

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

**~ WORK SESSION ~**

Monday, July 10, 2017  
5:30 PM

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

**UPDATED AGENDA**

<b>1. CALL TO ORDER</b> (President Bob Krebs)	
<b>2. OATH OF OFFICE</b> Colleen Busch will be sworn in to office after having been re-elected to the Board of Directors representing Subdistrict #2 .....	<b>1</b>
<b>3. DISCUSSION</b>	
<b>B.</b> Review of Core Network Policy .....	<b>3</b>
<b>C.</b> Transit Asset Management .....	<b>13</b>
<b>D.</b> Officer Elections .....	<b>25</b>
<b>A.</b> Legislative Update .....	<b>27</b>
<b>4. GENERAL MANAGER COMMENTS</b>	
<b>a.</b> Draft Agenda for the July 27, 2017 Regular Meeting .....	<b>61</b>
<b>b.</b> Upcoming Board Agenda Items .....	<b>63</b>
<b>c.</b> Calendar Review .....	<b>65</b>

This is an open, public meeting at an accessible location. Special accommodations are available, upon request, for persons with disabilities. Services may be requested for sign language interpretation or languages other than English. To request accommodations or services, please call 503-588-2424 at least two business days prior to the meeting.

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

**Mission**

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

**Values**

Safety – Service Excellence – Communication – Innovation – Accountability





## WORK SESSION MEMO

Agenda Item WS.2

**To:** Board of Directors

**From:** Linda Galeazzi, Executive Assistant

**Thru:** Allan Pollock, General Manager

**Date:** July 10, 2017

**Subject:** Oath of Office

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A Special District Election was held on May 16, 2017 for three Board positions representing Subdistricts #2, #4 and #6.

On June 12, 2017, the Board reviewed and accepted the Abstract of Votes for each District provided by the Marion County Clerk's Office. The Board determined that the candidates - who were declared the winners in the election - were qualified to hold office according to the Bylaws for Salem Area Mass Transit District.

The County Clerk issued Certificates of Election to Colleen Busch representing Subdistrict #2, Doug Rodgers representing Subdistrict #4 and Robert Krebs representing Subdistrict #6 as is required prior to the candidates taking office.

Robert Krebs and Doug Rodgers will be sworn in at the July 27, 2017 Board meeting. Colleen Busch will be sworn in at the July 10, 2017 Work Session. Because of a prior commitment, she is unable to attend the July 27<sup>th</sup> Board meeting.

**OATH OF OFFICE**

**STATE OF OREGON**        )  
                                  )  
**County Of Marion**     )       **SS**

I do solemnly swear or affirm that I, Colleen Busch will support the Constitution and the laws of the United States and the State of Oregon, and that I will honestly, faithfully, and impartially perform the duties of the office of Director for the Salem Area Mass Transit District according to the best of my ability for the term of my office.

\_\_\_\_\_  
Signature

**SIGNED AND AFFIRMED OR SWORN** to before me this 10th day of July, 2017.

\_\_\_\_\_  
Linda Jean Galeazzi  
Notary Public for Oregon  
My Commission Expires: April 11, 2021





## WORK SESSION MEMO

Agenda Item WS.3.a

**To:** Board of Directors

**From:** Chris French, Senior Planner  
Steve Dickey, Director of Transportation Development

**Thru:** Allan Pollock, General Manager

**Date:** July 10, 2017

**Subject:** Core Network

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Staff proposes the Board of Directors establish a core network policy. A core network will ensure riders, residents, developers, businesses, and municipal planning organizations know where Cherrriots plans to invest the most in transit service, now and in the future. Routes serving the corridors of the core network may change over time, but service along these corridors will be both maintained and prioritized, both in the case of service reductions and service expansions (including weekends and late evenings).

### Proposed Corridors

The proposed corridors of the core network were determined by looking at current and historic bus ridership, as well as the comprehensive plan maps (Attachments A and B) and street classification maps for the cities of Salem and Keizer (Attachments C and D).

Proposed corridors (Attachment E) are as follows:

- **High St NE, Broadway St NE, and River Rd N** from Union St NE to Lockhaven Dr NE
- **Lockhaven Dr NE** from River Rd. N to Chemawa Rd NE
- **Summer St NE, Capitol St NE, Fairgrounds Rd NE, and Portland Rd NE** from Union St NE to Hayesville Dr NE
- **Lancaster Dr NE** from Hayesville Dr NE to Rickey St SE
- **Market St NE** from Capitol St NE to Lancaster Dr NE
- **Center St NE** from 13<sup>th</sup> St NE to Lancaster Dr NE
- **State St** from 13<sup>th</sup> St to Lancaster Dr
- **Commercial St SE** from Trade St SE to Kuebler Blvd SE

- **Liberty St SE** from Trade St SE to Commercial St SE
- **Skyline Rd S and Liberty Rd S** from Madrona Ave to Kuebler Blvd
- **Marion and Center Street Bridges** from Commercial St NE to Wallace Rd NW
- **Edgewater St NW** from Eola Dr NW to Gerth St NW

When there are two corridors that do not directly connect, Cherriots will have the discretion to change how those corridors are connected to the rest of the network. For example, Route 17 currently travels down Gerth St NW between Edgewater St NW and the Marion and Center Street Bridges. In the future, Cherriots could choose to travel down Patterson St NW instead.

Additionally, Cherriots will commit to serving the Downtown Transit Center and Keizer Transit Center.

In Salem's downtown core (between Front St NE, Union St NE, 13<sup>th</sup> St NE, and Trade St SE), Cherriots will commit to always providing service. However, the paths of the buses traveling through this area may change over time as streets change (one-way to two-way, additional bike lanes, etc.)

### **Future Service Changes**

If the Board approves this new policy (Attachment F), future service changes that result in completely removing service from any piece of the core network will require formal action from the Board in advance of the implementation of the change. A public hearing process will be required before the Board action.

### **Partnering with Municipalities**

Over the next year, Planning staff will reach out to staff at the City of Salem, City of Keizer, and Marion County to discuss how Cherriots can work with them to improve transit along those corridors.

### **Communicating the Core Network**

In the coming months, Planning and Communication staff will work together to develop a strategy to communicate the core network to riders, residents, developers, etc. The primary goal of this communication will be to help stakeholders understand the impact the core network has on them.

<b>Policy:</b>	<b>Core Network</b>	<b>Number: 118</b>
Resolution #2017-10 adopted by the SAMTD Board of Directors on 07/27/2017	Effective Date: 07-27-17	Page 1 of 2

### 118.01 PURPOSE

To establish a Core Network of bus service corridors in Salem and Keizer that represents the highest priority for service run by Salem Area Mass Transit District (SAMTD). The Core Network will ensure riders, residents, developers, businesses, and municipal planning organizations know where SAMTD plans to invest the most in transit service. Routes serving the corridors of the Core Network may change over time, but service along these corridors will be maintained and prioritized, both in the case of service reductions and service expansions.

### 118.02 APPLICATION

To set guidelines to facilitate the decision making process in the case of future service reductions and service expansions.

### 118.03 CORRIDORS DEFINED

The following streets define SAMTD's Core Network -

- High St NE, Broadway St NE and River Rd N (*from Union St NE to Lockhaven Dr NE*)
- Lockhaven Dr NE (*from River Rd N to Chemawa Rd NE*)
- Summer St NE, Capitol St NE, Fairgrounds Rd NE, and Portland Rd NE (*from Union St NE to Hayesville Dr NE*)
- Lancaster Dr NE (*from Hayesville Dr NE to Rickey St SE*)
- Market St NE (*from Capitol St NE to Lancaster Dr NE*)
- Center St NE (*from 13<sup>th</sup> St NE to Lancaster Dr NE*)
- State St (*from 13<sup>th</sup> St NE to Lancaster Dr NE*)
- Commercial St SE (*from Trade St SE to Kuebler Blvd SE*)
- Liberty St SE (*from Commercial St SE to Trade St SE*)
- Skyline Rd S and Liberty Rd S (*from Madrona Ave S to Kuebler Blvd*)
- Marion and Center Street Bridges (*from Wallace Rd NW to Commercial St NE*)
- Edgewater St NW (*from Eola Dr NW to Gerth St NW*)
- Salem's Downtown (*between Front St NE, Union St NE, 13<sup>th</sup> St NE, and Trade St SE*)

### 118.04 RULES OF THE CORE NETWORK

#### 1. Corridor Changes

The Core Network corridors cannot be added to or altered without formal action by SAMTD Board of Directors.

#### 2. Service Priorities

<p><b>Policy:</b></p>	<p><b>Core Network</b></p>	<p><b>Number: 118</b></p>
<p>Resolution #2017-10 adopted by the SAMTD Board of Directors on 07/27/2017</p>	<p>Effective Date: 07-27-17</p>	<p>Page 2 of 2</p>

Priority will be given to service on the Core Network on all days of service, with the highest frequency prioritized on these corridors. All Core Network corridors will have service operating with a minimum of 30 minute headways during all hours of service, and a goal of 15 minute headways during peak periods. The Salem Downtown area will always have service. However, the paths of the buses traveling through this area may change over time as streets change (one-way to two-way, additional bike lanes, etc.)

**3. Service Reductions and Expansions**

In the event of service reductions and expansions, the Core Network will be prioritized over coverage in other areas of the system.

**4. Public Hearing Requirements**

SAMTD shall hold a public hearing when any Core Network change is proposed that results in removal or reduction of service in a corridor. The public hearing process must be conducted in accordance with SAMTD Policy 707.04 (A).

**5. Implementation of Changes**

No Core Network removal or reduction shall be instituted until after a public hearing is held and after consideration to views and comments expressed in the hearing is given.

**118.05 EXCEPTIONS**

There may be exceptions to the above policies for emergency situations such as a long term closure of a section of roadway.

