change	Revenue Miles		Percent Change	Boardings		Percent Change
	FY21	FY22		FY21	FY22		FY21	FY22	
LOCAL BUS SERVICE									
2 - Market / Brown	666	681	2.3%	8,831	8,779	-0.6%	8,103	8,364	3.2%
3 - Portland Road	372	375	0.8%	4,342	4,377	0.8%	3,599	3,888	8.0%
4 - State Street	380	383	0.8%	3,740	3,769	0.8%	4,121	3,986	-3.3%
5 - Center Street	672	688	2.4%	7,625	7,800	2.3%	7,579	8,383	10.6%
6 - Mission / Fairview Industrial	521	525	0.8%	7,830	7,892	0.8%	1,222	1,456	19.1%
7 - Mission / Hawthorne	361	363	0.6%	4,653	4,631	-0.5%	2,871	2,255	-21.5%
8 - 12th / Liberty via Red Leaf	535	545	1.9%	7,265	7,408	2.0%	3,546	3,944	11.2%
9 - Cherry / River Road	383	386	0.8%	5,620	5,664	0.8%	3,296	3,168	-3.9%
11 - Lancaster / Verda	1,376	1,385	0.7%	17,467	17,585	0.7%	16,712	16,353	-2.1%
13 - Silverton Road	337	339	0.6%	3,214	3,233	0.6%	3,124	3,190	2.1%
16 - Wallace Road	215	217	0.9%	2,846	2,881	1.2%	1,240	1,780	43.5%
17 - Edgewater / Gerth	660	675	2.3%	5,077	5,192	2.3%	4,582	4,110	-10.3%
18 - 12th / Liberty via Lone Oak	523	544	4.0%	7,013	7,306	4.2%	2,993	3,410	13.9%
19 - Broadway / River Road	663	667	0.6%	8,585	8,636	0.6%	11,463	10,162	-11.3%
21 - South Commercial	668	671	0.4%	8,264	8,313	0.6%	10,070	9,998	-0.7%
<i>Cherriots Local Y-T-D Total</i>	<i>8,332</i>	<i>8,444</i>	<i>1.3%</i>	<i>102,372</i>	<i>103,466</i>	<i>1.1%</i>	<i>84,521</i>	<i>84,447</i>	<i>-0.1%</i>
REGIONAL EXPRESS ROUTES									
10X - Woodburn / Salem Express	182	181	-0.5%	3,788	3,797	0.2%	320	426	33.1%
20X - N. Marion Co. / Salem Express	215	222	3.3%	5,112	5,446	6.5%	292	257	-12.0%
30X - Santiam / Salem Express	175	175	0.0%	3,824	4,183	9.4%	210	219	4.3%
40X - Polk County / Salem Express	225	307	36.4%	4,864	6,693	37.6%	986	1,082	9.7%
<i>Cherriots Regional Express Y-T-D Total</i>	<i>797</i>	<i>885</i>	<i>11.0%</i>	<i>17,588</i>	<i>20,119</i>	<i>14.4%</i>	<i>1,808</i>	<i>1,984</i>	<i>9.7%</i>
LIFT									
ADA	1,274	1,387	8.9%	13,953	15,563	11.5%	2,060	2,363	14.7%
DD53	75	120	60.0%	955	1,869	95.7%	109	169	55.0%
<i>Cherriots LIFT Y-T-D Total</i>	<i>1,349</i>	<i>1,507</i>	<i>11.7%</i>	<i>14,908</i>	<i>17,432</i>	<i>16.9%</i>	<i>2,169</i>	<i>2,532</i>	<i>16.7%</i>

Table 18. Saturday Fare Type and Category Usage*

Cherriots Local	Fare Categories											
	Full Fare			Reduced Fare			Youth Fare			Free		
Fare Types	Q2 2021	Q2 2022	% Change	Q2 2021	Q2 2022	% Change	Q2 2021	Q2 2022	% Change	Q2 2021	Q2 2022	% Change
30 Day Pass	0	5,929	N/A	0	7,539	N/A	0	1,341	N/A	-	-	-
Day Pass	0	6,588	N/A	0	5,590	N/A	0	4,827	N/A	-	-	-
Cash	0	1,810	N/A	0	420	N/A	0	485	N/A	-	-	-
Free	-	-	-	-	-	-	-	-	-	47,418	1,662	-96.5%
Cherriots Regional	Fare Categories											
Fare Types	Full Fare			Reduced Fare			Youth Fare			Free		
Fare Types	Q2 2021	Q2 2022	% Change	Q2 2021	Q2 2022	% Change	Q2 2021	Q2 2022	% Change	Q2 2021	Q2 2022	% Change
Monthly Pass	0	71	N/A	0	41	N/A	0	8	N/A	-	-	-
Day Pass	0	203	N/A	0	108	N/A	0	25	N/A	-	-	-
Cash	0	363	N/A	0	73	N/A	0	114	N/A	-	-	-
Free	-	-	-	-	-	-	-	-	-	1,054	34	-96.8%

*Fare collection was suspended in mid-March 2020 due to COVID-19 safety precautions; fares were reinstated in July of 2021

Table 19. Sunday Total Revenue Hours

Route	FY22 Q2			
	Oct 2021	Nov 2021	Dec 2021	Total
(Service Days)	5	4	4	13
LOCAL BUS SERVICE				
2 - Market / Brown	65	52	52	169
3 - Portland Road	65	52	52	169
4 - State Street	67	54	54	175
5 - Center Street	65	52	52	169
7 - Mission / Hawthorne	63	50	50	163
8 - 12th / Liberty via Red Leaf	65	52	52	169
9 - Cherry / River Road	67	54	54	175
11 - Lancaster / Verda	250	200	200	650
13 - Silverton Road	64	51	51	166
17 - Edgewater / Gerth	65	52	52	169
19 - Broadway / River Road	64	52	51	167
21 - South Commercial	64	52	51	167
<i>Cherritots Local Total</i>	964	773	771	2,508
LIFT				
ADA	135	134	114	383
DD53	0	0	4	4
<i>Cherriots LIFT Total</i>	135	134	118	387

Table 20. Sunday Average Revenue Hours / Day

Route	FY22 Q2			
	Oct 2021	Nov 2021	Dec 2021	Total
(Service Days)	5	4	4	13
LOCAL BUS SERVICE				
2 - Market / Brown	13.0	13.0	13.0	13.0
3 - Portland Road	13.0	13.0	13.0	13.0
4 - State Street	13.4	13.5	13.5	13.5
5 - Center Street	13.0	13.0	13.0	13.0
7 - Mission / Hawthorne	12.6	12.5	12.5	12.5
8 - 12th / Liberty via Red Leaf	13.0	13.0	13.0	13.0
9 - Cherry / River Road	13.4	13.5	13.5	13.5
11 - Lancaster / Verda	50.0	50.0	50.0	50.0
13 - Silverton Road	12.8	12.8	12.8	12.8
17 - Edgewater / Gerth	13.0	13.0	13.0	13.0
19 - Broadway / River Road	12.8	13.0	12.8	12.8
21 - South Commercial	12.8	13.0	12.8	12.8
<i>Cherriots Local Total</i>	<i>192.8</i>	<i>193.3</i>	<i>192.8</i>	<i>192.9</i>
LIFT				
ADA	27.0	33.5	28.5	29.5
DD53	0.0	0.0	1.0	0.3
<i>Cherriots LIFT Total</i>	<i>27.0</i>	<i>33.5</i>	<i>29.5</i>	<i>29.8</i>

Table 21. Sunday Total Revenue Miles

Route	FY22 Q2			
	Oct 2021	Nov 2021	Dec 2021	Total
(Service Days)	5	4	4	13
LOCAL BUS SERVICE				
2 - Market / Brown	816	653	653	2,122
3 - Portland Road	759	607	607	1,973
4 - State Street	657	526	526	1,709
5 - Center Street	739	591	591	1,921
7 - Mission / Hawthorne	798	638	639	2,075
8 - 12th / Liberty via Red Leaf	831	665	665	2,161
9 - Cherry / River Road	988	790	790	2,568
11 - Lancaster / Verda	3,097	2,478	2,478	8,053
13 - Silverton Road	600	480	480	1,560
17 - Edgewater / Gerth	500	400	400	1,300
19 - Broadway / River Road	832	666	665	2,163
21 - South Commercial	801	641	640	2,082
<i>Cherriots Local Total</i>	<i>11,418</i>	<i>9,135</i>	<i>9,134</i>	<i>29,687</i>
LIFT				
ADA	1,386	1,572	1,157	4,115
DD53	0	0	59	59
<i>Cherriots LIFT Total</i>	<i>1,386</i>	<i>1,572</i>	<i>1,216</i>	<i>4,174</i>

Table 22. Sunday Average Revenue Miles / Day

Route	FY22 Q2			
	Oct 2021	Nov 2021	Dec 2021	Total
(Service Days)	5	4	4	13
LOCAL BUS SERVICE				
2 - Market / Brown	163.2	163.3	163.3	163.2
3 - Portland Road	151.8	151.8	151.8	151.8
4 - State Street	131.4	131.5	131.5	131.5
5 - Center Street	147.8	147.8	147.8	147.8
7 - Mission / Hawthorne	159.6	159.5	159.8	159.6
8 - 12th / Liberty via Red Leaf	166.2	166.3	166.3	166.2
9 - Cherry / River Road	197.6	197.5	197.5	197.5
11 - Lancaster / Verda	619.4	619.5	619.5	619.5
13 - Silverton Road	120.0	120.0	120.0	120.0
17 - Edgewater / Gerth	100.0	100.0	100.0	100.0
19 - Broadway / River Road	166.4	166.5	166.3	166.4
21 - South Commercial	160.2	160.3	160.0	160.2
<i>Cherriots Local Total</i>	2,283.6	2,283.8	2,283.5	2,283.6
LIFT				
ADA	277.2	393.0	289.3	316.5
DD53	0.0	0.0	14.8	4.5
<i>Cherriots LIFT Total</i>	277.2	393.0	304.0	321.1

