

LEGISLATIVE COMMITTEE

**Friday, December 20, 2019
10:00 – 11:30 a.m.**

**Mill Creek Conference Room
SAMTD Administration Office – Suite 5230
555 Court Street NE, Salem, Oregon 97301**

AGENDA

- 1. CALL TO ORDER AND NOTE ATTENDANCE**
- 2. PRELIMINARY MATTERS AND “SAFETY MOMENT”**
- 3. DISCUSSION ITEMS**
 - a. Review of 2019 Legislative Agenda
 - b. Discuss and Draft 2020 Federal Legislative Agenda
 - c. Discuss and Draft 2020 State Legislative Agenda
 - d. Next Steps
- 4. ADJOURNMENT**

In order to ensure the broadest range of services to individuals with disabilities, staff may need lead time to make sure of the necessary arrangements. Persons requiring a sign language interpreter, assistive listening device, large print material, or other accommodations may contact the Clerk of the Board at least two working days (48 hours) in advance of this meeting.

Make your request by email at linda.galeazzi@cherriots.org; or by calling 503-588-2424 at ext. 7535; 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.

This is an open and public meeting in a place that is ADA accessible.



2019 FEDERAL LEGISLATIVE AGENDA

GRANT REQUESTS

Because of the substantial reduction in federal funding for buses in MAP-21 and other factors, Salem Area Mass Transit District (SAMTD) is facing a significant bus replacement problem. In 2019, 37 percent of SAMTD's 64 bus fleet will be operating past useful life, increasing maintenance costs, roadside service calls, and reducing overall service levels. However, SAMTD has worked diligently to secure funding for all but five (5) fixed route buses. Buses are a transit system's most valuable physical asset because good customer service is dependent on the condition of the fleet. SAMTD is committed to providing a system that is both responsive and improves and promotes environmental sustainability.

PROJECT DESCRIPTION

REQUEST

CNG Replacement Buses

\$2,100,000

SAMTD is requesting funds to replace five (5) compressed natural gas buses that will exceed 15 years of age at time of replacement. FTA standard useful life is 12 years old or 500,000 miles, whichever comes first. This will complete the replacement of the District's compressed natural gas fleet.

The replacement buses will have newer technology and safety features, and will help SAMTD maintain reliable on-time service for our riders and connections with regional transportation partners. New buses would also reduce maintenance costs, increase on-time performance, and improve safety for our riders.

Regional Transit Center Development

\$7,600,000

Transit Centers are designed to enhance smart growth and development from both a business and residential perspective. SAMTD has identified plans for the development of three new transit centers to improve neighborhood connectivity, improve access to employment and education, reduce commuter travel times and costs, and increase ridership options for current and future riders. The first transit center completed by SAMTD was the Keizer Transit Center in 2013.

The second transit center scheduled for construction is the South Salem Transit Center (SSTC). This facility will improve transit reliability to the regular transit rider, encourage use by new riders, and improve overall efficiency of the transit service.

SSTC will contribute to a more stable work force by providing an appealing, reliable, and efficient transportation system.

SSTC will link frequent corridor service to neighborhood circulators. The design of the transit center will typically include the following elements: a 6-8 bay bus transfer center, sheltered passenger waiting area, bicycle parking facilities, energy efficiency features, and opportunities for connections with regional service. Depending on the location, an appropriately sized park and ride could also be part of the project.

The third transit center has been identified for the east side of the Salem-Keizer area and is to be developed at a future time.

Activity	Federal Share	Local Share	Total Project Cost
Site Selection/ Preliminary Design	\$160,000	\$40,000	\$200,000
NEPA	\$120,000	\$30,000	\$150,000
Property Acquisition	\$1,840,000	\$460,000	\$2,300,000
Design and Engineering	\$480,000	\$120,000	\$600,000
Permits	\$168,000	\$42,000	\$210,000
Construction	\$4,800,000	\$1,200,000	\$6,000,000
Total Project	\$7,568,000	\$1,892,000	\$9,460,000

Intelligent Transportation System Project

\$ 500,000

Intelligent Transportation Systems (ITS) improves transit planning and the customer experience by providing technological solutions to improve the customer experience and service efficiency. One element of ITS technology that provides significant assistance with service reliability is traffic signal green light extension. This system works in conjunction with other ITS components to allow the bus to extend the length of a green light with the onboard systems determine that the bus is running behind schedule. This assistance helps with providing excellent on time performance for the customer, and helps the district avoid having to add more buses to routes to stay on time. The investment in green light extension can lead to increased ridership due to reliability and operational cost savings from avoiding unneeded allocation of resources to maintain schedules.