**Adopted by:**

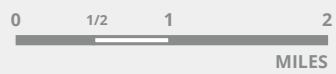
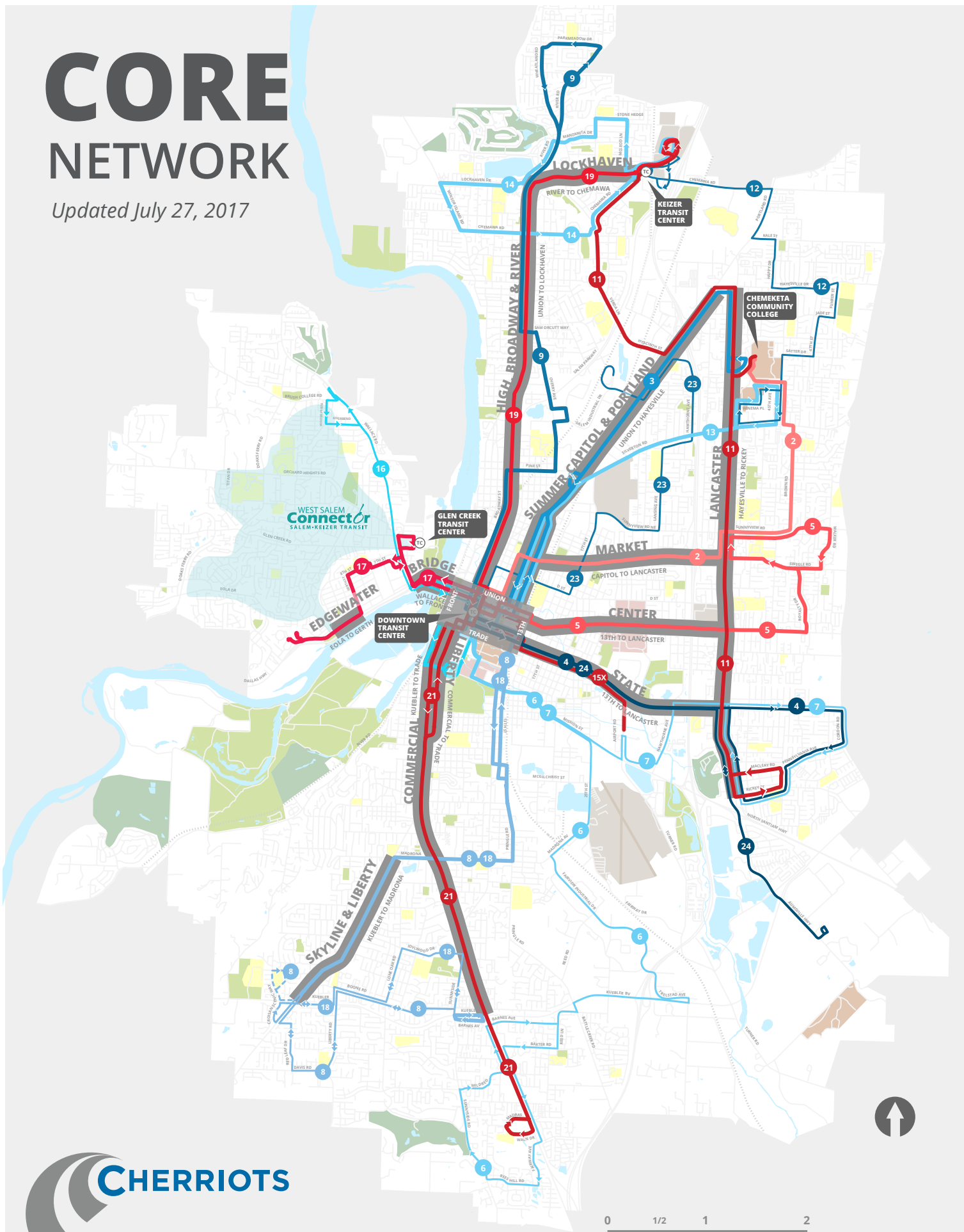
**Date:**

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President, SAMTD Board of Directors / General Manager

# CORE NETWORK

Updated July 27, 2017



[WS-7]

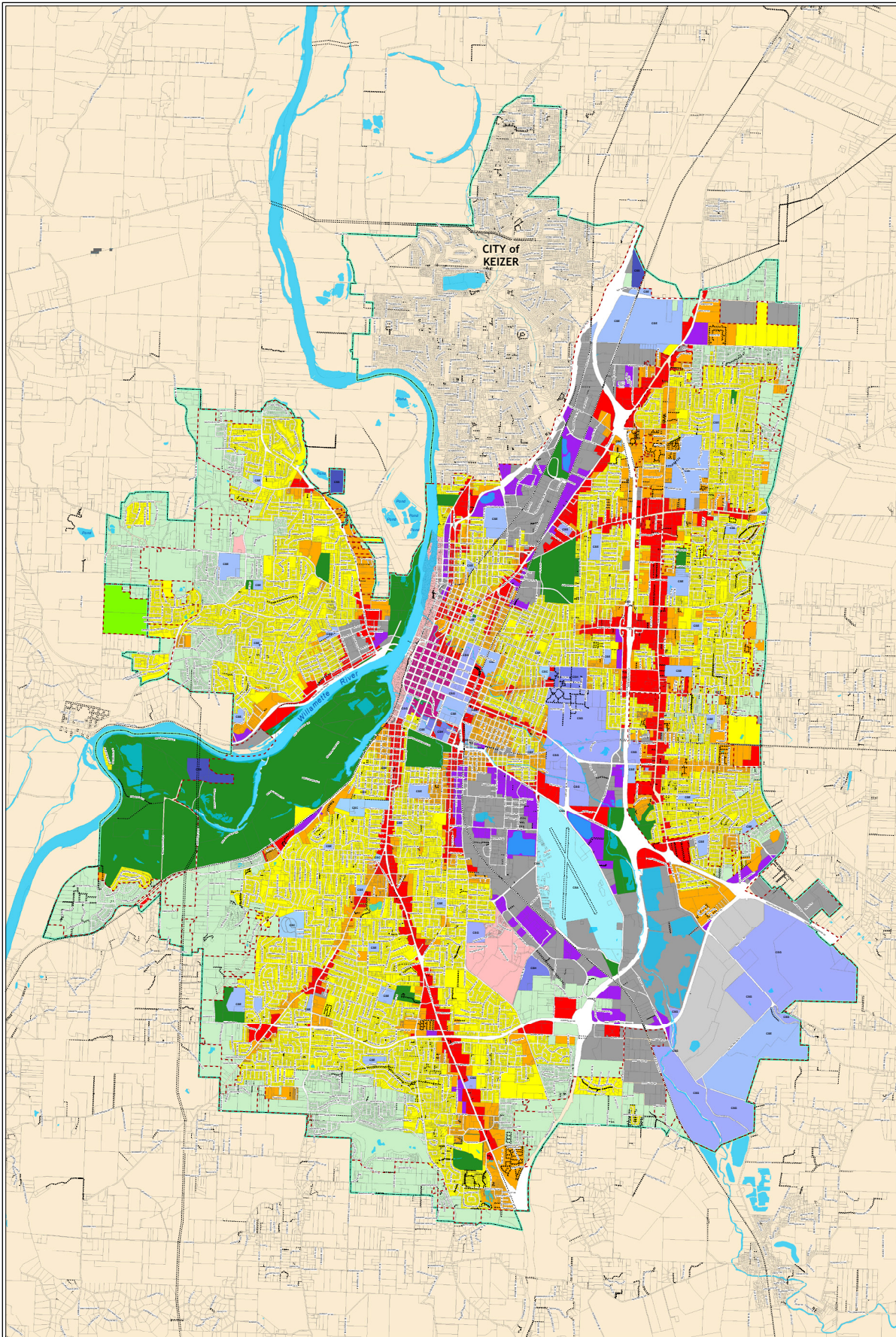




# Salem Comprehensive Plan

City of Salem  
Community Development Department

APRIL  
2016

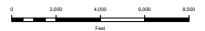


### Key

- COM - Commercial
- CB - Commercial Business District
- CS - Community Service
- CSA - Community Service Airport
- CSC - Community Service Cemetery
- CSE - Community Service Education
- CSG - Community Service Government
- CSH - Community Service Hospital
- CSS - Community Service Sewage - Solid Waste
- DR - Developing Residential
- EC - Employment Center
- FRM - Farm Resource Management
- IND - Industrial
- IC - Industrial Commercial
- MU - Mixed Use
- MFR - Multi-Family Residential
- POS - Parks - Open Space - Outdoor Recreation
- ROM - River Oriented Mixed Use
- SFR - Single Family Residential
- Salem City Limits
- Outside Salem Urban Growth Boundary
- UGB



Fractional Acreage of a Typical Section



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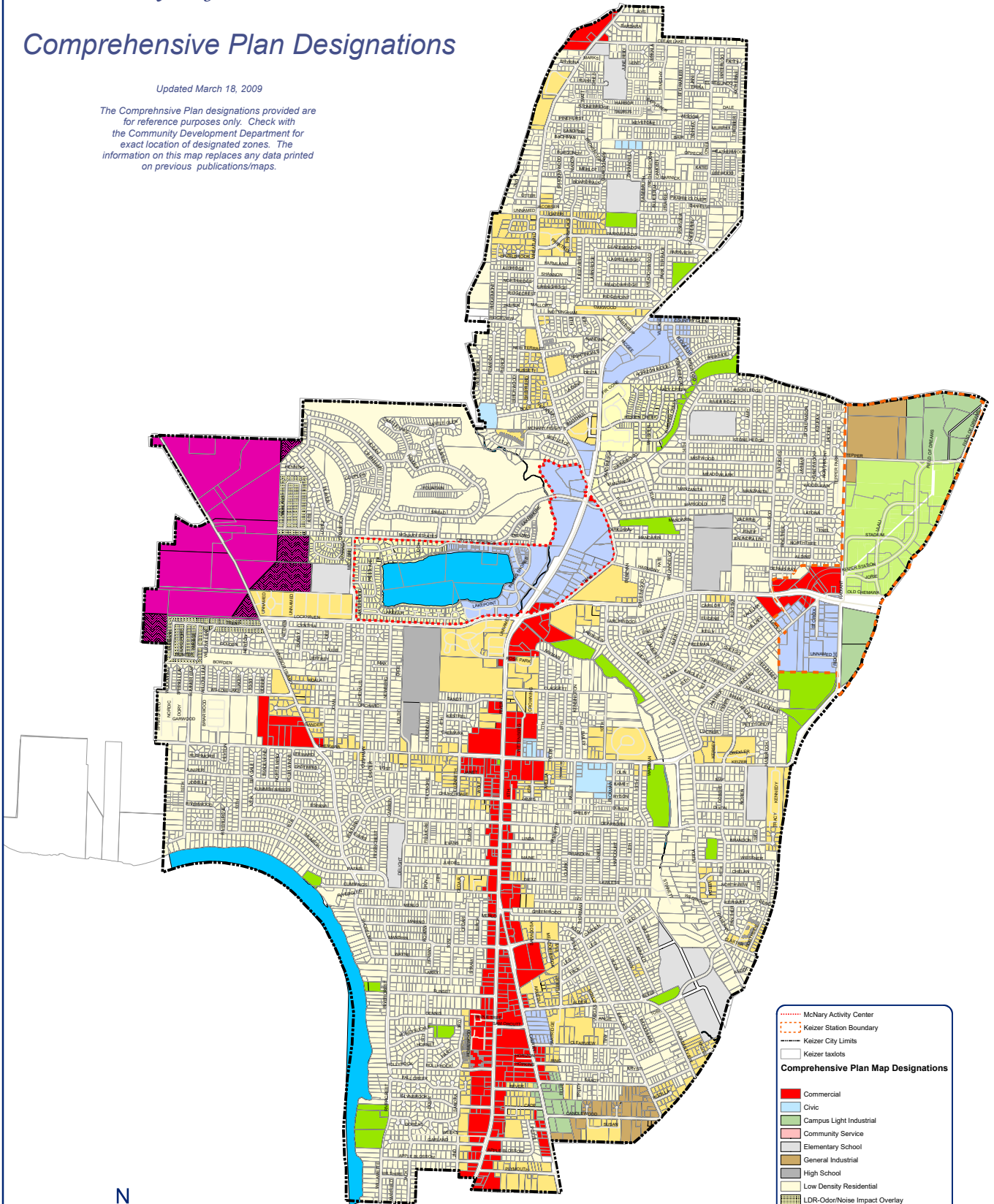


# City of Keizer

## Comprehensive Plan Designations

Updated March 18, 2009

The Comprehensive Plan designations provided are for reference purposes only. Check with the Community Development Department for exact location of designated zones. The information on this map replaces any data printed on previous publications/maps.

