

**SALEM AREA MASS TRANSIT DISTRICT
BOARD OF DIRECTORS**

~ **VIRTUAL WORK SESSION** ~

Thursday, July 23, 2020 at 5:00 PM

Pursuant to Governor Brown’s Executive Order 20-16 issued in response to the COVID-19 pandemic, Cherriots Administration Offices remain closed to the public. The Board’s work session will be held virtually so that the public can watch the meeting live on the internet using Google Meet. Community members wishing to offer written comments to the Board in advance of the meeting are encouraged to submit them by email to publictestimony@cherriots.org or by mail to the address above.

Watch the meeting live via Google Meet:

- Link: meet.google.com/pdm-hpmr-hfq; or join by
- Phone: (US) +1 617-675-4444
- PIN: 468 742 307 1608#

AGENDA

- 1. CALL TO ORDER**
 - a. “Safety Moment”
 - b. Announcements

- 2. PRESENTATION** - None

- 3. DISCUSSION**

a. Mobility as a Service (MaaS) 101	1
b. Budget Committee Vacancies	11

- 4. GENERAL MANAGER COMMENTS**

a. Upcoming Board Agenda Items	15
b. Calendar Review	17

- 5. ADJOURN**

Mission

Connecting people with places
through safe, friendly, and reliable public transportation services

Values

Safety – Service Excellence – Communication – Innovation – Accountability

**SALEM AREA MASS TRANSIT DISTRICT
BOARD OF DIRECTORS****~ VIRTUAL WORK SESSION ~**

For an electronic copy of the Board's agenda packet, go to
<https://www.cherriots.org/meetings/>

De conformidad con la Orden Ejecutiva 20-16 del Gobernador Brown emitida en respuesta a la pandemia COVID-19, las Oficinas de Administración de Cherriots permanecen cerradas al público. Las sesiones de trabajo de la Junta se llevarán a cabo virtualmente a través de Cherriots Facebook Live y en Internet utilizando el enlace a continuación para Google Meet. Para proporcionar comentarios a la Junta Directiva sobre asuntos de la junta, envíelos por correo electrónico a publictestimony@cherriots.org; o por correo a la dirección anterior.

Mira la reunión en vivo a través de:e:

- Enlace: meet.google.com/pdm-hpmr-hfq; o únete por
- Teléfono: (U.S.) +1-617-675-4444
- PIN: 468 742 307 1608#

Para obtener una copia electrónica del paquete de agenda de la Junta, vaya a
<https://www.cherriots.org/meetings/>

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WORK SESSION MEMO

Agenda Item WS.3.a

To: Board of Directors

From: Stephen Dickey, Director of Strategic Initiatives and Program Management
David Trimble, Deputy General Manager/COO

Thru: Allan Pollock, General Manager

Date: July 23, 2020

Subject: Mobility as a Service (MaaS)

As Cherriots looks to become a central resource for transportation choices, understanding Mobility as a Service (MaaS), and the role of a Mobility Integrator becomes an essential part of the Cherriots business model.

As part of the process of understanding MaaS, an article from *Mass Transit Magazine* titled "Mobility Redefined" has been provided in your packet to prepare for the discussion on MaaS. There will also be a work session presentation on MaaS 101 and Mobility Integration. This presentation will provide a background on this public transportation industry focus. The presentation will cover the definition of MaaS, the steps of MaaS maturity, the role of the Mobility Integrator in the overall concept of MaaS, and how Cherriots can play a vital central role in bringing MaaS to the greater Mid-Valley region.

MaaS 101

Mobility as a Service (MaaS)
Mobility Integrator



What is MaaS?

- A network
- A set of options
- Coordinated connectivity
- The full trip found in one place



What is MaaS?

- Presentation by Susie Ditmore of CUBIC Transportation Systems at the Oregon Public Transportation Conference in 2019
- Not a preference or endorsement of CUBIC Transportation Systems