Table 23. Sunday Total Boardings

Route	FY22 Q2			
	Oct 2021	Nov 2021	Dec 2021	Total
(Service Days)	5	4	4	13
LOCAL BUS SERVICE				
2 - Market / Brown	705	564	517	1,786
3 - Portland Road	412	330	332	1,074
4 - State Street	482	371	358	1,211
5 - Center Street	715	603	579	1,897
7 - Mission / Hawthorne	233	179	217	629
8 - 12th / Liberty via Red Leaf	484	366	400	1,250
9 - Cherry / River Road	521	358	387	1,266
11 - Lancaster / Verda	1,709	1,695	1,301	4,705
13 - Silverton Road	322	307	313	942
17 - Edgewater / Gerth	382	373	267	1,022
19 - Broadway / River Road	810	608	530	1,948
21 - South Commercial	825	631	673	2,129
<i>Cherriots Local Total</i>	<i>7,600</i>	<i>6,385</i>	<i>5,874</i>	<i>19,859</i>
LIFT				
ADA	200	227	166	593
DD53	0	0	5	5
<i>Cherriots LIFT Total</i>	<i>200</i>	<i>227</i>	<i>171</i>	<i>598</i>

Table 24. Sunday Average Boardings / Day

Route	FY22 Q2			
	Oct 2021	Nov 2021	Dec 2021	Total
(Service Days)	5	4	4	13
LOCAL BUS SERVICE				
2 - Market / Brown	141.0	141.0	129.3	137.4
3 - Portland Road	82.4	82.5	83.0	82.6
4 - State Street	96.4	92.8	89.5	93.2
5 - Center Street	143.0	150.8	144.8	145.9
7 - Mission / Hawthorne	46.6	44.8	54.3	48.4
8 - 12th / Liberty via Red Leaf	96.8	91.5	100.0	96.2
9 - Cherry / River Road	104.2	89.5	96.8	97.4
11 - Lancaster / Verda	341.8	423.8	325.3	361.9
13 - Silverton Road	64.4	76.8	78.3	72.5
17 - Edgewater / Gerth	76.4	93.3	66.8	78.6
19 - Broadway / River Road	162.0	152.0	132.5	149.8
21 - South Commercial	165.0	157.8	168.3	163.8
<i>Cherriots Local Total</i>	<i>1,520.0</i>	<i>1,596.3</i>	<i>1,468.5</i>	<i>1,527.6</i>
LIFT				
ADA	40.0	56.8	41.5	45.6
DD53	0.0	0.0	1.3	0.4
<i>Cherriots LIFT Total</i>	<i>40.0</i>	<i>56.8</i>	<i>42.8</i>	<i>46.0</i>

Table 25. Sunday Average Boardings / Revenue Hour

Route	FY22 Q2			
	Oct 2021	Nov 2021	Dec 2021	Total
(Service Days)	5	4	4	13
LOCAL BUS SERVICE				
2 - Market / Brown	10.8	10.8	9.9	10.6
3 - Portland Road	6.3	6.3	6.4	6.4
4 - State Street	7.2	6.9	6.6	6.9
5 - Center Street	11.0	11.6	11.1	11.2
7 - Mission / Hawthorne	3.7	3.6	4.3	3.9
8 - 12th / Liberty via Red Leaf	7.4	7.0	7.7	7.4
9 - Cherry / River Road	7.8	6.6	7.2	7.2
11 - Lancaster / Verda	6.8	8.5	6.5	7.2
13 - Silverton Road	5.0	6.0	6.1	5.7
17 - Edgewater / Gerth	5.9	7.2	5.1	6.0
19 - Broadway / River Road	12.7	11.7	10.4	11.7
21 - South Commercial	12.9	12.1	13.2	12.7
<i>Cherriots Local Total</i>	7.9	8.3	7.6	7.9
LIFT				
ADA	1.5	1.7	1.5	1.5
DD53	0.0	0.0	1.3	1.3
<i>Cherriots LIFT Total</i>	1.5	1.7	1.4	1.5

Table 26. Sunday Year-To-Date Total Revenue Hours, Revenue Miles, and Boardings

Route	Revenue Hours	Revenue Miles	Boardings
	FY22	FY22	FY22
LOCAL BUS SERVICE			
2 - Market / Brown	221	2,775	2,252
3 - Portland Road	221	2,580	1,434
4 - State Street	228	2,235	1,492
5 - Center Street	221	2,512	2,394
7 - Mission / Hawthorne	213	2,714	791
8 - 12th / Liberty via Red Leaf	221	2,826	1,542
9 - Cherry / River Road	228	3,358	1,493
11 - Lancaster / Verda	850	10,531	5,447
13 - Silverton Road	217	2,040	1,125
17 - Edgewater / Gerth	221	1,700	1,288
19 - Broadway / River Road	219	2,828	2,262
21 - South Commercial	219	2,722	2,739
<i>Cherriots Local Y-T-D Total</i>	3,279	38,821	24,259
LIFT			
ADA	520	5,680	845
DD53	5	77	6
<i>Cherriots LIFT Y-T-D Total</i>	525	5,757	851

Table 27. Sunday Fare Type and Category Usage				
Cherriots Local	<i>Fare Categories</i>			
	<i>Full Fare</i>	<i>Reduced Fare</i>	<i>Youth Fare</i>	<i>Free</i>
Fare Types	Q2 2022	Q2 2022	Q2 2022	Q2 2022
30 Day Pass	3,139	3,806	632	-
Day Pass	2,834	2,665	2,561	-
Cash	986	202	279	-
Free	-	-	-	842

Table 28. Rides / Revenue Hour Comparison

LOCAL WEEKDAY				REGIONAL/LOCAL EXPRESS WEEKDAY			DEMAND-RESPONSE WEEKDAY				
		Route	FY21 Q2	FY22 Q2		FY21 Q2	FY22 Q2		FY21 Q2	FY22 Q2	
1	Corridor Routes	Route 3	9.4	18.6					LIFT ADA	1.6	1.8
1	Corridor Routes	Route 4	9.5	17.2					LIFT DD53	1.5	1.7
1	Corridor Routes	Route 21	12.5	16.4	Route 40X	5.2	5.1		Shop and Ride Dial-a-Ride	1.4	1.6
1	Corridor Routes	Route 13	6.9	15.4	Route 10X	1.9	2.7		Shop and Ride Shopper Shuttle	0	0
1	Corridor Routes	Route 19	13.0	14.5	Route 30X	2.5	2.2				
1	Corridor Routes	Route 2	9.2	14.3	Route 1X	2.3	2.1				
1	Corridor Routes	Route 5	8.7	13.5	Route 20X	1.9	1.8				
1	Corridor Routes	Route 11	10.6	12.4	Route 50X	2.2	1.1				
1	Corridor Routes	Route 8	8.5	10.9							
1	Corridor Routes	Route 17	7.2	9.8							
1	Corridor Routes	Route 9	8.3	9.5							
1	Corridor Routes	Route 18	7.9	9.4							
2	Coverage Routes	Route 16	7.3	10.5							
2	Coverage Routes	Route 23	10.4	8.2							
2	Coverage Routes	Route 7	7.4	6.6							
2	Coverage Routes	Route 6	4.0	5.3							
2	Coverage Routes	Route 14	3.3	4.5							
2	Coverage Routes	Route 12	2.6	3.6							
2	Coverage Routes	Route 27	1.8	3.2							
2	Coverage Routes	Route 26	1.1	2.8							
					REGIONAL DEVIATED-FIXED ROUTE						
						FY21 Q2	FY22 Q2				
					Route 45	0	1.7				

LOCAL SATURDAY				
		Route	FY21 Q2	FY22 Q2
1	Corridor Routes	Route 19	18.8	14.6
1	Corridor Routes	Route 21	16.2	14.6
1	Corridor Routes	Route 5	12.0	12.1
1	Corridor Routes	Route 11	13.2	11.9
1	Corridor Routes	Route 2	13.2	11.5
1	Corridor Routes	Route 4	11.5	9.7
1	Corridor Routes	Route 3	10.3	9.4
1	Corridor Routes	Route 13	9.0	8.7
1	Corridor Routes	Route 9	8.7	8.4
1	Corridor Routes	Route 8	6.8	7.2
1	Corridor Routes	Route 18	6.1	6.1
1	Corridor Routes	Route 17	7.3	6
2	Coverage Routes	Route 16	6.2	8.8
2	Coverage Routes	Route 7	8.3	6
2	Coverage Routes	Route 6	2.2	2.7

REGIONAL EXPRESS SATURDAY		
	FY21 Q2	FY22 Q2
Route 40X	4.7	3.3
Route 10X	2.1	2.7
Route 30X	1.5	1.5
Route 20X	1.6	1.1

DEMAND-RESPONSE SATURDAY		
	FY21 Q2	FY22 Q2
LIFT ADA	1.7	1.7
LIFT DD53	1.4	1.4

LOCAL SUNDAY				
		Route	FY21 Q2	FY22 Q2
1	Corridor Routes	Route 21	0.0	12.7
1	Corridor Routes	Route 19	0.0	11.7
1	Corridor Routes	Route 5	0.0	11.2
1	Corridor Routes	Route 2	0.0	10.6
1	Corridor Routes	Route 8	0.0	7.4
1	Corridor Routes	Route 11	0.0	7.2
1	Corridor Routes	Route 9	0.0	7.2
1	Corridor Routes	Route 4	0.0	6.9
1	Corridor Routes	Route 3	0.0	6.4
1	Corridor Routes	Route 17	0.0	6
1	Corridor Routes	Route 13	0.0	5.7
2	Coverage Routes	Route 7	0.0	3.9