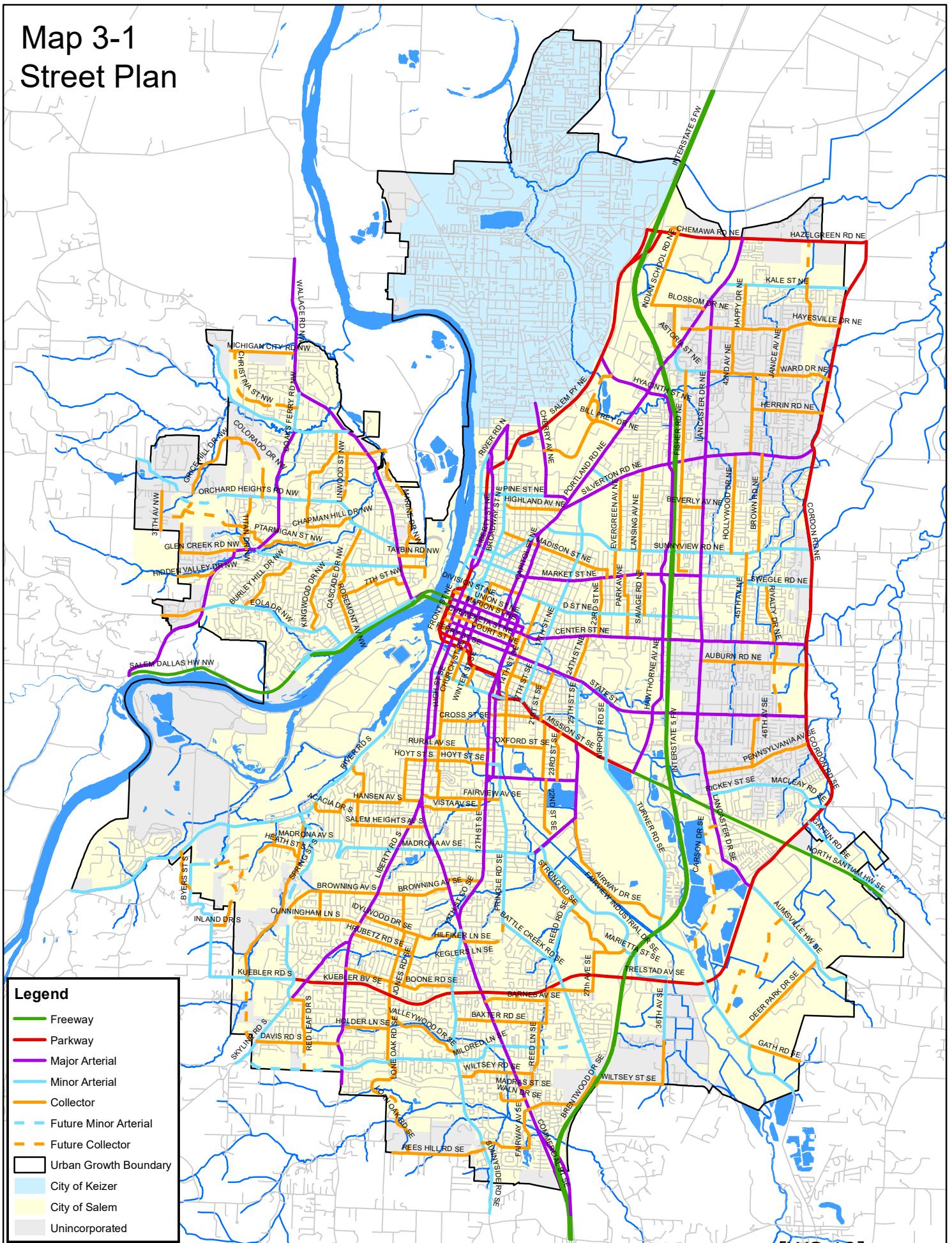


McNary Activity Center  
Keizer Station Boundary  
Keizer City Limits  
Keizer taxlots

**Comprehensive Plan Map Designations**

- Commercial
- Civic
- Campus Light Industrial
- Community Service
- Elementary School
- General Industrial
- High School
- Low Density Residential
- LDR-Odor/Noise Impact Overlay
- Medium Density Residential
- Medium High Density Residential
- Middle School
- Mixed Use
- Park
- Special Policy Area
- Limited Use Area
- Special Planning District

# Map 3-1 Street Plan



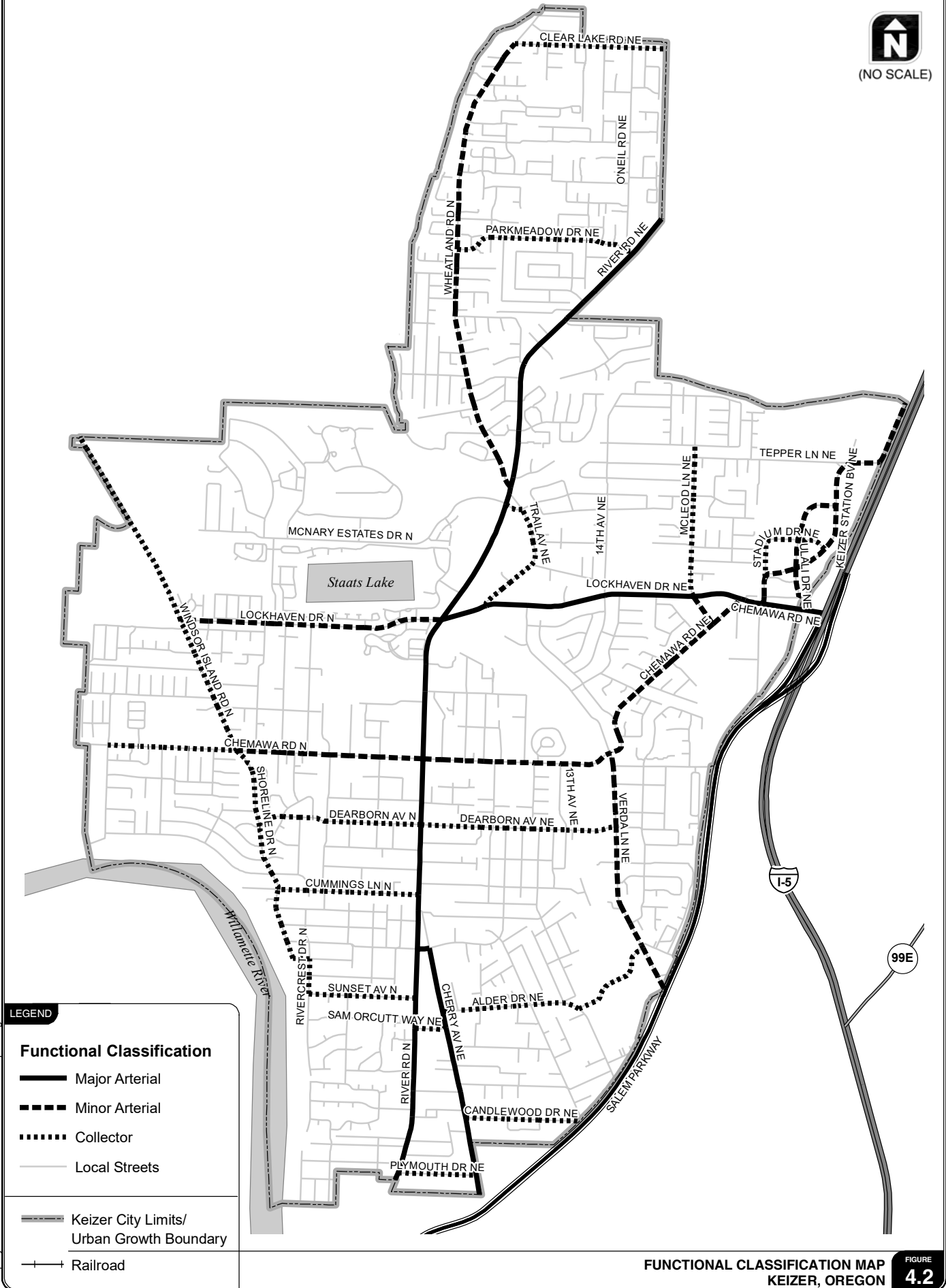
**Legend**

- Freeway
- Parkway
- Major Arterial
- Minor Arterial
- Collector
- Future Minor Arterial
- Future Collector
- Urban Growth Boundary
- City of Keizer
- City of Salem
- Unincorporated





H:\profile\69310 - Keizer TSP Refinement and Update.gis



**LEGEND**

**Functional Classification**

- Major Arterial
- Minor Arterial
- Collector
- Local Streets

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- Keizer City Limits/  
Urban Growth Boundary
- Railroad

**FUNCTIONAL CLASSIFICATION MAP** **FIGURE 4.2**  
**KEIZER, OREGON**

[WS-11]

# Transit Asset Management

Presentation to  
SAMTD Board of Directors, July 10, 2017

Presented by  
David Trimble, Chief Operating Officer



# What is Transit Asset Management?

***Transit Asset Management (TAM)*** is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit properties, in order to keep transit networks in a ***State of Good Repair (SGR)***.