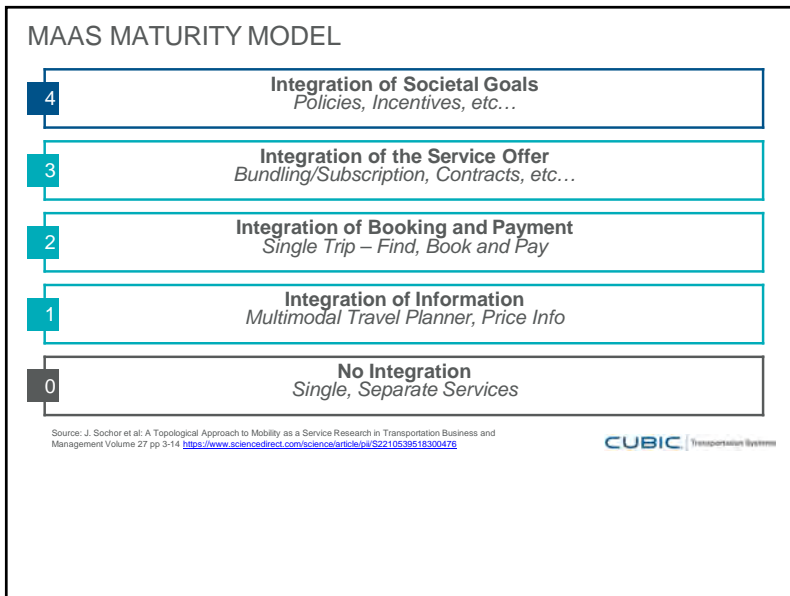
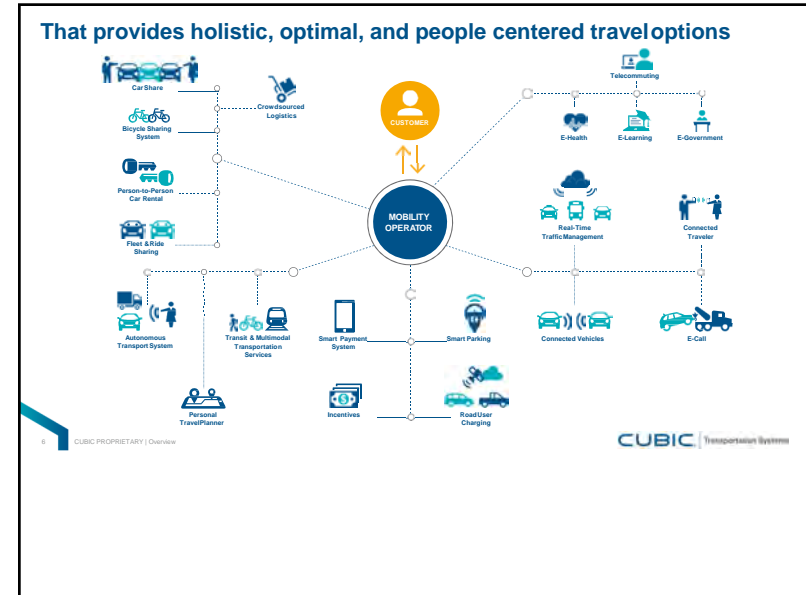
What is MaaS?

Mobility as a Service is a combination of public and private transportation services within a given regional environment that provides holistic, optimal and people centered travel options, to enable end-to-end journeys paid for by the user as a single charge, and which aims to achieve key public policy objectives.

CHERRIOTS

What is MaaS?


- [Video from APTA: Transformation of the American Commuter](#)
- [Video from King County Metro: King County Metro - A Mobility Agency](#)



CHERRIOTS

What is MaaS to Cherriots?

- Cherriots as the Mobility Integrator for the Greater Mid-Valley
- Cherriots does not have to do it all, just connect to it all
- Cherriots, with their partners can connect people with places in many ways
- Cherriots leading MaaS in the Greater Mid-Valley is another way to provide World Class Customer Service



Questions?