DEMAND-RESPONSE SUNDAY		
	FY21 Q2	FY22 Q2
LIFT ADA	0	1.5
LIFT DD53	0	1.3

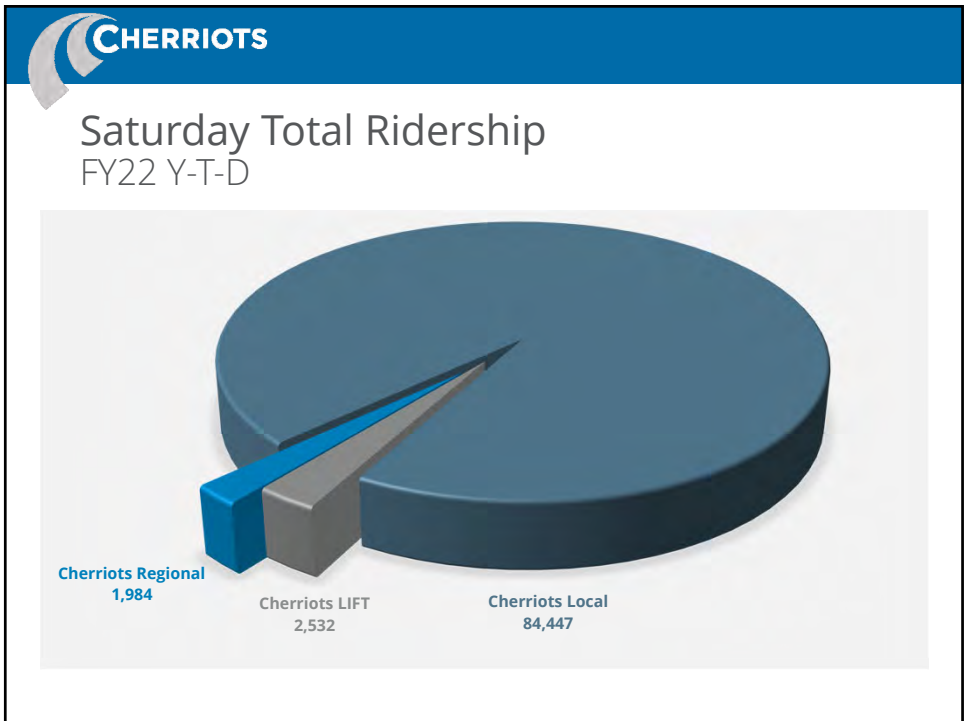
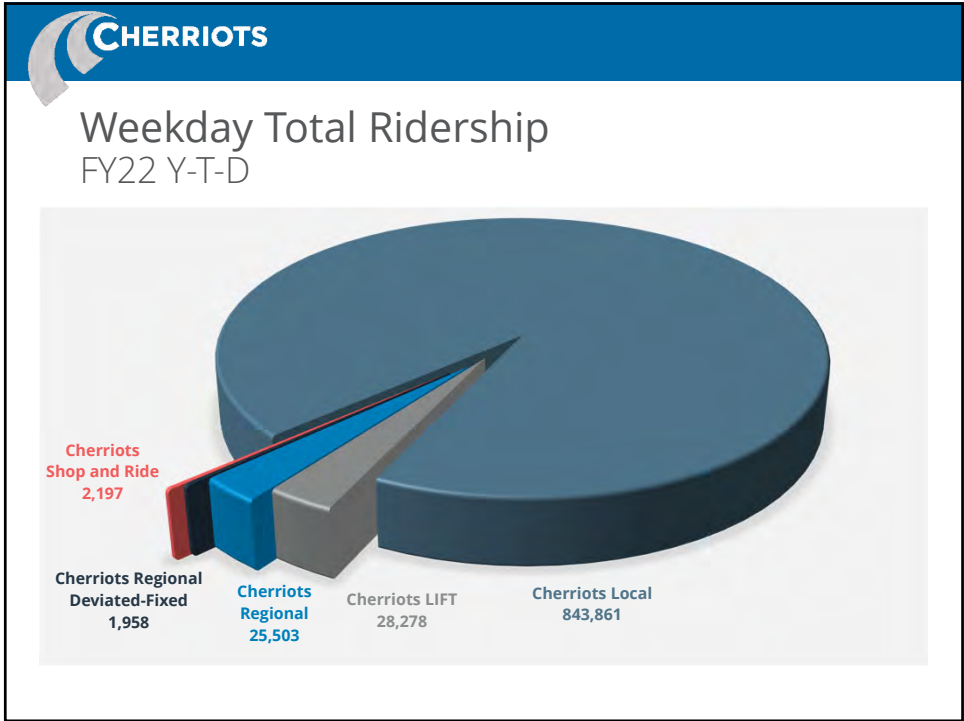
FY22 Q2 Performance Report

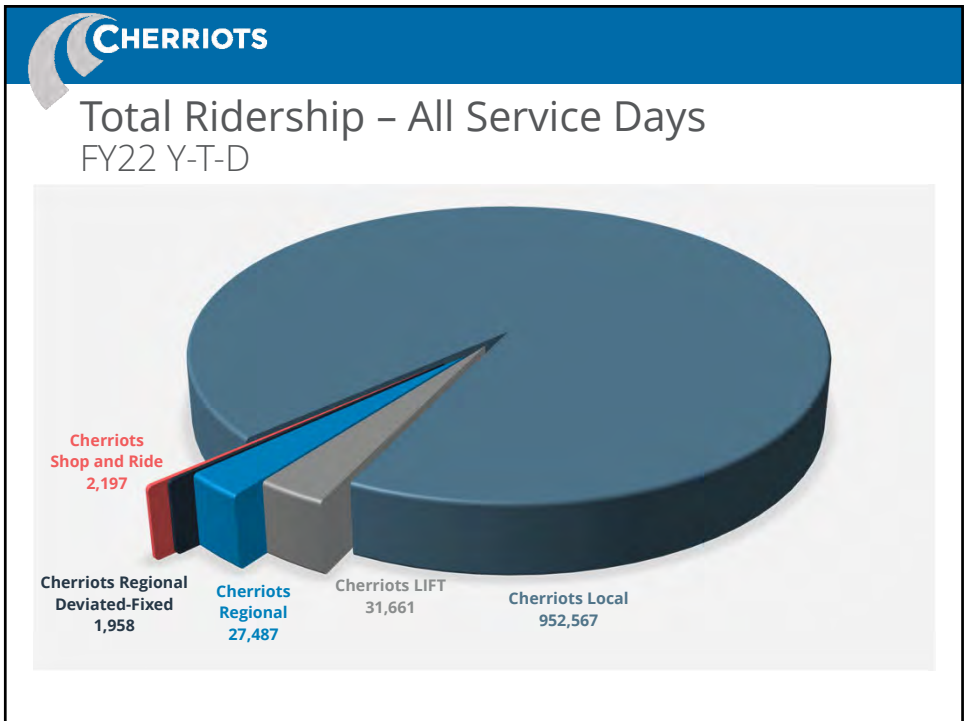
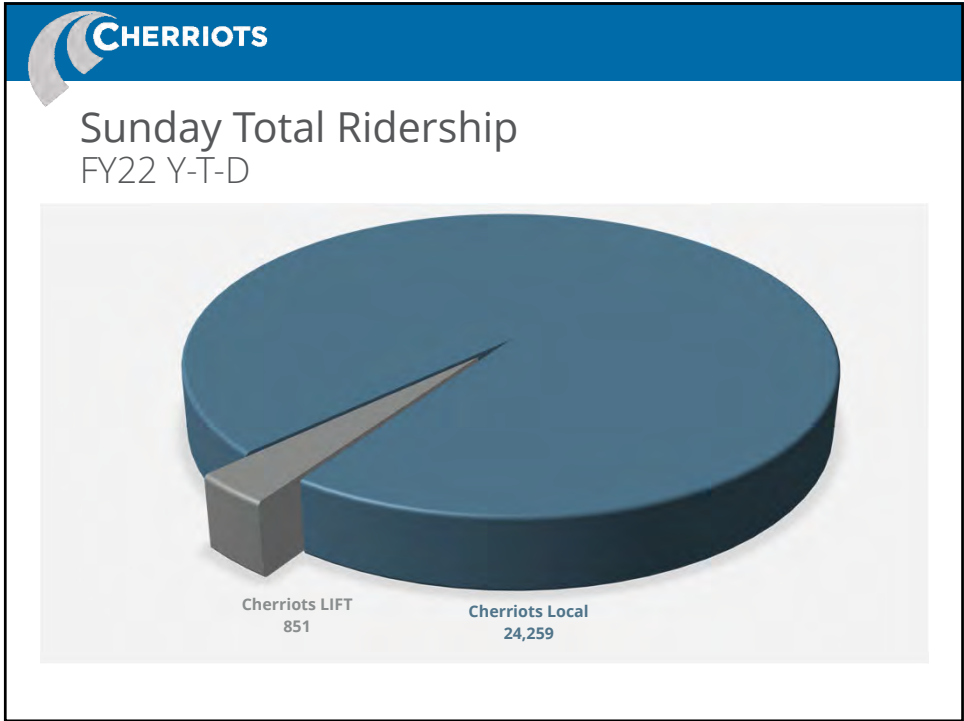
October– December 2021