# State of Good Repair (SGR)

The condition in which a capital asset is able to operate at a full level of performance. This means, the asset must meet the following conditions:

1. It is able to perform its designed function
2. It does not pose a known unacceptable safety risk
3. Its lifecycle benchmark has been met

# Benefits of TAM

- Improved transparency and accountability
- Optimized capital investment and maintenance decisions
- More data-driven maintenance decisions
- Potential safety benefits

# Responsibility for TAM Development

- Must designate an Accountable Executive
- Cherriots is a Tier II Agency – TAM must include the following elements:
  - Inventory of Capital Assets
  - Condition Assessment
  - Decisions Support Tools
  - Investment Prioritization

# Asset Categories and Classes

## Rolling Stock

- Revenue Vehicles

## Equipment

- Non-Revenue Vehicles
- Maintenance Vehicles

## Facilities

- Support Facilities
- Passenger Facilities

# Current Cherriots Assets

- 129 revenue vehicles
- 16 non-revenue vehicles
- 4 Cherriots-owned facilities
  - Del Webb Operations Building
  - Del Webb Maintenance Building
  - Downtown Transit Center
  - Keizer Transit Center



# Analyzing Assets

## Rolling Stock

Age based

% at or  
above ULB

## Equipment

Age based

% at or  
above ULB

## Facilities

Condition

TERM

# Useful Life Benchmark (ULB)

- Useful Life Benchmark is defined as the expected lifecycle of a capital asset for a particular Transit Provider's operating environment, or the acceptable period of use in a service for a particular Transit Provider's operating environment
- ULB takes into account a provider's unique operating environment (i.e., geography, service frequency, etc.)
- There are default ULB values, however, agencies may develop their own

# T.E.R.M. Rating

- Transit Economic Requirements Model
- Requires evaluation of all components of facilities (i.e., HVAC systems, electrical wiring, pipes, railings, etc.)
- Ratings (*1 = Poor to 5 = Excellent*)
- Must maintain a 3 or above

### SAMTD TRANSIT ASSET MANAGEMENT TARGETS

January 2017

#	Reporting Category	Asset Inventory	Detail	Type	FTA Requirement (ULB)	CPC (ULB)	Performance Measure	SAMTD Current Performance	TAM Targets
1	Rolling Stock/ Urban	Fixed Route Bus (BU)	(18) - 35 ft.	Diesel	12 yrs or 500K miles	15 yrs	Percent met or exceeded ULB	0%	0% of fleet above CPC ULB
1	Rolling Stock/ Urban	Fixed Route Bus (BU)	(12) - 40 ft.	Diesel	12 yrs or 500K miles	15 yrs	Percent met or exceeded ULB	0%	0% of fleet above CPC ULB
1	Rolling Stock/ Urban	Fixed Route Bus (BU)	(12) - 35 ft.	CNG	12 yrs or 500K miles	15 yrs	Percent met or exceeded ULB	100%	0% of fleet above CPC ULB
1	Rolling Stock/ Urban	Fixed Route Bus (BU)	(22) - 40 ft.	CNG	12 yrs or 500K miles	15 yrs	Percent met or exceeded ULB	55%	0% of fleet above CPC ULB
1	Rolling Stock/ Rural	Fixed Route Bus (BU)	(5) - 24 ft.	Gas	5 yrs or 150K miles	8 yrs	Percent met or exceeded ULB	40%	0% of fleet above CPC ULB
1	Rolling Stock/ Rural	Fixed Route Bus (BU)	(10) - 32 ft.	Diesel/Hybrid	10 yrs or 350K miles	12 yrs	Percent met or exceeded ULB	40%	0% of fleet above CPC ULB
1	Rolling Stock/ Urban	Paratransit Service (CU)	(40) - 22-24 ft.	Gas	5 yrs or 150K miles	8 yrs	Percent met or exceeded ULB	33%	0% of fleet above CPC ULB
1	Rolling Stock/ Urban	Paratransit Service (VN)	(10) - 15 ft.	Gas	5 yrs or 150K miles	8 yrs	Percent met or exceeded ULB	10%	0% of fleet above CPC ULB
2	Equipment	Non-Revenue Service Vehicle	Utility Non-Revenue Service	Maintenance Pickups	8 yrs.	10 yrs. or 150,000 miles	Percent met or exceeded ULB	17%	0% of fleet above CPC ULB
2	Equipment	Non-Revenue Service Vehicle	Staff Non-Revenue Vehicles	Supervisor vehicles and pool cars	8 yrs.	8-10 yrs. or 150,000 miles	Percent met or exceeded ULB	8%	0% of fleet above CPC ULB
3	Facilities	Maintenance Operations Facilities	All systems and components	SAMTD-Owned Facilities	NA	Defined by FTA	% rated below 3 on the TERM scale	0%	0% at 3.0 or below on TERM scale
3	Facilities	Administration Facilities	All systems and components	SAMTD-Owned Facilities	NA	Defined by FTA	% rated below 3 on the TERM scale	0%	0% at 3.0 or below on TERM scale
3	Facilities	Keizer Transit Center/ Layover	All systems and components	SAMTD-Owned Facilities	NA	Defined by FTA	% rated below 3 on the TERM scale	0%	0% at 3.0 or below on TERM scale
3	Facilities	Downtown Transit Center/ Layover	All systems and components	SAMTD-Owned Facilities	NA	Defined by FTA	% rated below 3 on the TERM scale	0%	0% at 3.0 or below on TERM scale

\*Useful life benchmark detail

\*\*FTA Transit Economic Requirements Model Benchmark - Ratings below 3.0 for conditions

Equipment Benchmark - Age

Rolling Stock Benchmark - Age

Facilities Benchmark - Condition

Infrastructure Benchmark - Performance

All Systems -

# TAM Targets

# TAM Plan Timelines

Responsibility	Due Date
Transit agencies must set targets for State of Good Repair (SGR)	January 1, 2017
Provide SGR targets to local MPO	On or before June 30, 2017
Develop the Tier II plan/Provide to MPO	October 1, 2018
Report performance targets to the National Transit Database (NTD)	Ongoing (annually) beginning in 2018
Plan reviews and progress	Ongoing FTA review during Triennial

# Questions?



## WORK SESSION MEMO

Agenda Item WS.3.c

**To:** Board of Directors

**From:** Linda Galeazzi, Executive Assistant

**Thru:** Allan Pollock, General Manager

**Date:** July 10, 2017

**Subject:** Election of Officers

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The Governing Board Proceedings and Conduct in the Board's Bylaws were adopted by Resolution No. 2015-04 on July 23, 2015. According to the Bylaws, the election of officers is held at the first meeting in July in odd-numbered years. Voting on all matters coming before the Board shall be by voice, except that if the presiding officer doubts the result of a vote, in which case a show of hands or a roll call vote may be requested. Two directors may also request a call of the roll.

Board members will nominate a member of the Board for an Officer position. That member can either accept or reject the nomination for that position. If the member accepts the nomination, the Board will vote to elect that member for the Officer position. Upon certification of the vote, Board members elected to officer positions will be sworn in to their new roles.

Officers serve for terms of two years, or until their successors are elected and qualified. No officer may serve more than two consecutive terms in the same office, but may serve thereafter in a different office. When a vacancy occurs in any office other than by expiration of the officer's term, the vacancy shall be filled by election by the Board of Directors when the need arises and the newly elected officer shall take office immediately upon election, and shall serve the remainder of the unexpired term.

The Bylaws state under -

**RULE 8. OFFICERS**

By majority vote of the whole membership of the Board, the Board shall choose from among its members the following officers with primary responsibilities as noted.

**8-1 President.** The president shall call the meeting to order at the appointed time, preside at all meetings, decide all questions of order, and appoint the chairs for committees, commissions and task forces.

**8-2 Vice President.** The vice president shall preside and perform the duties of the president, in his/her absence.

**8-3 Secretary.** The secretary shall attest signatures of the District and may affix the seal to contracts and other instruments authorized to be executed by the District.

**8-4 Treasurer.** The treasurer shall report on the financial status of the District, monitoring expenditure reports submitted by staff.

**RULE 9. ELECTION OF OFFICERS**

Election of officers shall be held at the first meeting in July in odd-numbered years. Officers serve for terms of two years, or until their successors are elected and qualified. No officer may serve more than two consecutive terms in the same office, but may serve thereafter in a different office. When a vacancy occurs in any office other than by expiration of the officer's term, the vacancy shall be filled by election by the Board of Directors when the need arises and the newly-elected officer shall take office immediately upon election, and shall serve the remainder of the unexpired term.

**RULE 17. CONDUCT OF MEETINGS**

**17-2 Quorum.** Four members of the Board shall constitute a quorum for the transaction of business.

**17-6 Manner of Voting.** Voting on all matters coming before the Board shall be by voice, except that if the presiding officer doubts the result of a vote, in which case a show of hands or a roll call vote may be requested. Two directors may also request a call of the roll.





## WORK SESSION MEMO

Agenda Item WS.3.d

**To:** Board of Directors

**From:** Allan Pollock, General Manager

**Date:** July 10, 2017

**Subject:** Legislative Update

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The Oregon legislature is scheduled to Sine Die on July 10<sup>th</sup>. We will provide an oral update of legislative matters at the work session. A more detailed report will be provided at the August Board meeting.

The areas of discussion will include:

- HB 2017 (Transportation Package) (section-by-section review attached)
- State employee bus pass program
- Transferability of existing and expiring energy incentive tax credits



House Bill 2017 –10 Amendment  
Transportation Proposal  
Section by Section Review

<b>Accountability</b>
Section 1. <ul style="list-style-type: none"><li>○ Definitions for Oregon Transportation Commission and Department of Transportation statutes.</li></ul>
<b>Oregon Transportation Commission</b>
Section 2. Amends ORS 184.612 to: <ul style="list-style-type: none"><li>• Clarify that members of the Oregon Transportation Commission serve at the pleasure of the Governor.</li><li>• Allow the Governor to remove a commissioner, provided notice is given with an opportunity for a hearing.</li><li>• Prohibit members of the Commission from having a direct or indirect fiduciary interest in matters that relate to the Commission’s duties at the time of their appointment.</li><li>• Require Commission to meet at least quarterly (currently, the Commission meets monthly).</li><li>• Set Commission quorum and general duties.</li><li>• Authorize Commission to hire staff.</li></ul>
Sections 3 & 4. <ul style="list-style-type: none"><li>• Deleted.</li></ul>
Section 5. Amends ORS 184.619 <ul style="list-style-type: none"><li>• Allows OTC to adopt rules and establish policy (re-statement of current law).</li></ul>
Section 6. General Duties. Re-organizes and restates current law. Amends ORS 184.619 <ul style="list-style-type: none"><li>• Develop and maintain state transportation policies</li><li>• Develop and maintain 20-year plan for multi-modal to include aviation, highways, mass transit, ports, rails, and waterways (restates and expands on ORS 184.618).</li><li>• Coordinate with OSMB, OBDD, Aviation, cities, counties, mass transit districts, and transportation districts.</li><li>• Develop list of projects for 20-years in the future that are capable of being accomplished using resources reasonably expected to be available.</li><li>• Review and approve STIP, budget, capital construction, construction priorities, and selection, vacation, or abandonment of state highways.</li><li>• Adopt statewide transportation strategy to reduce greenhouse gas emissions (re-states ORS 184.889)</li></ul>
Section 7. <ul style="list-style-type: none"><li>• Adds Sections 8 to 13 and ORS 366.150 to the Department of Transportation section of Chapter 184 (ORS 184.610 to 184.656).</li></ul>
Section 8. Authority to enter into agreements. <ul style="list-style-type: none"><li>• Expands the Commission’s authority to undertake research projects.</li><li>• Specifies some terms that must be included in research agreements.</li></ul>

House Bill 2017 –10 Amendment  
Transportation Proposal  
Section by Section Review

Section 9. Real property inventory

- Requires the Commission to compile an inventory of property that is in excess of the department's operating needs.
- Requires the Commission to periodically review the department's property to ensure that property is being used to support the state highway system.