Discussion



COVID-19

All in this Together: Companies Step
Up to Fill PPE Shortages PAGE 28

Special Report

The State of U.S. Passenger
Rail 2020 PAGE 32

In Memoriam
Paul Jablonski
CEO of San Diego MTS
PAGE 42



MASS TRANSIT

BEST PRACTICES FOR INTEGRATED MOBILITY

MassTransitmag.com | June 2020

MOBILITY REDEFINED

THOUGHT LEADERS

DISCUSS HOW THE PANDEMIC
WILL TRANSFORM
TRANSPORTATION

DATA COLLECTION
COMMUNICATION • POLICY
PLANNING • ALLIANCES

PAGE 14

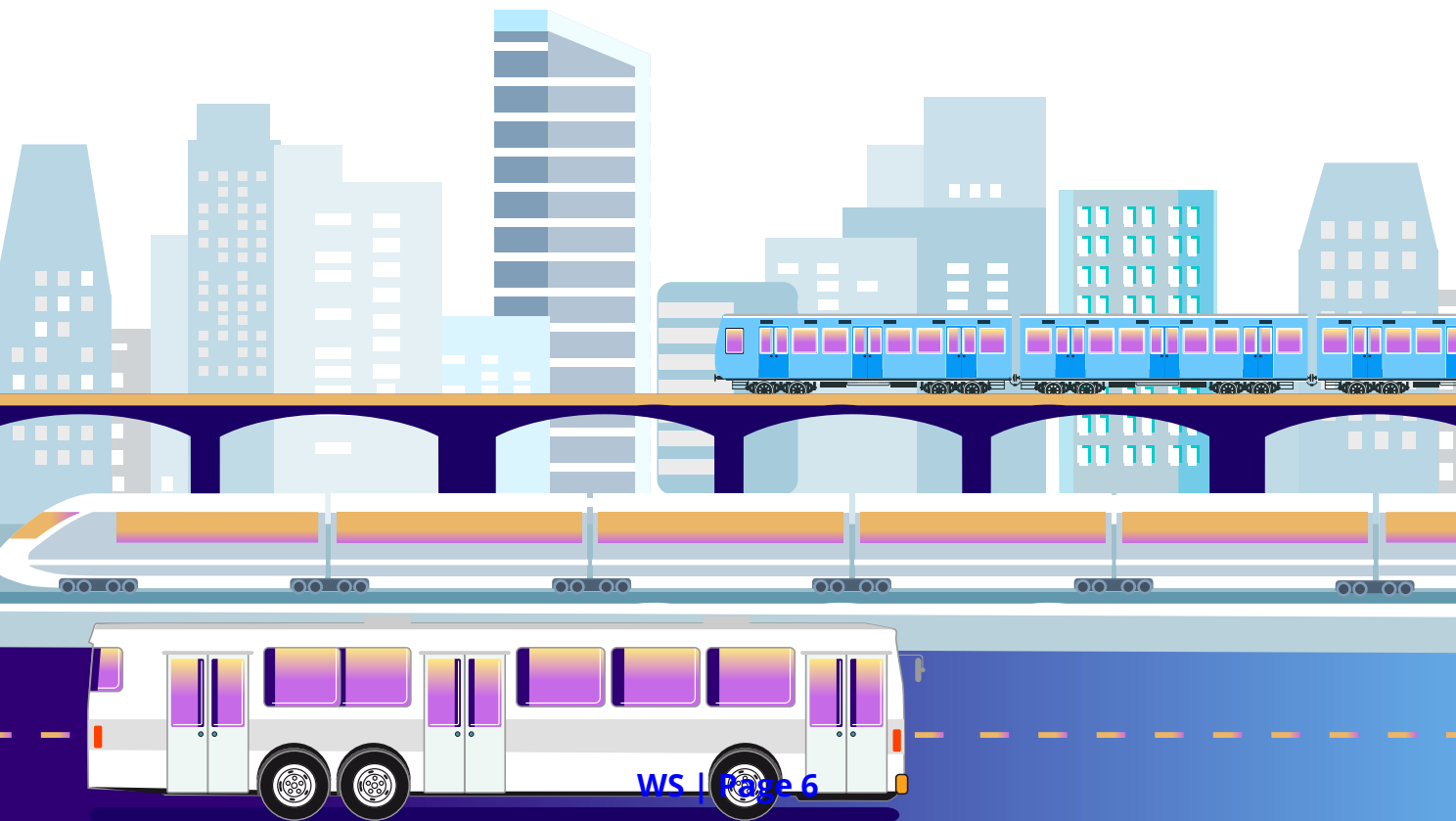


MOBILITY REDEFINED

WITH LOCKDOWNS EASING AND SERVICE LEVELS RETURNING, THE TRANSIT INDUSTRY ISN'T AS CONCERNED WITH REBOUNDED AS MUCH AS IT IS WITH RESHAPING.

By **Mischa Wanek-Libman**, executive editor

THE IMPACT OF THE COVID-19 PANDEMIC IS WELL UNDERSTOOD AMONG North American transit providers. Use has plummeted; revenues have been devastated; and this is all compounded by the fact that in the era of social distancing, the core of what transit does best – move crowds – is ineffectual. “This is the largest fundamental shock to civilization that I think any of us have experienced in our lifetimes,” said Jarrett Walker, international consultant in transit planning. “I don’t think there has been a shock on this scale since World War II.”



Just as the recovery from World War II delivered a level of prosperity in which many aspects of modern-day life are measured, the post-pandemic recovery period holds long-term potential for reinvention.

"[This shock] invites us to create new habits by destroying a lot of the assumptions on which previous ways of doing things were built," said Walker. "That's terrifying, but there is an enormous opportunity to create a better world out of it."

For the transit industry, the conversation is shifting from the assessment of what was lost to one that is supportive of a future where the industry is reshaped and improved.