Ridership Totals

FY22 Q2

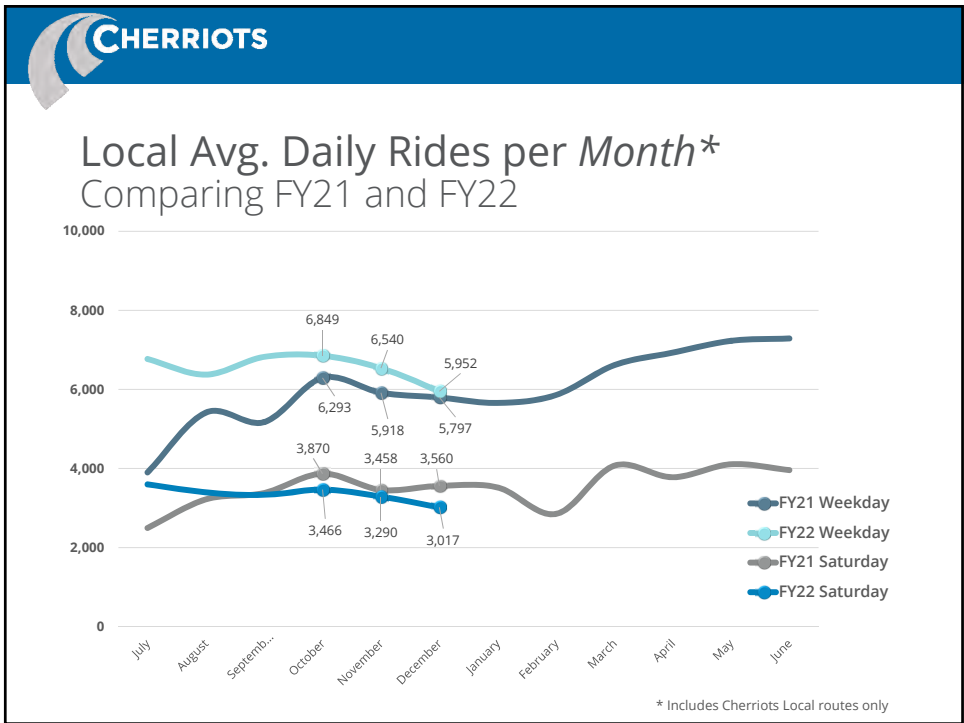


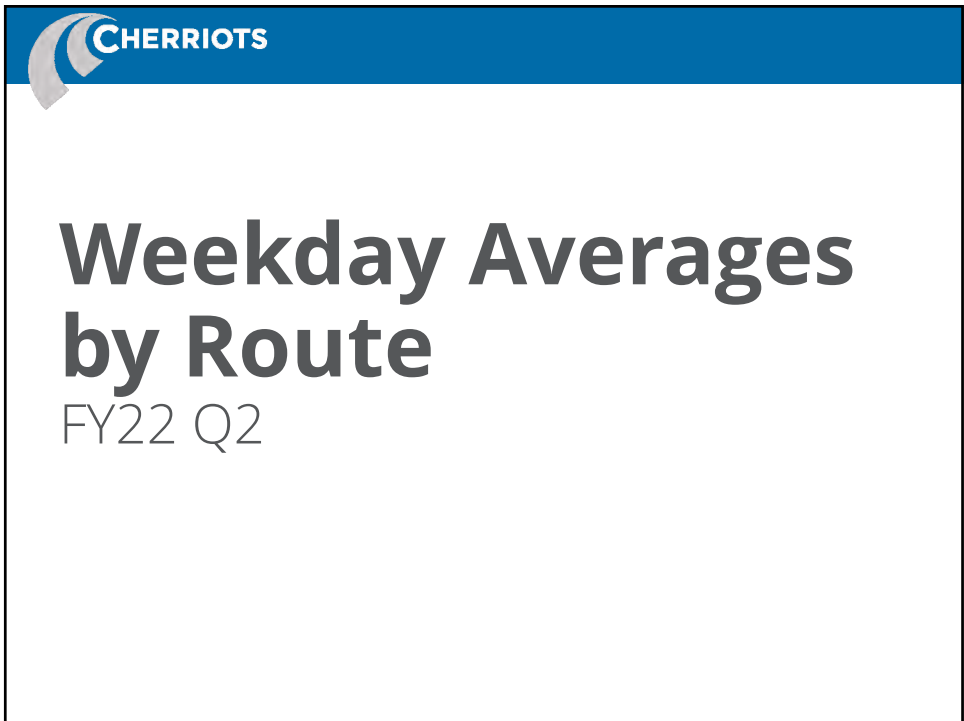
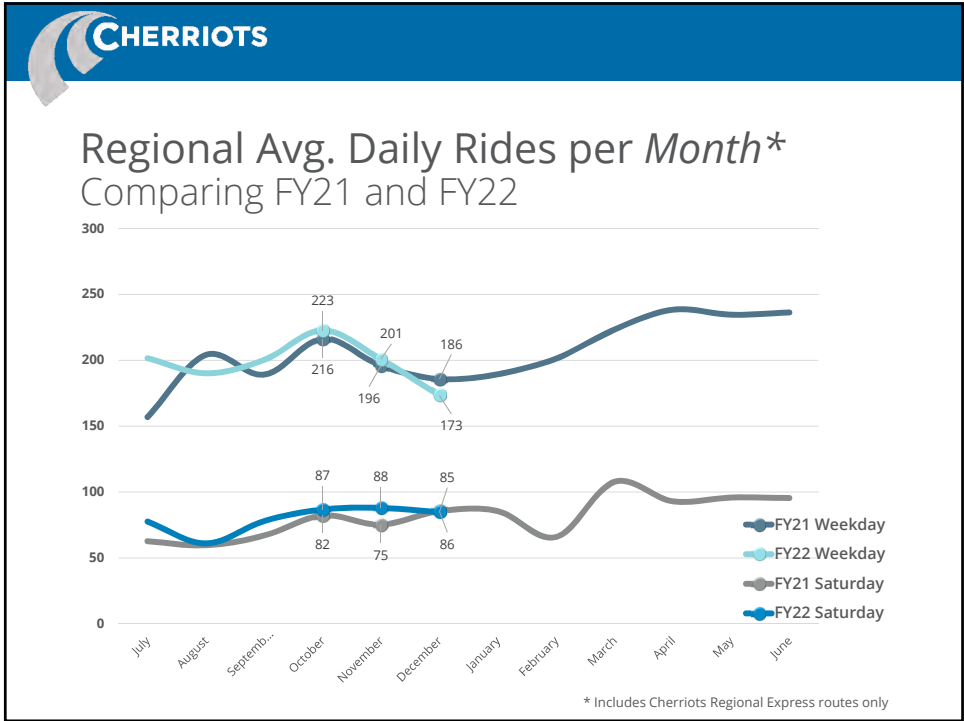


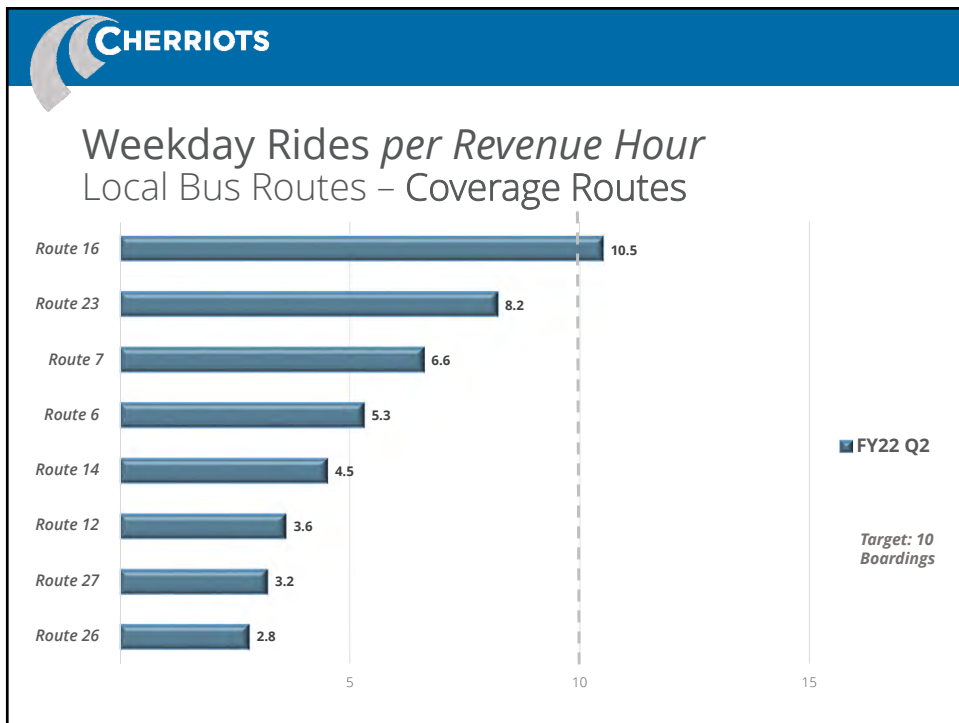
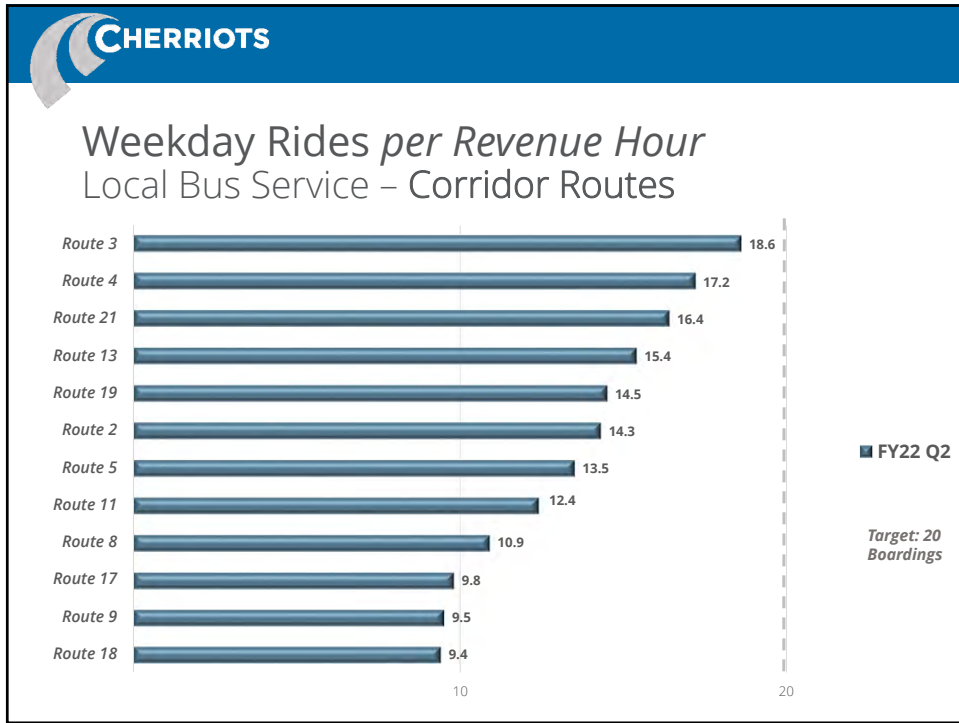