Section 10. Continuous Improvement Advisory Committee (CIAC)

- OTC shall appoint a CIAC composed of members of the commission, employees of ODOT, and transportation stakeholders.
- CIAC will advise OTC on ways to maximize efficiency, submit key performance measures, and report each odd-numbered year to the Joint Committee on Transportation concerning activities, recommendations, and actions taken.

Section 11. Describing transportation infrastructure conditions.

- Directs the Commission, in cooperation with counties and cities to develop uniform standards to describe the condition of the infrastructure
- Requires each county and city to report on the condition of the infrastructure under its jurisdiction.
- Requires the withholding of distribution of highway money to any county or city that has not reported by February 1 each year.
- Requires the Commission to report to the Legislative Assembly on the condition of the state's transportation infrastructure by April 1 in odd-numbered years.

Section 12. Website

- Requires the Commission and ODOT to develop and maintain an internet web site with certain information:
  - List of projects in the STIP, including information concerning each project and its status as it proceeds through the process. At completion, the information must report on a project's initial estimates for completion date and cost.
  - Reports of expenditures from counties and cities
  - Reports of the condition of Oregon's transportation infrastructure including information received from local government.
  - Results of audit reports.
  - Links to county and city web sites.
  - Links to web sites for *ConnectOregon* projects.

Section 12a.

- Applies requirements for reporting historical data to 2018 and afterwards.

Section 13. Cost Benefit Analysis

- Sets out the requirements for the Benefit / Cost analysis that must be completed before a large project (over \$15 million) that adds capacity to the state highway system is added to the STIP.
- Requires that a project's Benefit / Cost analysis be available to the public when the project is considered for addition to the STIP.
- Exempts the statewide balancing projects (section 71d), multimodal projects (section

House Bill 2017 –10 Amendment  
Transportation Proposal  
Section by Section Review

71f) and congestion relief projects (section 12) selected by Legislative action from the Benefit / Cost Analysis requirement.
<p>Section 14. Criteria for Project Selection</p> <ul style="list-style-type: none"><li>• Changes the criteria that the Commission must use when selecting projects for the STIP:<ul style="list-style-type: none"><li>○ Removes three criteria (operational effectiveness/reliability; reduce need for future highway capacity; and, improve connectivity)</li><li>○ Strengthens Benefit / Cost criteria, linking it to B/C analysis (section 13)</li><li>○ Adds consideration of seismic resiliency</li><li>○ Adds consideration of aggregate site locations</li></ul></li></ul>
<p>Section 15. Internal Auditor</p> <ul style="list-style-type: none"><li>• Directs the Commission to designate an internal auditor who reports jointly to the Commission and the ODOT director.</li><li>• Sets out the duties of the internal auditor.</li><li>• Requires the internal auditor to submit audit reports on the Commission. The Commission is required to post the reports after redacting material exempt from public disclosure.</li></ul>
Sections 16 and 17. Deleted.
<p>Section 18. Report to Joint Legislative Audit Committee</p> <ul style="list-style-type: none"><li>○ Directs OTC to report on audits of ODOT to Joint Legislative Audit Committee and Joint Transportation Committee once each biennium.</li></ul>
<p>Section 19. Department of Transportation. Amends ORS 184.615</p> <ul style="list-style-type: none"><li>• Establishes the Department of Transportation.</li><li>• Outlines responsibility of OTC for strategic planning for the statewide transportation systems.</li></ul>
<p>Section 20. Appointment of ODOT Director. Amends ORS 184.620</p> <ul style="list-style-type: none"><li>• Authorizes the Oregon Transportation Commission to appoint the Director of Transportation after consultation with Governor.</li><li>• Director of Transportation serves at the pleasure of the Commission.</li><li>• Restates the Director’s authority to organize the department.</li></ul>
Sections 21 to 24. Deleted.
<p>Section 25. Director’s duties. Amends ORS 184.633</p> <ul style="list-style-type: none"><li>• Adds a duty to construct, coordinate and promote an integrated transportation system in cooperation with cities, counties, districts ports and private entities.</li></ul>
<b>Joint Committee on Transportation</b>
<p>Section 26. Committee Membership and Terms</p> <ul style="list-style-type: none"><li>• Establishes Joint Committee on Transportation</li><li>• Specifies appoint authority, membership and terms.</li></ul>

House Bill 2017 –10 Amendment  
Transportation Proposal  
Section by Section Review

- Provides for staffing of the Joint Committee by the Legislative Policy and Research Office.

Section 27. Committee’s Responsibilities

- Responsibilities to include examination of transportation policy, general legislative oversight of ODOT, and recommendations to the Joint Committee on Ways and Means relating to transportation.

Section 27a & 27b.

- Requires the Committee to study whether the funds provided by this 2017 Act are adequate to maintain the state’s transportation infrastructure.
- Requires the Committee to report prior to the adjournment of the 82<sup>nd</sup> legislative session (2023).
- Sunsets the requirement to study the adequacy of infrastructure funding on January 2, 2024.

Section 27c and 27d. Project Cost Reports

- Requires the OTC to study and report to the Joint Committee:
  - The cost to complete the Abernethy Bridge and I-205 Freeway Widening Project no later than February 1, 2018.
  - The cost to complete the I-5 Rose Quarter Project no later than February 1, 2020.
- Sunsets the study and reporting requirement on June 30, 2020.

Section 27e and 27f. Inner Powell Boulevard Study

- Directs the OTC to study the cost of upgrading Inner Power (SE Powell from SE 9th to I-205) and of transferring Inner Powell to the City of Portland.
- Directs the OTC to report to the Joint Committee on Transportation (see section 26).
- Sunsets the study and reporting requirement on June 30, 2020.

Sections 28, 28a, 28b, 29 and 30. Conforming amendments

**Highway Maintenance, Preservation, and Seismic Upgrades**

**Vehicle Registration Fees, Title Fees and Fuel Taxes**

**Tax & Fee Schedules will Change in next edition of the rough draft -10s**

Section 31. Adds Sections 32 and 37 to Oregon Vehicle Code

Sections 32, 33 and 39. Registration Fee Surcharge

- Directs ODOT to determine the combined MPG rating for each registered vehicle.
- Creates a registration surcharge of \$13 in addition to the current \$43 per year registration fee paid for cars, pickup, vans, SUVs and similar vehicles.
- Increases the vehicle registration surcharge in tiers based on MPG rating, effective January 1, 2020:

House Bill 2017 –10 Amendment  
Transportation Proposal  
Section by Section Review

- 0-19 MPG, \$18
- 20-39 MPG, \$23
- Over 40 MPG, \$33
- Electric vehicles, \$110 unless the owner has registered the vehicle in the OReGO program.
- Increases the vehicle registration surcharge, effective January 1, 2022:
  - 0-19 MPG, \$20
  - 20-39 MPG, \$23
  - Over 40 MPG, \$35
  - Electric vehicles, \$115 unless the owner has registered the vehicle in the OReGO program.

Section 34. Registration Fee Changes, Effective January 1, 2018

- Increases the surcharge for vehicles held by rental or leasing companies to \$2 (was \$1).
- Sets the fee for utility or light trailers at \$58.
- Increases the registration fee for mopeds and motorcycles to \$39 (was \$24).
- Increases the registration fee for low-speed vehicles and medium-speed electric vehicles to \$58 (was \$43).
- Increases the registration fee for state-owned and undercover vehicles to \$10 (was \$3.50).
- Increases the registration fee for fixed-load vehicles to:
  - \$61, for vehicles under 3,000 pounds GVW (was \$54).
  - \$82, for vehicles over 3,000 pounds GVW (was \$75).
- Increases registration fee for trailers for hire to \$30 (was \$27) on the effective date of this Act.
- Increases the registration fee for government-owned vehicles to \$10 (was \$3.50) and school vehicles to \$10 (was \$7.50).
- Increases the registration fee for motor homes that are 6 to 14 feet in length to \$86 (was \$54).
- Increases registration fee certain vehicles registered by owner-class:
  - Government-owned, \$5 (was \$3.50)
  - School vehicles, \$5 (was \$7.50).
- Increases registration fee certainly permanently registered vehicles:
  - Antique vehicles to \$100 (was \$54)
  - Special interest vehicles to \$100 (was \$81).
  - Racing activity vehicles to \$100 (was \$81).
  - Trailers to \$10.
- Increases the surcharge for adding a vehicle to a fleet to \$3 (was \$2) and for renewing registration for a vehicle within a fleet to \$2 (was \$1).
- Increases the registration fees for trucks registered between 8,000 pounds and 26,000, tow trucks, commercial buses, vehicles operated by charitable organizations that are registered by weight, trucks used to transport manufactured structures and farm vehicles in order to maintain cost responsibility on January 1, 2018.

House Bill 2017 –10 Amendment  
Transportation Proposal  
Section by Section Review

Sections 35 and 36. Registration Fee Changes, Effective January 1, 2022.

- Increases the fee for utility or light trailers at \$63 (was \$58).
- Increases the registration fee for mopeds and motorcycles to \$44 (was \$39).
- Increases the registration fee for low-speed vehicles and medium-speed electric vehicles to \$63 (was \$58).
- Increases the registration fees for heavy vehicles registered as tow trucks, commercial buses, vehicles operated by charitable organizations that are registered by weight, trucks used to transport manufactured structures and farm vehicles in order to maintain cost responsibility.

Section 37. Title Fee Surcharge

- Directs ODOT to determine the combined MPG rating for each vehicle.
- Creates a title surcharge of \$16 in addition to the current title fee.
- Increases the title surcharge in tiers depending on MPG, effective January 1, 2020:
  - 0-19 MPG & non-motorized, \$21
  - 20-39 MPG, \$26
  - Over 40 MPG, \$36
  - Electric vehicles, \$110

Sections 38 and 39. Title Fee Surcharge, effective January 1, 2022.

- Increases the title surcharge in tiers depending on MPG:
  - 0-19 MPG & non-motorized, \$24
  - 20-39 MPG, \$29
  - Over 40 MPG, \$39
  - Electric vehicles, \$115

Sections 39a. Amends ORS 803.090.