Planning

Service levels were reduced quickly as riders stayed home, but those levels may need to return just as fast to meet demand or stay ahead of demand to support continued social distancing protocols. Agencies will need to respond rapidly to these changes, while preserving the usefulness of their networks. Maintaining frequencies on major lines will allow agencies to accomplish both.

In the short-term, this could mean encouraging people to walk or use bicycles and scooters for short trips, say under two miles.

"That would help transit concentrate on the longer trip where transit is the only alternative to driving. For people who don't have the option of driving, transit is absolutely essential. The key is for transit agencies to be allowed to focus their limited resources on that role," said Walker. "I think that the division of labor between transit and micromobility has never been clearer and the need for both of them to succeed in their own way has never been clearer."

Longer-term, Walker is intrigued by the possibility that increased work from home could lead to a lasting decline of peak

demand. He explains that a lot of infrastructure planning – both highway and transit – is based on peak demand, but the decline of the peak could undermine the case for some of these projects.

"There are a lot of big projects that still need to happen because they are about creating high frequency, all day useful patterns of service," explained Walker. "The case is going to be more uncertain for a while for infrastructure that is justified primarily by the peak."

On the operations side, he recognizes there are transit professionals who do not want to see the peak go away but says providing peak service is expensive, especially when compared to running a vehicle back and forth all day.

"We have all of these expensive shift patterns and split shifts; we have this fleet that we need to own even though we don't use it very much, we have all the costs of reverse peak direction, dead-heading. Given this, a small drop in peak demand could allow us to offer much more efficient all-day network structures in the future," said Walker.

Policy

Peak travel periods in countries that have emerged from lockdowns before North America are showing vehicle traffic increasing, while transit use remains depressed. David Zipper, visiting fellow at the Harvard Kennedy School, Taubman Center for State and Local Government, explains this information means there are still a lot of trips that will occur following the ease of stay-at-home orders but people will be more inclined to take an

"This is the largest fundamental shock to civilization that I think any of us have experienced in our lifetimes."

- JARRETT WALKER

owned mode of mobility over a shared mode.

"It's human nature and rational that your personal car or bike or scooter are going to be a little more desirable or feel a little safer than public transit or ride hail," said Zipper.

Rather than efforts to make car use more comfortable by waiving or reducing tolls and parking fees, which could contribute to traffic, he hopes there is a recognition that individuals will be comparing the benefits and costs of each mode and effort should be made to improve the comfort of transit or alternative modes of travel.

A suggestion of where to begin: sidewalks.

"Improved sidewalks are a valuable way to not just make it more comfortable to walk, but to enable other forms of transportation that go beyond driving your personal vehicle," said Zipper.

Bicycle infrastructure could be another opportunity. According to The NPD Group, a firm that tracks retail trends, March sales of adult lifestyle bicycles grew 121 percent while transit/fitness bicycles increased 66 percent, supporting the idea that there could be a new group of urban cyclists.

Zipper explains that, once lockdowns are lifted, if this new group of bicyclists feels comfortable biking one or two days to work, then there is a positive outcome from a pollution perspective, a geometric perspective and bike use could serve as a contributor to transit use.

"Transit could potentially enable this type of trend by investing in bike parking and looking at ways to make it easier to bring a bike on board," said Zipper.

In whatever approach agencies take to win people back to transit and keep them safe, Zipper encourages quick sharing of both positive and negative information.

"This is a time when we need the best ideas to scale and that

"There is an awareness and a realization that you're only as good as your data."

-JUSTIN COETZEE

is going to require experimentation, but it's also going to require sharing best practices at lightning speed," said Zipper.

Alliances for a Stronger Recovery

One group looking to learn from its members is the newly formed North American Transit Alliance (NATA), which is comprised of North America's six major private transit operators – Transdev, Keolis North America, MV Transportation, National Express Transit, First Transit Inc. and RATP Dev. Dick Alexander, CEO of Transdev U.S. and chairman of the new alliance, says NATA was formed to support the development of new business models, shaping the transit industry and ensuring its resiliency for the future. He describes the pandemic as an incredible reorientation of how service is performed and notes the NATA partners operate 20 percent of U.S. transit services and bring the benefits of best practices acquired from their global operations where the reopening process began ahead of North America.

"We're seeing interesting travel patterns where the 'have-to' trips are coming back, but the discretionary trips are slower to return," said Alexander.

Keolis North America Executive Vice President of Market Development and Innovation Rahul Kumar, who leads Keolis' efforts for NATA, explains the recovery efforts will be focused on employees, riders and the clients NATA companies serve.

"I have no idea how long [recovery] will take, but it's going to come back, and this is our chance to determine and be deliberate on what the future looks like," said Kumar.