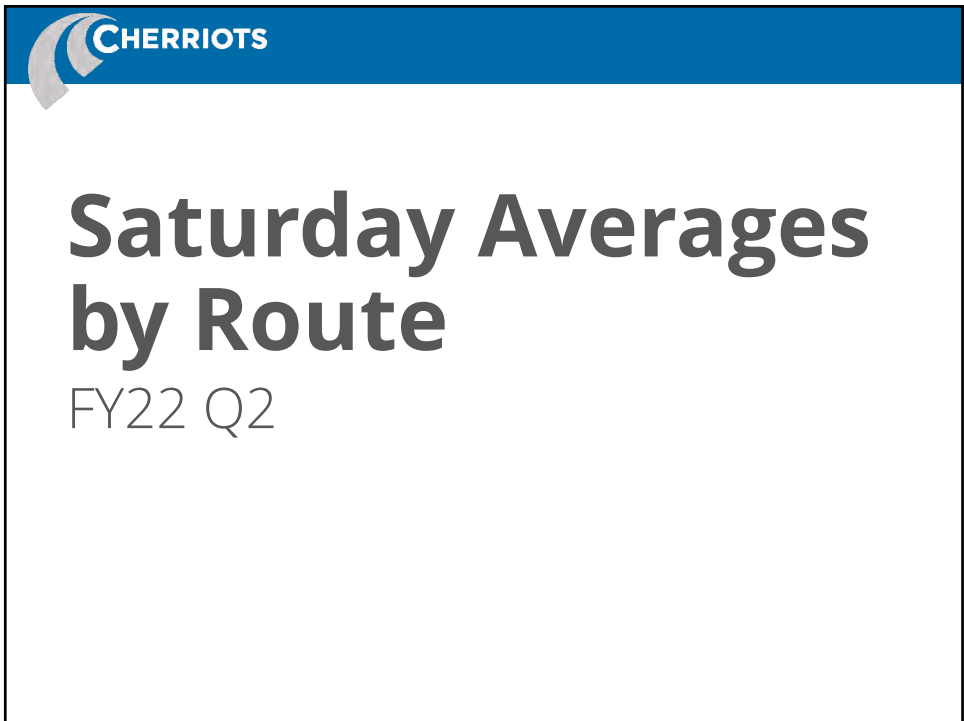
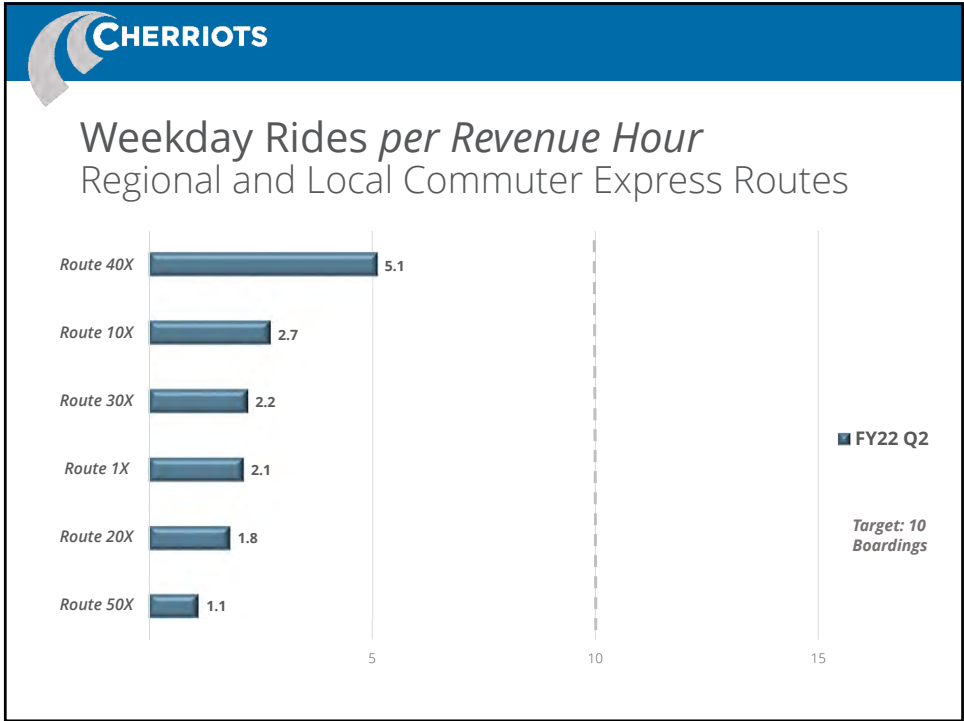
Ridership Averages

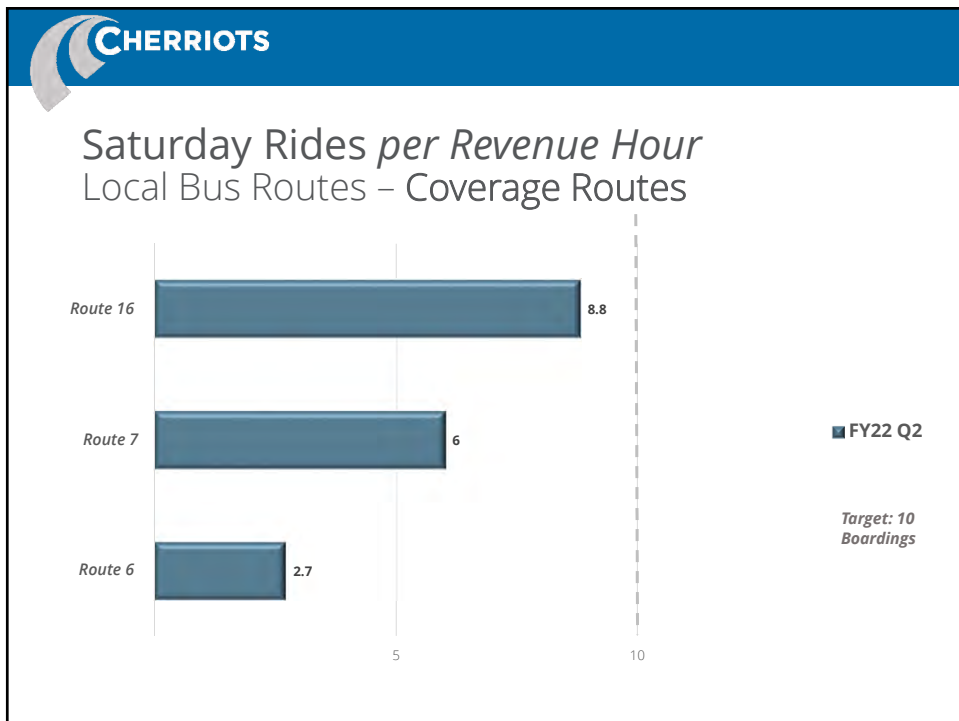
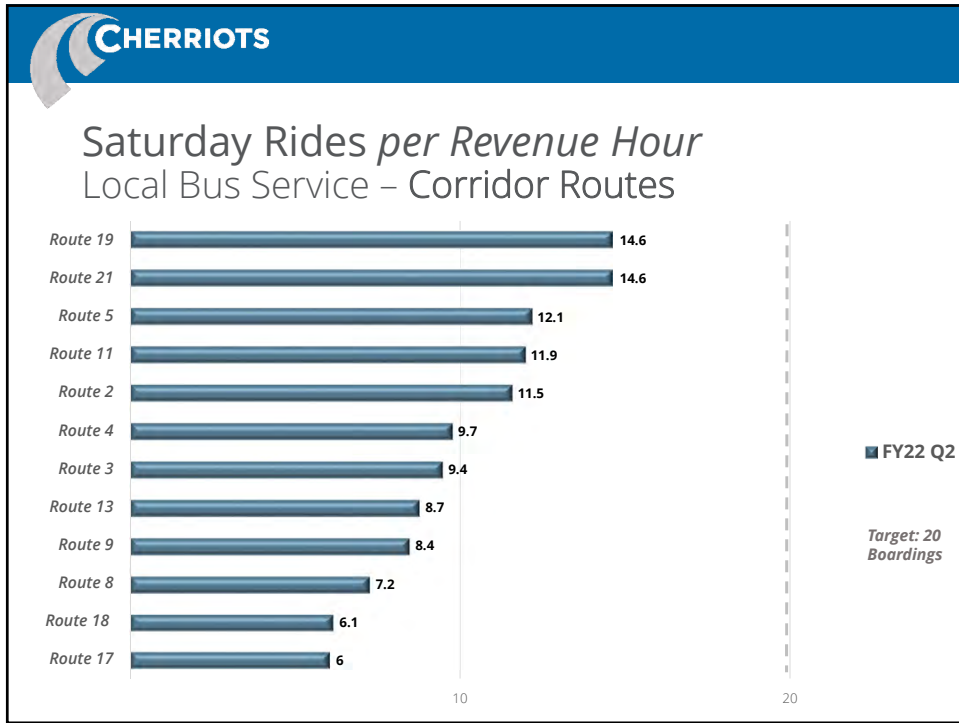
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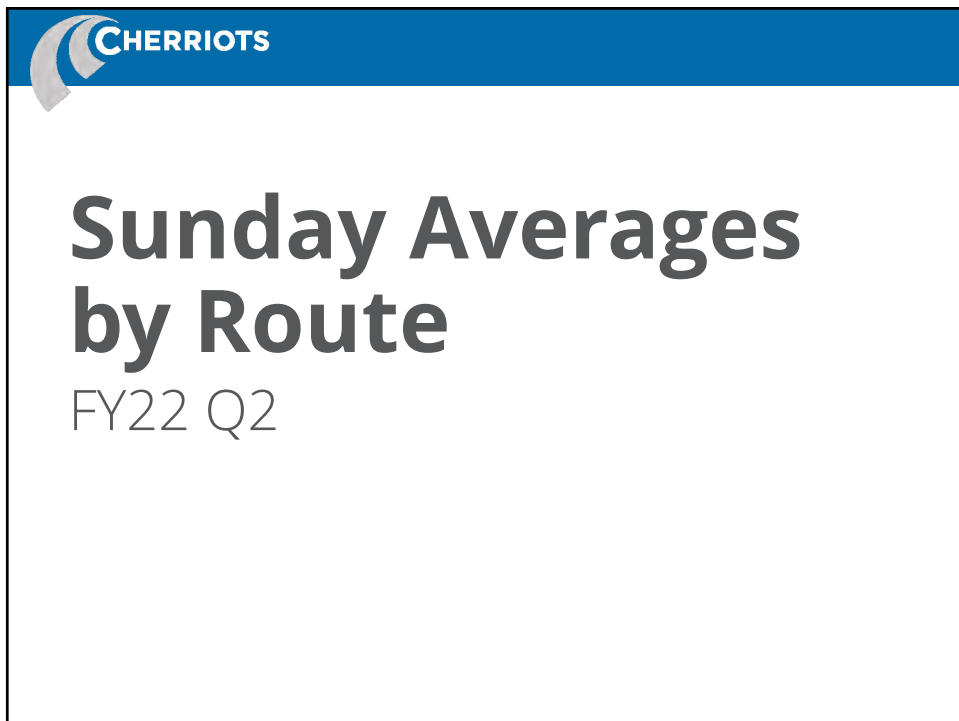
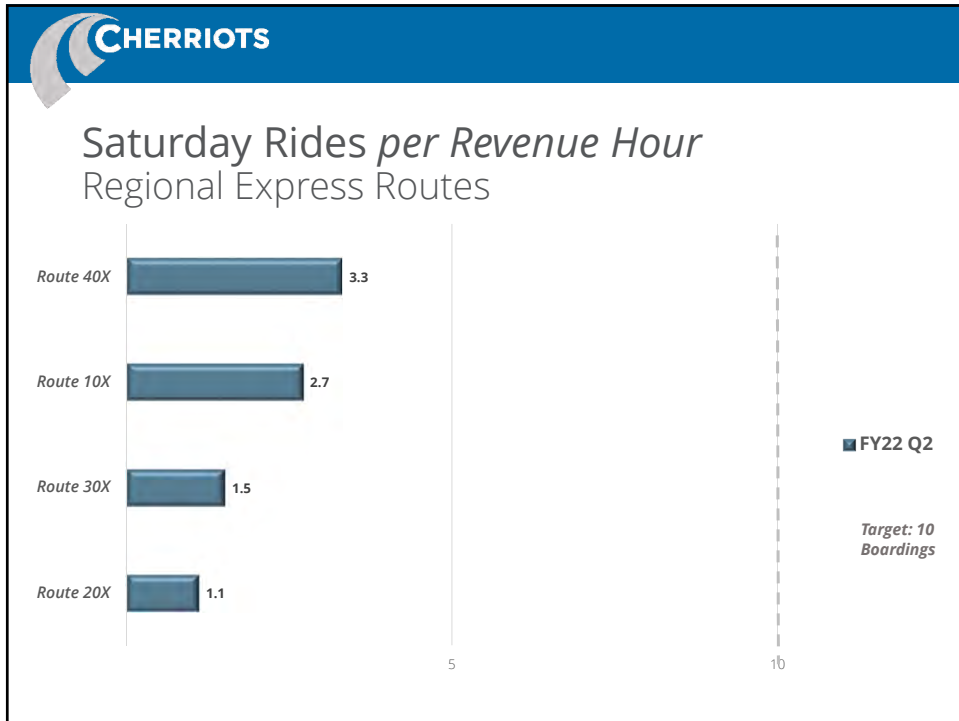