- Restructures title fee statute. The fees for title transactions are not changed.

Sections 39b to 39t.

- Conforming amendments.

Sections 40 and 44. Gas Tax Increase

- January 1, 2018, 34¢ per gallon 4¢ per gallon increase in gasoline tax

Sections 41 and 44.

- Repeats the changes the gas tax because, under current law, the temporary 11¢ aviation gas tax, also in ORS 319.020, will sunset.

Sections 42 and 44. Use Fuel (Diesel, Propane and CNG) Tax

- January 1, 2018, 34¢ per gallon 4¢ per gallon increase

Sections 43 and 44.

- Repeats the changes the use fuel tax because, under current law, the temporary waiver of the tax on biodiesel made from used cooking oil, also in ORS 319.530, will sunset on January 1, 2020.



House Bill 2017 –10 Amendment  
Transportation Proposal  
Section by Section Review

Section 45. Conditional increases in fuel tax after 2020.

In order for a 2¢ per gallon tax increase on motor fuel and use fuel to become effective on January 1, 2020, the OTC must certify the items below in a report to the Joint Committee on Transportation:

- The OTC has identified sufficient shovel-ready highway projects and maintenance or operational uses of the increased fuel tax revenue to justify the increase.
- The uniform reporting standards for state, county and local transportation have been developed and are being followed.
- City and County reports have been submitted and posted as required.
- ODOT is implementing the tiered registration and title fees.
- The I-205 Active Traffic Management Project and the I-205 Corridor Bottleneck Project have been completed.

The OTC must also submit a report on:

- A list of the shovel-ready highway projects that will be undertaken with the revenue that will become available as a result of the increase.
- The amount of bonds the commission considers necessary to be issued to complete shovel-ready highway projects to be commenced after January 1, 2020.
- The status of any projects exceeding \$20 million that have not been completed, including:
  - The Treasure Valley Intermodal Facility Project.
  - The Value Pricing Set-Up Project.
  - The design, cost analysis and construction option packages for construction of the I-5 Rose Quarter Project for legislative consideration.
  - The design, construction, financial status and progress of projects estimated to cost more than \$20 million that are identified in this 2017 Act (I-205 Abernethy Bridge and Freeway Widening Project, the OR 217 Northbound Project, OR 217 Southbound Project) and other state transportation projects implemented after October 2017.

In order for a 2¢ per gallon tax increase on motor fuel and use fuel to become effective on January 1, 2022, the OTC must certify the items below in a report to the Joint Committee on Transportation:

- The Continuous Improvement Advisory Committee (CAIC) has been appointed and has reviewed on all transportation projects costing \$50 million or more and completed.
- CIAC recommendations for improvement reported to the OTC at least 6 months before the report date have been implemented.
- The OTC has identified sufficient shovel-ready highway projects and maintenance or operational uses of the increased fuel tax revenue to justify the increase.
- The uniform reporting standards for state, county and local transportation have been developed and are being followed.
- City and County reports have been submitted and posted as required.
- Payments to cities and counties that are delinquent with required reports have been

House Bill 2017 –10 Amendment  
Transportation Proposal  
Section by Section Review

withheld.

- Public contracting agencies that would receive fuel tax revenue are in compliance with public contracting least cost requirements of the public contracting code (ORS 279C.305 or under review by the Bureau of Labor and Industries for compliance with ORS 279C.305 or the commission has requested from the bureau confirmation of such compliance;
- ODOT is implementing the tiered registration and title fees.

The OTC must also submit a report on:

- A list of the shovel-ready highway projects that will be undertaken with the revenue that will become available as a result of the increase.
- The amount of bonds the commission considers necessary to be issued to complete shovel-ready highway projects to be commenced after January 1, 2024.
- The status of any projects exceeding \$50 million.
- The design, construction, financial status and progress of projects estimated to cost more than \$20 million that are identified in this 2017 Act (I-205 Abernethy Bridge and Freeway Widening Project, the OR 217 Northbound Project, OR 217 Southbound Project) and other state transportation projects implemented after October 2017.

In order for the 2¢ per gallon increase on January 1, 2024 to become effective, the OTC must certify the items below in a report to the Joint Committee on Transportation:

- The Continuous Improvement Advisory Committee (CAIC) has reviewed on all transportation projects costing \$50 million or more and completed.
- CIAC recommendations for improvement reported to the OTC at least 6 months before the report date have been implemented.
- The OTC has identified sufficient shovel-ready highway projects and maintenance or operational uses of the increased fuel tax revenue to justify the increase.
- The uniform reporting standards for state, county and local transportation have been developed and are being followed.
- City and County reports have been submitted and posted as required.
- Payments to cities and counties that are delinquent with required reports have been withheld.
- Public contracting agencies that would receive fuel tax revenue are in compliance with public contracting least cost requirements of the public contracting code (ORS 279C.305 or under review by the Bureau of Labor and Industries for compliance with ORS 279C.305 or the commission has requested from the bureau confirmation of such compliance;

The OTC must also submit a report on:

- A list of the shovel-ready highway projects that will be undertaken with the revenue that will become available as a result of the increase.
- The amount of bonds the commission considers necessary to be issued to complete shovel-ready highway projects to be commenced after January 1, 2022.
- The design, construction, financial status and progress of projects estimated to cost

House Bill 2017 –10 Amendment  
 Transportation Proposal  
 Section by Section Review

<p>more than \$20 million that are identified in this 2017 Act (I-205 Abernethy Bridge and Freeway Widening Project, the OR 217 Northbound Project, OR 217 Southbound Project) and other state transportation projects implemented after October 2017.</p>
<p>Sections 46 through 47. Deleted.</p>
<p>(Fees related to heavy trucks)</p>
<p>Sections 48 to 50. Permit Fees</p> <ul style="list-style-type: none"> <li>• Adjusts light vehicle trip permits in sync with fuel tax and registration fee surcharge increases on January 1, 2018, 2020, 2022 and 2024.</li> <li>• Light vehicle and recreational trip permits increase from \$30 (current law) to \$35 (January 1, 2024).</li> </ul>
<p>Sections 51 to 53. Road Use Assessment Fee</p> <ul style="list-style-type: none"> <li>• Increases the road use assessment fee (a weight mile tax for extraordinary loads) to maintain cost responsibility in 2018, 2020, 2022 and 2024.</li> <li>• The fee increases from 7.1¢ per mile (current law) to 11.8¢ per mile by January 1, 2024.</li> </ul>
<p>Sections 54 to 56. Variance Permit Fees</p> <ul style="list-style-type: none"> <li>• Increases variance permit fees to maintain cost responsibility in 2018, 2020, 2022 and 2024.</li> <li>• The four individual fees each increase by \$1.50 from current law by January 1, 2024.</li> </ul>
<p>Sections 57 to 59. Weight Receipt</p> <ul style="list-style-type: none"> <li>• Increases the fee for a weight receipt to maintain cost responsibility in 2018, 2020, 2022 and 2024.</li> <li>• The weight receipt fee increases by \$2.00 from current law by January 1, 2024.</li> </ul>
<p>Sections 60 to 62. Deleted.</p>
<p>Sections 63 to 65. Weight Mile Tax</p> <ul style="list-style-type: none"> <li>• Increases the weight-mile tax tables to maintain cost responsibility in 2018, 2020, 2022 and 2024.</li> <li>• Many heavy commercial trucks are registered at 80,000 gross vehicle weight. These vehicles pay 16.38¢ per mile (current law). They will pay 25.12¢ per mile on or after January 1, 2024.</li> </ul>
<p>Sections 66 to 68. Flat Fees</p> <ul style="list-style-type: none"> <li>• Increases the flat fees (an alternative to the weight-mile tax available to log haulers, farm trucks, sand and gravel trucks and chip haulers) to maintain cost responsibility in 2018, 2020, 2022 and 2024.</li> <li>• The annual fees per 100 weight on or after January 1, 2024 will be:             <ul style="list-style-type: none"> <li>○ Log haulers - \$12.60 (from \$7.59 in current law)</li> <li>○ Farm trucks - \$10.30 (from \$6.23)</li> <li>○ Sand and gravel - \$12.60 (from \$7.53)</li> <li>○ Chip haulers - \$50.80 (from \$30.65)</li> </ul> </li> </ul>

House Bill 2017 –10 Amendment  
Transportation Proposal  
Section by Section Review

Section 69. Deleted

Sections 70 and 71. Replacement of Heavy Vehicle Registration Card

- Adjusts the fee for replacement heavy vehicle registration card to align with other heavy vehicle fee increases to \$3.00 effective January 1, 2020 (\$2.50 in current law).

Section 71a, 71b and 71c. Distribution of Revenue

- Distributes the revenue raised by the tax and fee increases in this Act according to the following formula:
  - \$30 million per year after 2021 to pay debt service for bonds to finance the I-5 Rose Quarter Project
  - \$10 million per year ( \$15 million per year after 2022) for the Safe Routes to Schools Program
  - Balance:
    - 50 percent to ODOT for state highways
    - 30 percent to Counties
    - 20 percent to Cities
- Designates the money to be received by ODOT for the following purposes:
  - To repay bonds authorized by this Act and then,
  - For Highway Safety - \$10 million per year (increasing to \$15 million after 2022)
  - For the following purposes:
    - 40% for bridges
    - 30% for seismic improvements to highways and bridges
    - 24% for maintenance and replacement of pavement and culverts
    - 6% for maintenance, preservation and safety improvements

Section 71d. Highway, Road and Street Projects

- Requires the OTC to use the bond proceeds to finance the transportation projects identified within each ODOT region.
- Requires the OTC to allocate money to designated projects in ODOT Regions no later than January 1, 2024:
  - Region 1, \$249,700,000 for the following projects:
    - OR 211 Improvements from the intersection with OR 213 to the intersection with Molalla Avenue in City of Molalla
    - WaNaPa Street Improvements in City of Cascade Locks
    - Port of Hood River Bridge Replacement EIS
    - Columbia Blvd Pedestrian Safety Improvements
    - Powell Blvd jurisdiction transfer (see section 134)
    - I-205 Active Traffic Management
    - I-205 Corridor Bottleneck Project
    - OR 217 Northbound Project
    - OR 217 Southbound Project
    - Improvements to Graham Road at I-84 in City of Troutdale
  - Region 2, \$201,950,000 for the following projects:
    - Oregon Manufacturing Innovation Center Access Roads in Columbia

House Bill 2017 –10 Amendment  
Transportation Proposal  
Section by Section Review