Both men agree technology will sway the recovery efforts, whether it is a lessening of demand from extended teleworking to the greater impact of autonomous vehicles to an opportunity for greater integration of mobility services.

"What we're going to see is the evolution of transit organizations into mobility organizations," said Alexander.

"This is the true birth of Mobility as a Service, which isn't a user defined option. It is mobility management that actually regulates the modes and delivers the most optimal solution," added Kumar.

The key to this is integration.

"We need to integrate, not supplant and not build private wealth on public infrastructure, but find a way to integrate [ride hailing models] into the public transit model so that it is the right mode for the right reason delivered the right way," said Kumar.

"Service, whether it's publicly operated or privately operated, is going to have to cover the whole gambit," added Alexander. "Integration and coordination will be needed to ensure that there is equitable distribution of services and that people have access to jobs."

The Role of Data in Recovery

Uncertainty can dampen any form of recovery and providing concrete information to smooth and improve those recovery efforts begins with data, according to Ascendal Group, a consulting firm and transit operator.

The firm has partnered with GoMetro to utilize agent-based modeling to run simulations of how individuals move in and around a city using various mobility modes. Justin Coetzee, founder and CEO of GoMetro, says the modeling platform also incorpo-

"This is a time when we need the best ideas to scale and that is going to require experimentation, but it's also going to require sharing best practices at lightning speed."

- DAVID ZIPPER

rates an epidemiology module. Cape Town, South Africa, is currently using the model to understand the impact of public health lockdown scenarios on transit ridership and the spread of COVID-19. As agencies enter a period of recovery and services return, the simulations can provide support for making informed and quick decisions.

"We need to relearn mobility patterns [in light of COVID-19]. How are people getting around? How do we plan for three months out? All this depends on data," explained Clayton Lane, international business development specialist with Ascendal Group. "Timely data has become incredibly valuable, even more than the past, and yet, our options for collecting the data may be a bit narrower."

Traditional ways of collecting data through person-to-person intercept surveys may be viewed as risky in a post-pandemic world, says Coetzee and Lane, but they still deliver rich information. Coetzee points to Capital Metro in Austin, Texas, which performed nearly 60 percent of an intercept survey batch before the pandemic hit. Rather than throw out the information, the agency decided to collect the remaining surveys following the pandemic. The information from the surveys will shed light on perceptions and movement patterns immediately after the pandemic, which can be compared to the information collected immediately before.

When traditional surveys may not be possible, Coetzee and Lane say data can be collected using passive techniques such as web surveys and mobile probing and measurement. This information is then fed into a simulation to help provide scenarios to drive decisions.

"There is an awareness and a realization that you're only as good as your data," said Coetzee.

"Integration

and coordination will be needed to ensure that there is equitable distribution of services and that people have access to jobs."

-DICK ALEXANDER

“We’re seeing an evolutionary change in how data impact operations, feeds into planning and gets implemented in the space of a weekend or a week.”

Lane adds that the transit community recognizes this as a time to rethink current ways of doing things and redo them in a better way.

“That too is going to require great data,” said Lane.

Telling Transit’s Story

A key piece to the industry’s recovery can be found in how its efforts are communicated to employees, riders, community members and other stakeholders.

Recovery begins with the belief that it is safe to ride, according to Morgan Lyons, owner of Lyons Strategic, a media relations and communications firm.

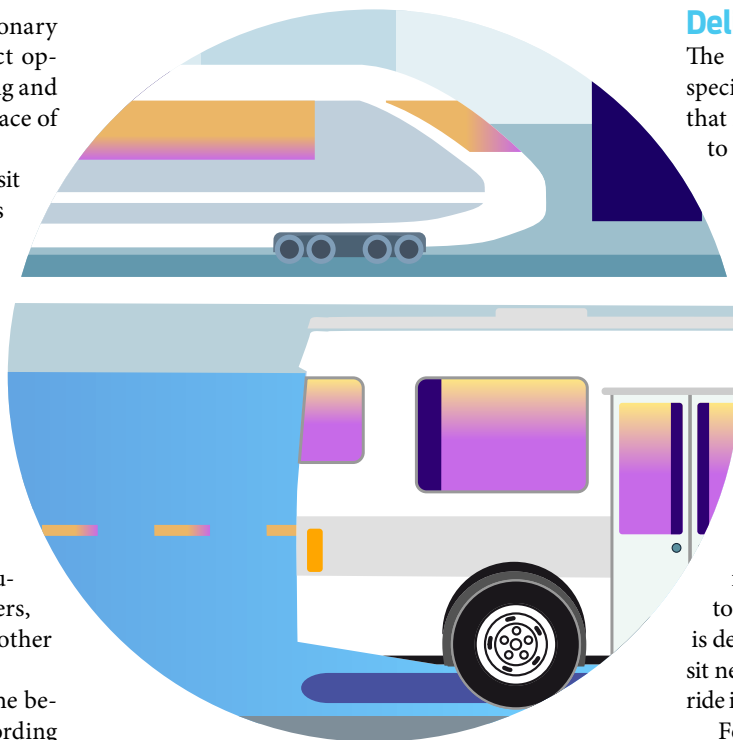
“There is a recognition that transit is an essential service and the first thing on everyone’s mind is focusing on safety,” said Lyons. “We have to make sure people feel safe to get on board.”