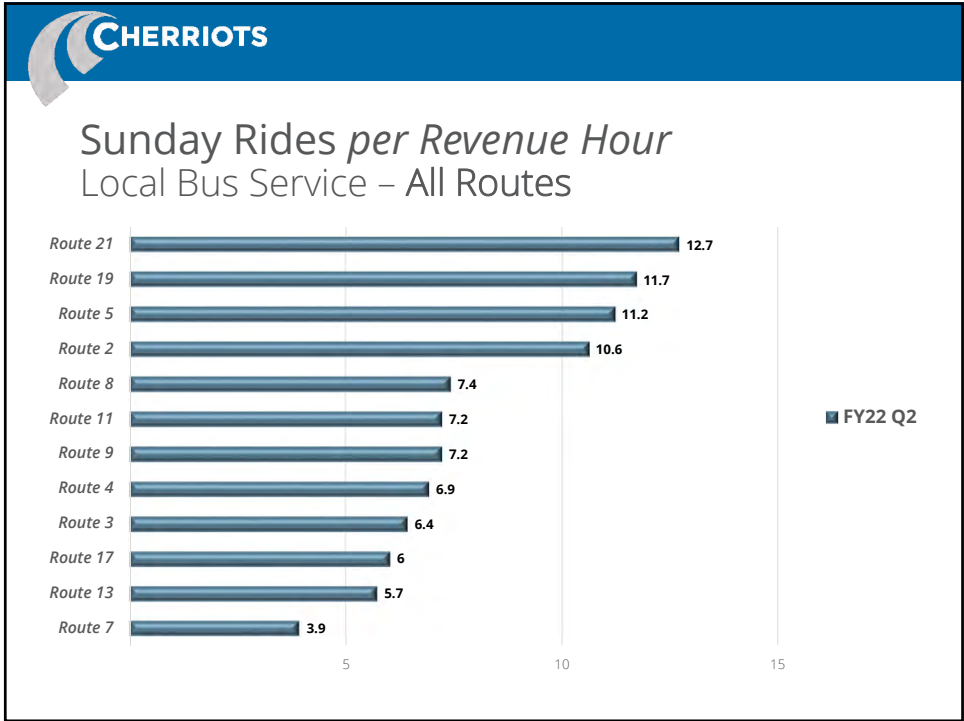


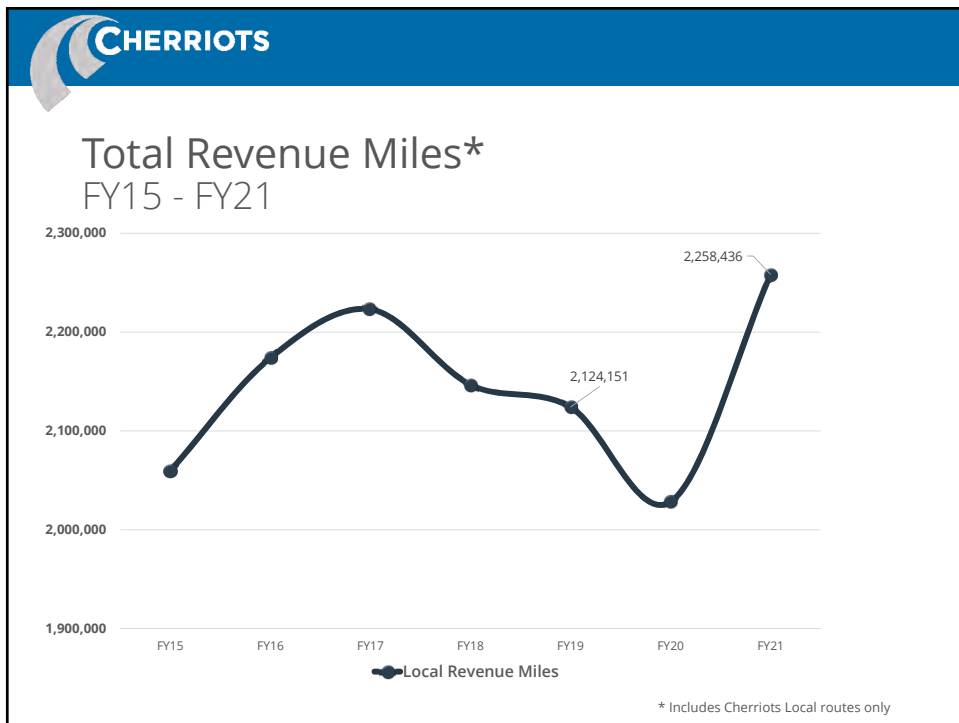
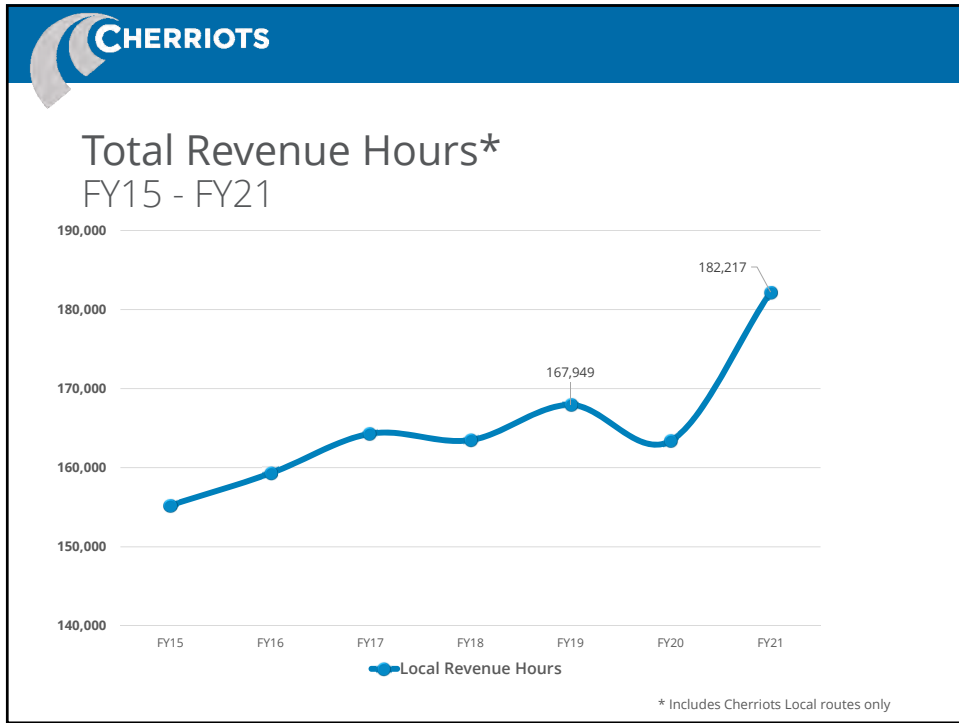
















To: Board of Directors

From: Roxanne Beltz, Transportation Options Coordinator
Patricia Feeny, Director of Communication

Thru: Allan Pollock, General Manager

Date: February 24, 2022

Subject: Cherriots Transportation Options Program – FY 2022 – Q2 report

ISSUE

Shall the Board receive the quarterly information briefing on Cherriots Transportation Options Program for the second quarter of FY22?