- County
  - I-5 at Aurora-Donald Interchange, Phase 1
  - OR 99E in City of Halsey
  - OR 214 pedestrian safety improvements at the intersection with Jefferson Street in City of Silverton
  - Territorial Highway jurisdictional transfer (see section 134)
  - US 20 Safety Upgrades: Albany to Corvallis
  - OR 58, passing lanes west of Oakridge
  - OR 22, Center Street Bridge seismic retrofit in City of Salem
  - OR 99 Improvements in Eugene - jurisdictional transfer (see section 134)
  - OR 126 Florence-Eugene Highway EIS Study
  - 42nd Street in City of Springfield (see section 134)
  - Newberg-Dundee Bypass, Phase 2 (design only)
- Region 3, \$75,000,000 for the following projects:
  - Scottsburg Bridge on OR 38
  - Southern Oregon Seismic Triage
- Region 4, \$76,493,000 for the following projects:
  - US 97 / Cooley Rd Mid-term Improvements
  - US 97 at Terrebonne
  - Improvements to Alder Creek Road in Wheeler County
  - Pedestrian safety improvements in City of Dufur
  - Pedestrian safety and road improvements in City of Prineville
  - Tom McCall Road Roundabout
  - Pedestrian safety and road improvements in City of Arlington
- Region 5, \$43,647,000 for the following projects:
  - Port of Umatilla Road
  - Hermiston North First Place Project
  - OR 30 / Hughes Lane intersection
  - Eastern Oregon Trade and Event Center Access Road Project
  - Pedestrian safety and road improvements in City of Heppner
  - Pedestrian safety and road improvements in City of Milton-Freewater
  - Columbia Development Authority - Umatilla Army Depot Access
  - Pedestrian safety and road improvements in City of Burns
  - Pedestrian safety and road improvements in City of Irrigon
  - US 20 Freight Mobility Enhancements
  - Cedar St. / Hughes Lane intersection enhancements in Baker County
- The Commission may reallocate money to projects within the region in which a project is located when the project is completed for less than the amount allocated. When all the projects within a region are completed, the Commission may reallocate any remaining balance to projects in the remaining regions.
- Jurisdictions participating in transfers of jurisdiction may receive the amount allocated only after agreeing to the transfer (see section 134).

Section 71e. Deleted.

Section 71f. Multimodal Projects

House Bill 2017 –10 Amendment  
Transportation Proposal  
Section by Section Review

- Directs the department to fund the following projects from the Connect Oregon Fund:
  - Mid-Willamette Valley Transmodal Facility, \$25,000,000
  - Treasure Valley Transmodal Facility, \$26,000,000
  - Port of Morrow - Rail Expansion in East Beach Industrial Park, \$6,550,000
  - Brooks Rail Siding Extension - \$2,600,000
- Requires each potential recipient of a designated multimodal project to prepare a plan detailing expenditure of the moneys no later than January 1, 2020. If no plan is submitted, the legislative priority expires.

Section 71g. Deleted.

Section 71h through 71k. Highway User Tax Bond Authorization and Debt Service

- Allows the department to pay debt service for bonds issued to complete the projects listed in 71d from the money that it receives.
- Authorizes the issuance of \$480 million in Highway User Tax Revenue Bonds to finance the projects listed in section 71d.
- Protects the interests of individuals who hold debt that was issued prior to this authorization.
- Makes these bond provisions operative on January 1, 2020.

Section 71L. Revenue Reporting

- Requires ODOT to make a quarterly report on revenues from taxes and fees authorized in this Act and other transportation revenues to the committees related to revenue or to the Legislative Revenue Officer, if the legislature is not session.

**(Small cities and counties)**

Section 72. Small City Program

- Increases the Small City Program from \$1 million per year to \$5 million per year:
  - \$2.5 million contribution from ODOT.
  - \$2.5 million contribution from cities.
- Requires the ODOT Director, in consultation with the League of Oregon Cities, to appoint a small city advisory committee to review and recommend applications from small cities for funding. The advisory committee will consist of a representative from a small city located in each of ODOT's five regions.

Section 73. Small County Program

- Increases the Small County Program from \$750,000 to \$5,750,000:
  - \$250,000 contribution from ODOT
  - \$5,500,000 contribution from counties.
- Grandfathers the allocation made in 2016 to six counties from the former \$750,000 "county road base funding" program.
- Allocates \$5,000,000 to counties with fewer than 200,000 vehicles to each county in proportion to the ratio of county road miles to vehicles in the county.
- Rescinds the language that set out the formula for determining "county road base funding."

House Bill 2017 –10 Amendment  
Transportation Proposal  
Section by Section Review

Section 74. Free Bridge Design Program

- Conforming amendment to the statute that qualifies counties for free bridge design. It recognizes the change in the basis for determining the allocation of money to counties qualifying for the Small County Program.

Section 74a. Small City and Small County Program Changes Operative Date

- The changes to the small county and small city programs become operative on January 1, 2018.

**Research on Payments from Classes of Light Vehicles**

Section 75 and 76.

- Requires the Oregon Transportation Commission to determine:
  - The proportionate share that users of cars, pickup, vans and SUVs powered by different means (gasoline, diesel, propane, compressed natural gas, electricity, etc.) pay to maintain, operate and improve Oregon highways.
  - Whether users of such vehicles are paying a proportionate share.
- Allows the OTC to include recommendations for legislation, if it finds that some users are not paying a proportionate share.
- The Commission must report study results to the Joint Transportation Committee no later than September 2023.
- Sunsets the study requirement on January 2, 2024.

Section 77. Deleted.

**Multimodal Transportation  
(Connect Oregon)**

Section 78. *ConnectOregon* Fund Amendments

- Adds definitions for the terms “Public body” and “Project of statewide significance” as used in the *ConnectOregon* program.
- Expands the funding sources for the *ConnectOregon* Fund to include the privilege tax and bicycle excise tax revenue.
- Removes public transit from eligibility for the *ConnectOregon* grants.

Section 79. Match Requirements

- Changes the required match for *ConnectOregon* grants to:
  - 50% from private entities that are Class I railroads.
  - 30% from public bodies and private entities, except for Class I railroads.

Section 80. *ConnectOregon* Part 1 and Part 2

- Part 1, traditional *ConnectOregon*:
  - Adds input from area commissions on transportation
  - Retains air, bicycle/pedestrian, marine and rail projects as eligible.
  - Retains modal review process.
  - Retains considerations for project selection.

House Bill 2017 –10 Amendment  
Transportation Proposal  
Section by Section Review

- Adds consideration of whether a project is located near an aggregate mining or processing site for project selection.
- Part 2, projects of statewide significance:
  - Makes air, marine and rail “projects of statewide significance” eligible
  - Creates new considerations for selection of aviation projects.
  - Creates new considerations for selection of marine, Class I rail, and Class II or Class III rail “Enhance” projects.
  - Creates new considerations for selection of marine, Class I rail, and Class II or Class III rail “maintenance” projects.
- Limits eligibility of bicycle and pedestrian to those projects that expand and improve commuter routes, including trails, footpaths and multiuse trails.
- Removes the public transit modal review process because public transit projects are no longer eligible for *ConnectOregon* grants.
- Creates criteria for Part 2 projects that are marine enhancement transportation projects:
  - Is located in a deep water port.
  - Is located where freight is transferred between water and another transportation mode.
  - Improves efficiency of port operations or transportation system efficiency.
  - Improves accessibility, connections, safety or mobility between port and other modes of transportation.
  - Has a significant economic benefit.
  - Leverages private funding.
- Creates criteria for Part 2 projects that are marine maintenance transportation projects:
  - Maintains or improves channel depth or width.
  - Preserves high-use or high-volume dock or pier infrastructure.
  - Maintains connections to a port facility.
  - Preserves critical equipment necessary to maintain port functionality.
- Creates criteria for Part 2 projects that are Class II or Class III railroad enhancement transportation projects:
  - Allows a Class II or Class III railroad to transportation a substantial volume or value of freight in relation to other Class III railroads.
  - Connects a Class II or Class III railroad to a deep water port.
  - Improves efficiency of the line.
  - Improves capacity of the line.
  - Connects to new or expanding business requiring rail service.
  - Improves connectivity with Class II or Class III railroads.
- Creates criteria for Part 2 projects that are Class II or III railroad maintenance transportation projects:
  - Maintains or increases functionality of the railroad.
  - Maintains or improves a critical bridge, tunnel or other structure needed for rail service.
  - Provides jobs to economically disadvantaged areas.
  - Helps protect rail infrastructure from seismic vulnerability.



House Bill 2017 –10 Amendment  
Transportation Proposal  
Section by Section Review

- Improves a railroad that serves industries important to Oregon.
- Increases the volume or value of freight.
- Improves connections to highways or intermodal terminals.
- Creates criteria for Part 2 projects that are Class I railroad enhancement transportation projects:
  - Eliminates or improves an identified rail congestion point.
  - Improves the capacity or efficiency of the rail system.
  - Has a strong benefit to Oregon’s economy.
  - Improves operations and efficiency of shared rail passenger service providers.
  - Improves accessibility to ports or other intermodal terminal.
  - Improves the safety or reliability of the rail system.
- Creates criteria for Part 2 projects that are Class I railroad maintenance transportation projects:
  - Connects to Class II or Class III railroads, ports, intermodal terminals or highways.
  - Improves seismically vulnerable portions of the railroad or bridges.
- Creates criteria for Part 2 projects that are aviation transportation projects:
  - Be located at a category I, II, III or IV airport.
  - Facilitate rescue or recovery efforts following a seismic event.
  - Serves joint military and civilian operations.
  - Facilitates expanded commercial services, excluding purchase or operation of aircraft.

Section 80a.

- Conforming amendment, recognizing a change in the numbering for the aviation criteria within *ConnectOregon* criteria.

Section 81.

- Conforming amendment, recognizing that 1% of the money available for *ConnectOregon* is allocated to ODOT for administrative expense in section 83.

Section 82.

- Direction to Legislative Counsel concerning the compilation of the next edition of ORS, putting the next four sections of the bill into the sections of ORS concerning the *ConnectOregon* program, ORS 367.080 to 367.086.

Section 83. Distribution of *ConnectOregon* funding.

- If more than \$75 million available for *ConnectOregon*, the amount available will be used as follows:
  - 47% to *ConnectOregon* Part One for:
    - Air
    - Marine
    - Rail
  - 7% to *ConnectOregon* Part One for bike / ped.
  - 1% to ODOT to pay *ConnectOregon* administrative cost.
  - 45% to *ConnectOregon* Part Two for:

House Bill 2017 –10 Amendment  
Transportation Proposal  
Section by Section Review

- Air
- Marine
- Rail
- In the event that there is not at least \$75 million available for *ConnectOregon* Program, *ConnectOregon* Part Two would not apply. The amount available for *ConnectOregon* will be used as follows:
  - 92% to *ConnectOregon* Part One for:
    - Air
    - Marine
    - Rail
  - 7% to *ConnectOregon* Part One for bike / ped.
  - 1% to ODOT to pay *ConnectOregon* administrative cost.