He explains this notion of safety begins with employees who must feel safe at work to deliver service that workers and customers will accept.

“This is not going to be a flip-a-switch recovery. This is something that is going to evolve over time,” said Lyons.

He recommends transit professionals perform three tasks as they tailor their messages during the recovery phase.

“The first is to take a breath and clear your head. Take a moment and reassess transit’s role within the community. The second thing is to listen to your agency, your customers and your stakeholders. This helps stress test your plan,” said Lyons. “The third is to act and act with a bias towards openness. We can’t hunker down and not communicate. We need to act.”



Lyons says those actions, at least in the immediate recovery period, should reflect the safety efforts being implemented by an agency from sharing images of vehicles being cleaned to having ambassadors at facilities reminding customers to practice social distancing to the installation of markers or other visuals inside vehicles promoting social distancing procedures.

Shifting to communication strategies involving elected officials, who may hold the keys to further or improved funding resources for transit, Lyons notes the industry provided many examples illustrating how essential transit is to a community from the delivery of meals to support local school students to the repurposing of paratransit vehicles for supply deliveries.

“This provides an opportunity to remind our elected officials that there is a cost to this essential service; transit is not complimentary. It is not the orange slice or the piece of parsley on the breakfast plate. It requires an investment,” said Lyons.

“This is not going to be a flip-a-switch recovery. This is something that is going to evolve over time.”

-MORGAN LYONS

Delivering on Potential

The required investment, more specifically, the lack of support for that investment, can be a hazard to the industry’s recovery.

Walker warns of the potential of diminished support for investment once influential people stop using transit themselves, which could push agencies to make cuts that would undermine their essential mission and make it impossible to serve once demand returns.

“The biggest risk to transit is the failure of relatively fortunate, influential people to understand that everybody is dependent on transit and transit needs to succeed; whether you ride it is not relevant,” said Walker.

For Kumar, the opportunities and risks go back to transit’s essential mission.

“We still have the social ramifications of transit; we have given birth to the term essential and our drivers, our mechanics, our utility workers, our supervisors, they are essential and they’ve always done an essential job. The key here is that we can’t just have business models that are for some of us,” explained Kumar. “The digital divide still exists, and I’m concerned about whatever the future mobility divide looks like that is created by this. These are real opportunities for us to test and deploy new, more dynamic, more responsive services. We have to do it within the confines of public transit’s mandate, which is to be equitable and accessible by all.”

Alexander sees a future where the industry is not only different, but larger and more accessible.

“I think it’s going to be larger and there will be more jobs in this industry. I think more people will have access to public transportation that never had it before,” said Alexander. “The industry will be different, but it’s not going to be less important.”



To: Board of Directors

From: Linda Galeazzi, Executive Assistant

Thru: Allan Pollock, General Manager

Date: July 23, 2020

Subject: Budget Committee Citizen Member Appointments for Two Vacancies

There are two citizen member vacancies on the Budget Committee due to the end of their three-year term on June 30, 2020:

- Scott Bassett representing Subdistrict # 6 (Director Krebs)
- Sheronne Blasi representing Subdistrict # 7 (Director Richards)

The Board member representing the Subdistrict may choose to reappoint the citizen member (there is no term limit); or the Board member can fill the vacancy with a new citizen member. Soon after the June 30 term ends, a letter of appreciation is sent to a citizen member who will not be reappointed. A letter of instruction is sent to a citizen member who has been asked and has agreed to another term of service. The roster for the Budget Committee dated July 1, 2020 is attached below.

The SAMTD Bylaws provide for filling vacancies on the Committee at the discretion of the Board as follows:

1. The Board member representing the Subdistrict of the vacancy may recommend the appointment of a qualified elector to the Board;
 - a. A qualified elector is a registered voter 18 years of age or older who resides within the Subdistrict, or within the District at-large.
 - b. If by appointment, the Board member representing that Subdistrict may recommend a candidate to the Board. The Board then moves to accept or reject that candidate; or
2. The Board member representing the Subdistrict of the vacancy may call for applications of qualified candidates for the Budget Committee;

- a. The vacant citizen position is then advertised in local newspapers, and on the Cherriots website.
- b. Candidates interested in the citizen member position fill out an application that is returned to the Executive Assistant to complete the Board's process for filling the vacancy.