BACKGROUND AND FINDINGS

The activities, goals, and metrics of the Cherriots Transportation Options Program are structured around the Oregon Department of Transportation's 2021-2022 approved work plan, which details specific goals and activities to be accomplished during the year.

FINANCIAL IMPACT

None

RECOMMENDATION

None

PROPOSED MOTION

Information only

CHERRIOTS TRANSPORTATION OPTIONS

Second Quarter Report - FY 2022

October, November, December 2021

The Cherriots Transportation Options team continues to work a hybrid model, with team members working at the Downtown Transit Center in Salem or remotely, depending on business need, program activities, meetings, and outreach activities.

GOAL: AWARENESS AND UNDERSTANDING**Community outreach**

During this quarter, staff engaged with the community by supporting and promoting activities, including vanpool formation, biking, walking, teleworking, and the use of the *Get There Oregon* tool.

Staff presented Cherriots updates at 28 Service Integration Team meetings, 18 chamber greeters/meetings, three downtown business association meetings, and three meetings with Polk County leaders.

Staff also attended 12 board and commission meetings, one Safe Routes to School meeting, and three ribbon cutting ceremonies.

Employee Transportation Coordinators

In lieu of a virtual meeting in December, staff sent ETCs a newsletter with the necessary transportation options updates and news. Staff are building the agenda for the next meeting that will be in March.

GOAL: EXPANDED MARKETS**Get There Oregon quarterly activity (self-reported)**

Total statewide users	10,747	Carpool trips	370
Total regional users	1,575	Telework trips	2,043
New users	36	Train trips	6
Bike trips	437	Walking trips	338
Bus trips	196		

Get There Challenge

Of the 1,405 statewide participants, 121 were within our region (Polk, Marion and Yamhill counties). Those regional participants unlocked 1,345 achievements and logged 1,735 trips. These achievements included completing activities, taking actions, and building skills. As in previous years, there was statewide and regional marketing that included emails, informant distribution through the Get There tool, Facebook, LinkedIn, Cherriots eNews, ETC communication, and the Cherriots website.

The challenge finished in October and staff selected 50 participants to receive *Dutch Bros* gift cards, bicycle helmets, and Cherriots swag bags.

Group Pass Program (GPP)

Staff has been working with GPP enrolled employers in promoting this commuter benefit program by creating content for internal newsletters and distributing safety tools to use as incentives to encourage employees to take transit. With many organizations delaying their return-to-the-office dates, program outreach has been minimal. A strategic plan for the program to determine next steps will be developed by April 2022.

Vanpool

Cherriots currently supports and subsidizes 24 vanpools traveling in Polk, Marion and Yamhill counties. Working closely with the vendor, *Commute with Enterprise*, eight new vans were successfully launched for Meduri Farms in Dallas between October and January 1. This employer-sponsored program helps more than 50 Meduri Farms employees get to work, reduce the need for 42 parking spaces, and reduce 445,000 commuter miles. It will also reduce CO2 emissions by about 350,000 pounds annually and save those employees, collectively about \$167,000. Between January and February two additional vans were launched there adding to the employee and employer savings.

Staff is currently collaborating with colleagues to create a session proposal for the 2022 ACT International Conference on how vanpool is a viable and equitable commute option. Session proposals are due in February.

LEP Advisory Statewide Group

Staff was approached by ODOT to participate on this statewide advisory group that is learning more about the barriers Spanish speaking communities, with limited English proficiency (LEP), face using transportation options, and how TO/TDM practitioners can help address these barriers with programs and communication strategies. The advisory group is focused on barriers to commuting and transportation in general (not solely during the COVID-19 pandemic). Interviews with several local community partners,

as well as stakeholders throughout the state, were conducted to bring perspective and identify specific needs.

Through talking with community organizations and community members, TO providers across Oregon have heard that many Spanish-speaking Oregonians lack trust of government agencies, have personal security and safety concerns associated with using transportation options, and have not historically been engaged or included in government transportation projects in a meaningful way. Due in part to these factors, existing TO programming has had varying degrees of success in supporting the use of transportation options by LEP Spanish-speaking community members in Oregon.

To address these issues, this group of Oregon TO providers collaborated to develop a set of core principles to support LEP Spanish-speaking Oregonians in using transportation options and to guide future TO programming. These core principles are the basis for the recommendations in this document:

- Build trust between LEP Spanish-speaking communities and TO providers
- Identify individual and cultural needs and barriers to using transportation options
- Identify appropriate and viable solutions to transportation challenges and help individuals and communities overcome those challenges
- Address and improve the perception of and access to transportation options
- Build confidence in using transportation options

This document does not claim to be exhaustive, but it is intended to serve as a starting point for building a thoughtful, intentional, and comprehensive approach to LEP outreach in Transportation Options programming throughout Oregon. ODOT and the authors recommend that these core principles and recommended actions be part of the life cycle of all future TO programs in Oregon.

Long Range Transit Plan

Our team has continued to support and provide expertise to both the consultant and Cherriots staff on integrating transportation options into the LRTP.

GOAL: SAFETY

Share the road video

Staff finished the video with Skyline late in December, with final editing in January. Here is a link to the video <https://youtu.be/a22fRu5iVI4>

PROGRAM WORK AND ACTIVITIES**Virtual conferences and webinars**

Staff attended a variety of professional development, industry specific, and educational sessions, including:

- Fostering Equity in the Practice of Travel Demand Management
- ACT Webinar: Panel Discussion
- How to Create a Mentally Fit Workplace
- Everything you need to know about the new infrastructure bill
- TDM Forum

Part of the program's success depends on ongoing participation in community and industry groups where staff can make valuable connections and learn best practices. At this time, all of these ongoing meetings have been held virtually and will continue for the foreseeable future.

- Association for Commuter Transportation (ACT) – Board member
- ACT National Diversity, Equity and Inclusion Committee – Chair
- ACT National Professional Development Committee – Vice Chair
- ACT Cascade Chapter – Board member
- Chehalem Valley Chamber of Commerce
- McMinnville Chamber of Commerce
- Monmouth/Independence Chamber of Commerce
- Polk County Leadership Breakfast
- Safe Routes To School – Steering Committee
- Salem Chamber of Commerce
- Salem Bike Club – Education and Community Outreach Committee
- Salem for Refugees – Transportation Action Committee
- Salem-Keizer Active Transportation Networking Group
- SEDCOR
- Statewide TDM quarterly meetings
- Transportation Options Group of Oregon – Board members
- Valley VanPool Partnership
- Willamette University Sustainability Networking Group

Transportation Options FY 22 – Second Quarter Report

Roxanne Beltz

Transportation Options Program Coordinator



Awareness and Understanding





Community Outreach

- 28 Service Integration Team Meetings
- 18 chamber functions
- Three downtown business association meetings



Community Outreach

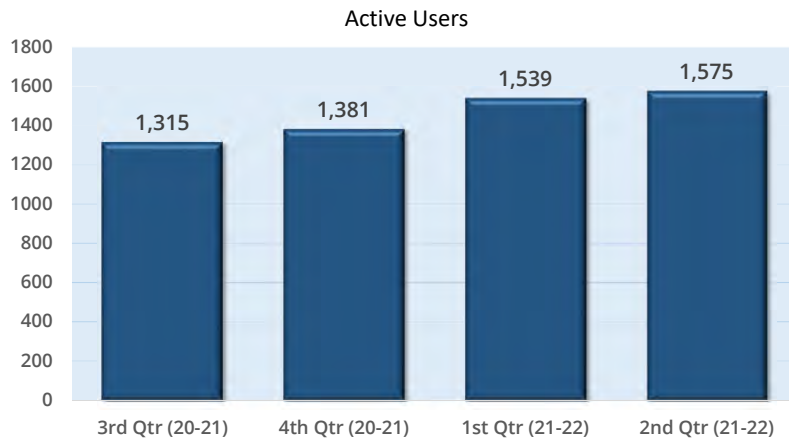
- 12 Board and commission meetings
- Three Polk county leadership meetings
- Three ribbon cuttings



Expanded Markets

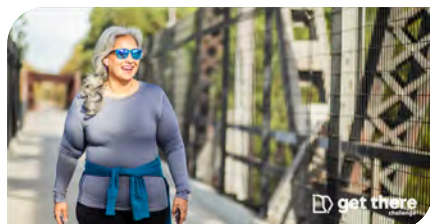


Get There Oregon Users





Get There Challenge



Statewide

- 1,405 participants
- 7,080 achievements unlocked
- 18,200 trips logged

Regionally

- 121 participants
- 1,345 achievements unlocked
- 1,735 trips logged



Vanpool

- Supporting 24 vans in Polk, Marion and Yamhill counties.
- Meduri Farms sponsoring 10 new vans between October 2021 and January 2022.
 - 50 Employees/42 parking spaces
 - Reduce 445,000 VMT
 - Reduce 350,000 lbs. of Co2 emissions
 - Saves these employees \$167,000



Limited English proficiency

Statewide advisory group

- Addressing barriers
- Interviews
- Core principles
 - Build trust
 - Identify needs and barriers
 - Identify solutions
 - Address and improve perception
 - Build confidence.

Program Activities





Program activities

Completed the road equity video

- o To date, about 400 views

Cherriots take a trip tools video

- o Trip planning tools and resources





To: Board of Directors

From: Denise LaRue, Chief Financial Officer

Thru: Allan Pollock, General Manager

Date: February 24, 2022

Subject: FY2022 Second Quarter Finance Report

ISSUE

Shall the Board receive the Second Quarter Finance Report for FY2021-22?