POLICY ISSUES

Support Funding for the Bus and Bus Facility (BBF) Program

Infrastructure Package: SAMTD supports a \$2.85 billion funding increase in the BBF program. This funding request would simply fill the gap in funds diverted from the program between 2013-2020. This funding would create approximately 102,000 jobs and procure more than 14,000 domestically manufactured buses.

FY2020 THUD Appropriations Bill: SAMTD is grateful to the House and Senate Appropriations Committee for investing in bus transit programs in the FY18 and FY19 THUD Appropriations bills. We strongly support \$550 million in additional investments for the Bus and Bus Facility Program in the FY20 THUD Appropriations bill.

Funding cuts continue to steadily erode the state of good repair of the nation's bus fleet and supporting facilities. Between 2009 and 2016, the number of transit buses operating past useful life (12-years) increased nearly 40 percent and the number of buses operating more than 15 years increased a staggering 92 percent. At the same time, total bus fleets contracted by 15 percent highlighting the impact of budget cuts on transit systems across the country.

Extend and Make Permanent the Alternative Fuels Tax Credit

The Alternative Fuels Tax Credit provides a tax credit for a portion of costs associated with alternative fuel use by transit systems. The District supports an extension of the credit through 2019 or a permanent extension of the provision as the annual impact of this legislation on operations is approximately \$170,000.



CONTACT:

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2019 STATE LEGISLATIVE AGENDA

Salem Area Mass Transit District (aka Cherriots) has established as its top 2019 legislative priority the continued appropriate implementation of the 2017 transportation package and protecting against devastating reductions to transit services for seniors and people with disabilities.

Cherriots adopts the following legislative agenda:

Priority	Item
1	HB 2017 Implementation and Monitoring. <i>Work with OTA, ODOT, transit advocates and others to identify issues with HB 2017 (2017) implementation and address them to Cherriots satisfaction. Protect against efforts to reduce transit funding resulting from the new statewide transit payroll tax.</i>
1	Senior/Disabled Funding. <i>Protect against reductions in senior and disabled transit funding.</i>
1	Transit Governance. <i>Monitor any discussions around SB 10 (2017) implementation. Efforts will include working with the Governor's office, Senators Courtney and Winters.</i>
1	Clean Fuels Exchange. <i>Look into opportunities to convert existing business energy tax credits into Clean Fuels credits and sell on marketplace.</i>
2	Electric Vehicles. <i>Monitor opportunities to increase investments in electric vehicle transit infrastructure throughout the state.</i>
2	Cap and Invest. <i>Monitor discussions around legislation that create a carbon-trading program to be regulated by DEQ and other state agencies.</i>
3	Transit Safety. <i>Monitor legislation and potentially advocate on efforts to enhance safety for drivers and riders.</i>
3	TNC Legislation - Uber/Lyft. <i>Monitor legislation and potentially advocate.</i>
3	VW Settlement. <i>Monitor implementation and potentially advocate.</i>

In addition, Cherriots supports the Oregon Transit Association (OTA) legislative priorities for the 2019 legislative session. As particular bills work through the system, CFM will work with Cherriots leadership to monitor and report on any legislative concepts which may impact the District and prepare an appropriate response.

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2020 Legislative Agenda

The Oregon Transit Association 2020 legislative priorities will center upon the continued appropriate implementation of the 2017 transportation package and protecting against devastating reductions to transit services for seniors and people with disabilities.

Specifically, OTA will:

- Work with the legislature to finalize ODOT Consolidation Advisory Committee recommendations as it relates to the merging of the Special Transportation Fund and Statewide Transportation Improvement Fund;
- Work with legislature to protect against reductions in seniors and people with disabilities transit funding;
- Monitor legislative deliberations concerning a “cap & trade” carbon mitigation program for Oregon; and
- Defend against attempts to sweep revenue from the STIF program or otherwise alter distribution of STIF resources

Contact:

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