For citizens who are interested in being considered for the citizen member position or have further questions, they may call the General Manager's Office at (503)361-7535 or send an inquiry to board@cherriots.org.

A candidate's packet can be emailed to interested citizens or sent by mail. The packet includes an application, a list of current budget committee members, a calendar for the budget season, and a publication, *Local Budgeting in Oregon*, that describes the budget process for governmental agencies. Additionally, the FY 2021 Adopted Budget and other budget and financial information are available on the District's website at <http://cherriots.org/budget-committee>.



BOARD MEMBERS

CITIZEN MEMBERS

• **SUBDISTRICT #1**

CHI NGUYEN

- Term Expires 06/30/23

STEVE EVANS

- Appointed 12/12/19; Expires 06/30/22

• **SUBDISTRICT #2**

COLLEEN BUSCH

- Term Expires 06/30/21

MICHAEL DEBLASI

- Appointed 02/25/16; Reappointed 06/28/18; Expires 06/30/21

• **SUBDISTRICT #3**

SADIE K. CARNEY

- Term Expires 06/30/23

MARIA HINOJOS PRESSEY

- Appointed 12/12/19; Expires 06/30/22

• **SUBDISTRICT #4**

VACANT (DOUG RODGERS)

- Term Expires 06/30/21

BILL HOLMSTROM

- Appointed 09/27/09; Reappointed 09/27/12; 10/22/15; 06/28/18; Expires 06/30/21

• **SUBDISTRICT #5**

IAN T. DAVIDSON

- Term Expires 06/30/23

CARL F. GARNER

- Appointed 12/12/19; Expires 06/30/22

• **SUBDISTRICT #6**

ROBERT KREBS

- Term Expires 06/30/21

VACANT (SCOTT BASSETT)

- Appointed 01/22/15; Reappointed 12/14/17 Expires 06/30/20

• **SUBDISTRICT #7**

CHARLES H. RICHARDS

- Term Expires 06/30/23

VACANT (SHERONNE BLASI)

- Appointed 03/26/15; Reappointed 12/14/17 Expires 06/30/20

- **BUDGET OFFICER**

ALLAN POLLOCK

General Manager/CEO
Salem Area Mass Transit District
555 Court Street NE, Suite 5230
Salem, OR 97301-3980

Phone: (503) 588-2424

Fax: (503) 566-3933

Email: allan.pollock@cherriots.org

or publictestimony@cherriots.org

Upcoming Work Session and Board Meeting Agenda Items

July 23, 2020

<p>To Be Scheduled</p> <ul style="list-style-type: none"> • Approval of Contract for SSTC Consultant Services (SD) • Attitude and Awareness Report w/Consultant (PF) • B.I. Contract (AM) • Sale of Surplus Property (Del Webb) – Executive Session/Board Action (AP) • United Way Pass Program (AP)
<p>August 27, 2020 Packets due to GM office: August 13</p> <p>Executive Session</p> <ul style="list-style-type: none"> • Labor Negotiations (PD) <p>Work Session</p> <ul style="list-style-type: none"> • Retirement Plans (PD) <p>Board Meeting</p> <ul style="list-style-type: none"> • ITS Technology Briefing (SD) • Albany-Salem Feasibility Study (SD) • September Service Change Briefing (DT) • Q4 Reports: Performance, Trip Choice • Board’s Committee Assignments (odd # years) (AP) • Election of Officers and Oath of Office (July odd # years) (AP)
<p>September 24, 2020 Packets due to GM office: September 10</p> <p>Work Session</p> <ul style="list-style-type: none"> • <p>Board Meeting</p> <ul style="list-style-type: none"> • Proposed FY2022 Budget Calendar (AM) • FY 2020 Security Report and Emergency Preparedness (DT) • FY 2020 Performance Report (DT) • Project Management of MUNIS Implementation (AM)
<p>October 22, 2020 Packets due to GM office: October 8</p> <p>Work Session</p> <ul style="list-style-type: none"> • <p>Board Meeting</p> <ul style="list-style-type: none"> • Consent: Approval of FY 2022 Budget Calendar (AM) • Contract Award for Transit Operator Uniforms (DT)

November 19, 2020 (3rd Thursday)
Packets due to GM office: November 5

Work Session

-

Board Meeting

- Q1 Reports: Finance, Performance, Trip Choice

December 17, 2020 (3rd Thursday)
Packets due to GM office: December 3

Work Session

-

Board Meeting

- January Service Change Briefing (DT)