BACKGROUND AND FINDINGS

The Board adopts a Budget for the District on an annual basis. The Budget is a plan that contains District resources and requirements.

The quarterly Finance Report provides information about how that plan is being implemented and includes statements for the General Fund, Special Transportation Fund, and Capital Project Fund. The Finance Report also includes budget to actual on a non-GAAP basis that shows by fund the legal appropriations by category with actual amounts and variances.

General Fund Revenues:

Passenger Fares are currently at 76% of the annual budget.

Federal Funding is currently at 0% of the annual budget. The FTA has had delays in processing grant applications. The application for Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA) funds has just been processed by the FTA, so we will be receiving drawdown revenues in the third quarter.

The District received 102% of the projected *Property Taxes* in the second quarter of the year. This amount reflects the payments received in November of 2021, when the bulk of property taxes are collected.

Interest on Investments is slightly less than budget for the second quarter. Interest rates have decreased, but will fluctuate throughout the year.

General Fund Expenditures:

The *Total Operating Expenditures* of the General Fund are under budget at 42% of total annual budget. All divisions in the General Fund are at or below the anticipated 50% of total budget, ranging from 33% to 50% of annual budget expended. Many divisions have had vacant positions, and also, there has been very little travel to date due to COVID-19.

Transportation Program Fund Revenues:

Passenger Fares at 64% of the budget, which is very encouraging.

Federal Funds have not been reimbursed yet due to the timing of application approvals. We will be receiving drawdown reimbursements in third quarter.

Transfers from Other Funds are all recognized at the end of the fiscal year.

Transportation Fund Expenditures:

The *Total Transportation Programs Fund* expenditures are at 34% of annual budget. All divisions are in line with spending less than one half of the annual budgeted amount.

Capital Project Fund Revenues:

Total Capital Revenues in the Capital Project Fund are at 2% of total budget through the second quarter because the revenues are recorded when we are reimbursed by the granting federal or state agency. The *Miscellaneous Revenues* consist of reimbursement from the City of Keizer for the KTC Signalization Project.

Capital Project Fund Expenditures:

Overall the *Capital Project Fund* expenditures are 2% of the annual approved budget. Some of the larger projects that have had expenditures are South Salem Transit Center, Bus Stops and Shelters, and the Local Revenue Vehicles. Our very large projects that have been budgeted take time to complete and then submit for reimbursement.

FINANCIAL IMPACT

None. For informational purposes only.

RECOMMENDATION

Staff recommends that the Board receive and file this First Quarter Financial Report for FY2021-22.

PROPOSED MOTION

None.

**Salem Area Mass Transit District
Fiscal Year 2021-22 2nd Quarter Financial Report
General Fund Revenues/Resources and
Expenses/Requirements Summary**

	Actual	50% of Adopted Budget	FY2021-22 Adopted Budget	% of Budget		
1	Operating Revenues/Resources				1	
2	Passenger Fares	721,976	\$ 474,523	\$ 949,046	76%	2
3	Federal Funding	77,268	9,926,543	19,853,085	0%	3
4	STIF Formula	2,953,447	2,617,080	5,234,159	56%	4
5	Advertising	36,736	60,000	120,000	31%	5
6	Miscellaneous	153,545	217,683	435,365	35%	6
7	Property Taxes	13,239,572	6,512,074	13,024,148	102%	7
8	Oregon State In-Lieu	4,121,392	3,704,084	7,408,167	56%	8
9	Interest on Investments	74,208	111,140	222,280	33%	9
10	Renewable Gas Credits	99,819	110,000	220,000	45%	10
11	Operating Revenues/Resources Total	21,477,963	\$ 23,733,127	\$ 47,466,250	45%	11
12	Operating Expenses/Requirements				12	
13	General Manager/Board/Strategic Init.	\$ 514,086	518,126	\$ 1,036,252	50%	13
14	Administration	397,479	464,520	929,039	43%	14
15	Finance	715,529	898,852	1,797,704	40%	15
16	Marketing & Communications	790,968	1,140,827	2,281,654	35%	16
17	Operations	10,764,876	12,570,292	25,140,584	43%	17
18	Deputy General Manager	981,504	1,332,620	2,665,239	37%	18
19	Technology and Program Management	719,095	1,097,121	2,194,241	33%	19
20	Unallocated General Administration	605,898	626,213	1,252,425	48%	20
21	Operating Expenses/Requirements Total	\$ 15,489,435	\$ 18,648,571	\$ 37,297,138	42%	21

Salem Area Mass Transit District
Fiscal Year 2021-22 2nd Quarter Financial Report

Transportation Programs Fund Revenues/Resources and Expenses/Requirements Summary

	Actual	50% of Adopted Budget	FY2021-22 Adopted Budget	% of Budget	
1 <u>Transportation Fund Revenues/Resources</u>					1
2 Passenger Fares	\$ 148,632	\$ 116,792	\$ 233,584	64%	2
3 Federal Funds	22,032	1,227,351	2,454,701	1%	3
4 Cares Act	92,724	-	-		4
5 State Funds	370,580	275,868	551,735	67%	5
6 Rideshare Grant	24,907	108,086	216,172	12%	6
7 TDM Grant	78,934	160,278	320,556	25%	7
8 DD53 Revenues	121,689	440,588	881,175	14%	8
9 STF Pass Through Funds	128,324	128,324	256,648	50%	9
10 STIF Formula Pass Through Funds	232,831	230,000	460,000	51%	10
11 STIF Formula	912,883	762,963	1,525,925	60%	11
12 Miscellaneous Revenue	-	2,750	5,500	0%	12
13 Interest on Investments	2,973	-	-	100%	13
14 In kind match	-	19,852	39,703	0%	14
15 Transfers from Other Funds	-	2,483,619	4,967,238	0%	15
16 Transportation Fund Revenues/Resources Total	\$ 2,136,509	\$ 5,956,471	\$ 11,912,937	18%	16
17 <u>Transportation Fund Expenses/Requirements</u>					17
18 Communication	\$ 173,106	288,216	\$ 576,431	30%	18
19 Operations	3,190,599	4,557,408	9,114,815	35%	19
20 Technology and Program Management	152,893	359,324	718,648	21%	20
21 Transportation Fund Expenses/Requirements Total	\$ 3,516,598	\$ 5,204,948	\$ 10,409,894	34%	21

**Salem Area Mass Transit District
Fiscal Year 2021-22 2nd Quarter Financial Report**

Transportation Programs Fund Summary of Expenses/Requirements by Program		Actual	50% of Adopted Budget	FY2021-22 Adopted Budget	% of Budget	
1	Operations					1
2	Cherriots Lift	\$ 1,981,908	\$ 3,237,565	\$ 6,475,129	31%	2
3	Cherriots Shop & Ride	159,373	232,027	464,054	34%	3
4	Cherriots Regional	972,637	1,031,544	2,063,087	47%	4
5	Mobility Management	76,681	56,273	112,545	68%	5
6	Operations Total	3,190,599	4,557,409	9,114,815	35%	6
7	Communication					7
8	Trip Choice	173,106	288,216	576,431	30%	8
9	Communication Total	173,106	288,216	576,431	30%	9
10	Technology and Program Management					10
11	Special Transportation Coordination	152,893	359,324	718,648	21%	11
12	Technology and Program Management Total	152,893	359,324	718,648	21%	12
13	Transportation Programs Fund Total	\$3,516,598	\$ 5,204,949	\$ 10,409,894	34%	13

**Salem Area Mass Transit District
Fiscal Year 2021-22 2nd Quarter Financial Report**

**Capital Project Fund Revenues/Resources
and Expenses/Requirements Summary**

	Actual	50% of Adopted Budget	FY2021-22 Adopted Budget	% of Budget	
1 Capital Revenues/Resources					1
2 Federal Funding	251,558	6,560,534	13,121,068	2%	2
3 State STIF Funds	-	837,013	1,674,025	0%	3
4 Miscellaneous	189,093	134,341	268,682	70%	4
5 Transfers from Other Funds	-	1,631,522	3,263,044	0%	5
6 Capital Revenues/Resources Total	\$ 440,651	\$ 9,163,410	\$ 18,326,819	2%	6

**Capital Expenses/Requirements Summary
by Division**

7 Finance	\$ 8,584	\$ 250,000	\$ 500,000	2%	8
9 Technology & Program Management	300,731	\$ 1,978,682	3,957,363	8%	9
10 Operations	33,290	\$ 7,100,387	14,200,773	0%	10
11 Capital Expenses/Requirements Total	\$ 342,605	\$ 9,329,069	\$ 18,658,136	2%	11

Finance	2%
Technology & Program Management	8%
Operations	0%



To: Board of Directors

From: Allan Pollock, General Manager

Date: February 24, 2022

Subject: Board Member Committee Report

ISSUE

Shall the Board report on their activities and committee assignments as representatives of Salem Area Mass Transit District?

BACKGROUND AND FINDINGS

Board members are appointed to local, regional, or national committees. Board members also present testimony at public hearings on specific issues as the need arises on behalf of SAMTD. Board members may take this opportunity to report committee updates or on any meetings or items of note relating to District business.

Subdistrict 1 Director Nguyen	Diversity, Equity, and Inclusion Committee West Salem Business Association
Subdistrict 2 Director Navarro	Keizer Chamber of Commerce Forum Keizer Chamber Government Affairs Committee State Transportation Improvement Fund Advisory Committee
Subdistrict 3 Director Carney	Salem-Keizer Area Transportation Study (SKATS)
Subdistrict 4 Director Hinojos Pressey	Citizens Advisory Committee
Subdistrict 5 President Davidson	Mid-Willamette Valley Council of Governments (MWVCOG) Mid-Willamette Area Commission on Transportation (MWACT) Salem Chamber Public Policy Committee
Subdistrict 6 Director Duncan	SEDCOR
Subdistrict 7 Director Richards	