January 28, 2021
Packets due to GM office: January 14

Work Session

-

Board Meeting

- Adoption of 2021 Federal and State Legislative Agendas (AP)

February 25, 2021
Packets due to GM office: February 11

Work Session

-

Board Meeting

- Q2 Reports: Finance, Performance, Trip Choice

March 25, 2021
Packets due to GM office: March 11

Work Session

-

Board Meeting

-

April 22, 2021
Packets due to GM office: April 8

Work Session

-

Board Meeting

UPDATED: July 16, 2020

TO: SAMTD BOARD OF DIRECTORS
FROM: ALLAN POLLOCK, GENERAL MANAGER
SUBJECT: CALENDAR OF SCHEDULED MEETINGS

Until the Covid-19 pandemic has passed and the guidelines set by the CDC and State have been lifted, the District will hold its public meetings virtually via the internet using Google Meet. To get more information about a particular meeting, go to Cherriots.org/meetings/

To be added to an email distribution list for meeting announcements of a committee or the Board, or to provide a public comment, send an email to publictestimony@cherriots.org.

For more information about each committee, go to Cherriots.org/gettinginvolved or call the General Manager's Office at 503-588-2424. Thank you for your interest in Cherriots.

AUGUST 2020

11	Tue	5:30 PM	Statewide Transportation Improvement Fund Advisory Committee
27	Thu	5:00 PM	SAMTD Board Work Session
27	Thu	6:30 PM	SAMTD Board of Directors Meeting (Comcast Cable Channel 21 or Cherriots Facebook Live)

SEPTEMBER 2020

7	Mon	CLOSED	HOLIDAY: Labor Day Cherriots Administrative Offices and Customer Service CLOSED ; No bus service
8	Tue		CHERRIOTS SERVICE CHANGES (go to: Cherriots.org/changes)
8	Tue	5:30 PM	Statewide Transportation Improvement Fund Advisory Committee
15	Tue	5:30 PM	Citizens Advisory Committee
24	Thu	12:00 PM	Employee Transportation Coordinator Luncheon
24	Thu	5:00 PM	SAMTD Board Work Session
24	Thu	6:30 PM	SAMTD Board of Directors Meeting (Comcast Cable Channel 21 or Cherriots Facebook Live)

OCTOBER 2020

22	Thu	5:00 PM	SAMTD Board Work Session
22	Thu	6:30 PM	SAMTD Board of Directors Meeting

NOVEMBER 2020

9	Mon	CLOSED	HOLIDAY: Veterans Day observance Cherriots Administrative Offices, Customer Service Closed No bus service
17	Tue	5:30 PM	Citizens Advisory Committee
TBD	Thu	5:00 PM	SAMTD Board Work Session
19	Thu	6:30 PM	SAMTD Board of Directors Meeting

26	Thu	CLOSED	HOLIDAY: Thanksgiving Day Cherriots Administrative Offices, Customer Service Closed No bus service
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DECEMBER 2020

TBD	Thu	5:00 PM	SAMTD Board Work Session
17	Thu	6:30 PM	SAMTD Board of Directors Meeting
25	Fri	CLOSED	HOLIDAY: Christmas Day Cherriots Administrative Offices, Customer Service Closed No bus service

JANUARY 2021

1	Fri	CLOSED	HOLIDAY: New Year's Day Cherriots Administrative Offices, Customer Service Closed No bus service Special Transportation Fund Advisory Committee (STFAC)
18	Mon	HOLIDAY: Martin Luther King Jr. Day
28	Thu	5:00 PM	SAMTD Board Work Session
28	Thu	6:30 PM	SAMTD Board of Directors Meeting

FEBRUARY 2021

TBD			Oregon Legislative Session Days begins
TBD		9:00a-3:30p	Basic Local Budget Law Training <ul style="list-style-type: none"> Linn County Expo Center, 3700 Knox Butte Rd E, Albany 97322
	Tue	3:00 PM	Special Transportation Fund Advisory Committee
14	Mon		HOLIDAY: President's Day
25	Thu	5:00 PM	SAMTD Board Work Session
25	Thu	6:30 PM	SAMTD Board of Directors Meeting

MARCH 2021

14-17			APTA TRANSform Conference & EXPO <ul style="list-style-type: none"> Anaheim, California
25	Thu	5:00 PM	SAMTD Board Work Session
25	Thu	6:30 PM	SAMTD Board of Directors Meeting
25	Thu	6:30 PM	SAMTD Board of Directors Meeting