Section 84.

- Allows ODOT to request reimbursement from the State Parks and Recreation Department for bicycle and pedestrian projects that comply with Constitutional provisions that apply to State Park’s money for trails and paths.

Section 85.

- Requires OTC to streamline *ConnectOregon* application review process.
- Requires OTC to report to the Joint Committee on Transportation on implementation of the streamlined application review process by September 15, 2017.

**(Dredging)**

Sections 86 to 88. Transfer to Marine Navigation Improvement Fund

- Statute requires Department of Administrative Services, Oregon State Marine Board and ODOT to determine how much gasoline is used by power boats and to transfer the amount of revenue attributable to the tax collected, net of refunds and collections cost, to Oregon State Marine Board. The statute is amended to:
  - Transfer an amount equivalent to 2¢ of gasoline tax to Business Oregon’s Marine Navigation Improvement Fund to operate the State of Oregon’s portable dredge.
- Changes to the Marine Navigation Improvement Fund allowing the Fund to accept and spend money for the operation of the State’s dredge.

**Revenue for Traffic Congestion, Freight Mobility and  
Multimodal Transportation Projects**

Section 89. Definitions for sections 89 to 106

- Defines a “taxable bicycle” as a new bicycle with a wheel diameter of at least 26 inches and a retail sales price of \$200 or more.
- Defines a “taxable motor vehicle” as a new vehicle with a gross vehicle weight rating of 26,000 or less that is:
  - An automobile, van, minivan, sports utility vehicle, cargo van, recreational vehicle,

House Bill 2017 –10 Amendment  
Transportation Proposal  
Section by Section Review

motorcycle, all-terrain vehicle, trailer, pickup truck or truck other than an all-terrain vehicle (ATV).

- A bus trailer;
- A commercial bus, motor vehicle, or vehicle;
- An electric assisted bicycle;
- A fixed load vehicle;
- A moped or motor-assisted scooter;
- A camper;
- A motor home;
- A tank vehicle;
- A motor truck, a truck tractor or a truck trailer; or,
- A worker transport bus

**Section 90. Privilege Tax on Retail Motor Vehicle Sale**

- Imposes a tax on the privilege of engaging in the business of selling taxable motor vehicles at retail.
- Computes the privilege tax by multiplying retail sales price of a new taxable motor vehicle by 0.50%.
- Allows a vehicle dealer to collect the amount of the privilege tax from the purchaser of the motor vehicle.

**Section 90a. Collection by Vehicle Dealers**

- Allows vehicle dealers to collect and process the privilege tax at the same time/manner dealers collect other document processing fees.
- Clarifies that the privilege fee is in addition to and not in lieu of any document processing fee.

**Section 91. Use Tax on Motor Vehicles**

- Imposes a use tax computed by multiplying retail sales price of a new taxable motor vehicle by 0.50% for vehicles purchased outside of Oregon.
- Allows the use tax to be reduced to zero by the amount of tax paid where the vehicle was purchased.

**Section 92. Excise Tax on Bicycles**

- Imposes a \$15 excise tax on a taxable bicycle (26 inch or greater wheel diameter with a retail price of \$200 or more).

**Section 93. Use Tax Collection**

- Collection of use tax.

**Section 94. Exemptions from Privilege Tax**

- Exempts the sale of taxable motor vehicles from the privilege tax when the vehicle is sold to:
  - A purchaser who is not an Oregon resident, or,
  - A business if the use of the vehicle will primarily take place outside of Oregon.
- Allows vehicle dealers to obtain a resale certificate to avoid pyramiding of the excise tax on vehicles purchased for resale.

House Bill 2017 –10 Amendment  
 Transportation Proposal  
 Section by Section Review

<p>Section 95.</p> <ul style="list-style-type: none"> <li>• Refunds for excess payments of privilege tax.</li> </ul>
<p>Section 96.</p> <ul style="list-style-type: none"> <li>• Directs the Department of Revenue to deposit of proceeds of the privilege tax, net of administrative and enforcement expenses, until December 31, 2023, as follows:           <ul style="list-style-type: none"> <li>○ \$12 million to the Zero-Emission Incentive Fund to provide rebates for the purchase of light-duty zero-emission or plug-in hybrid electric vehicles.</li> <li>○ The balance to the Connect Oregon Fund.</li> </ul> </li> <li>• Directs the Department of Revenue to deposit of proceeds of the use tax on taxable motor vehicles, net of administrative and enforcement expense, will be deposited in the State Highway Fund.</li> </ul>
<p>Sections 96a and 96b.</p> <ul style="list-style-type: none"> <li>• Directs the Department of Revenue to deposit of proceeds of the privilege tax, net of administrative and enforcement expenses in the Connect Oregon Fund, on or after January 1, 2024.</li> </ul>
<p>Section 97.</p> <ul style="list-style-type: none"> <li>• Directs the Department of Revenue to deposit of proceeds of the excise tax on bicycles, net of administrative and enforcement expenses, in the Connect Oregon Fund for the purposes of grants for bicycle and pedestrian transportation projects.</li> </ul>
<p><b>Administrative Provisions for Privilege and Use Tax and Excise Tax</b></p>
<p>Section 98. Collection Point</p> <ul style="list-style-type: none"> <li>• Defines the collection point for the privilege tax and the use tax on motor vehicles and excise tax on bicycles as the point of sale.</li> <li>• Requires sellers of taxable vehicles to file returns with the Department of Revenue.</li> </ul>
<p>Section 99.</p> <ul style="list-style-type: none"> <li>• Requires a seller of taxable vehicles to hold the funds in trust until required to provide payment to the Department of Revenue.</li> <li>• Outlines the method of issuing a notice of liability and appeals process.</li> </ul>
<p>Section 100.</p> <ul style="list-style-type: none"> <li>• Requires purchasers of taxable vehicles to remit use (motor vehicles) and excise taxes (bicycles) by 20<sup>th</sup> of the month following the month the tax was due.</li> </ul>
<p>Section 101.</p> <ul style="list-style-type: none"> <li>• Requires a seller of taxable vehicles to retain records related to retail sales for five years from the sale of vehicles.</li> </ul>
<p>Section 102.</p> <ul style="list-style-type: none"> <li>• Allows the Department of Revenue to issue subpoenas in civil actions and outlines responsibility of individual to respond to subpoena.</li> </ul>
<p>Section 103. Disclosure of Tax Information</p>

House Bill 2017 –10 Amendment  
Transportation Proposal  
Section by Section Review

- Allows the Department of Revenue to disclose information to the Department of Transportation and vice-versa for purposes of administering the motor vehicle use tax.
- Identifies circumstances in which an individual may appeal the disclosure.

Section 104.

- Outlines applicability of other provisions of tax law to the privilege tax, use tax and excise tax provisions of sections 89 to 111.

Section 105.

- Requires Department of Revenue to collect the privilege, use and excise tax.
- Allows the Department of Revenue to adopt or establish rules and procedures necessary for the implementation, administration and enforcement of the provision of this 2017 Act.
- Directs ODOT to enter an agreement with the Department of Revenue for the purposes of implementation, administration and enforcement of Section 112 of this 2017 Act.

Section 106. Administration of Vehicle Use Tax

- Directs the Department of Revenue to enter into an agreement with ODOT for assistance in the administration of the vehicle use tax.

Section 107.

- Applies the privilege, use and excise tax provisions (sections 89 to 106) to transactions that occur on or after January 1, 2018.

Section 108.

- Directs Legislative Counsel to place the next section in the Oregon Vehicle Code (ORS chapters 801 and following).

Section 109. Proof of Payment of Taxes When Registering and Titling Vehicles

- Requires that a purchaser of a taxable motor vehicle who purchased the vehicle from a seller that is not subject to the privilege tax to provide proof to ODOT / DMV before registering or titling the vehicle:
  - That the use tax has been paid; or,
  - That the use tax is not required.
- Authorizes ODOT to adopt rules to administer this provision.

Section 110.

- The preceding provision becomes operative on January 1, 2018.

Section 111. Tax Moratorium

- Prohibits a local government from imposing certain taxes listed below unless the tax is authorized by statute or in effect prior to the effective date of this Act (see section 176). Local government may not impose:
  - A privilege tax on the business of selling taxable motor vehicles at retail unless the tax is in effect prior to the effective date of this Act (see section 176).
  - Any other privilege, excise, sale or use tax on taxable motor vehicles that is in effect prior to the effective date of this Act (see section 176).

House Bill 2017 –10 Amendment  
Transportation Proposal  
Section by Section Review

- The moratorium on local option taxes on motor vehicle taxes is lifted three years after the effective date of this Act (see section 176).

Section 111a. Report on Enforcement of Vehicle Dealer Regulations

- Directs ODOT to submit a report to the Joint Committee on Transportation on its enforcement of the law requiring certification of vehicle dealers.
- ODOT must submit reports twice, before September 15, 2019 and before September 15, 2021.

Section 112. Expedited Review by the Oregon Supreme Court

- States Legislative intent: The revenue raised by the privilege tax is not subject to the provisions of Article IX, section 3a of the Oregon Constitution.
- Establishes the Oregon Supreme Court as the court of original jurisdiction over the question of whether the Legislative intent is valid.
- Allows any person affected or aggrieved by the Legislative intent to petition the Supreme Court for expedited review if:
  - The petition for review is filed within 30 days of the effective date of this Act.
  - The petition shows grounds for review.
- Requests the Supreme Court to give priority for review.
- Filing of petition stays the crediting of the balance of funds received, but not the collection of the tax.
- Limits subject of review to:
  - Provisions imposing the privilege tax.
  - Legislative history and supporting documents related to Article IX Section 3a,
- Allows the Supreme Court to appoint a special master to hear evidence and to prepare recommended finds of fact in this matter.
- Rescinds the privilege tax, if the Supreme Court determines that the privilege tax is a tax on the ownership, operation or use of a motor and, therefore, that the use of privilege tax revenue would be governed by Article IX, section 3a.

Sections 113 and 114. Deleted.

Section 115.

- Conforming amendment in the tax code concerning penalties for not filing required tax returns.

Section 116.

- Conforming amendment to the State Highway Fund statute, recognizing receipt of use tax revenue.

Section 117.

- Exempting the privilege and use tax from provisions that exempt vehicles that are titled and registered vehicles from ad valorem taxes.

Sections 118,118a and 118b. Road Usage Charge Rate

- Adjusts the road usage charge, the per-mile fee that is paid by participants in the OReGO program so that it remains in sync with the fuel tax. The road usage charge is

House Bill 2017 –10 Amendment  
Transportation Proposal  
Section by Section Review

currently 1.5¢ per mile.

- 1.70¢ per mile, beginning January 1, 2018.
- 1.80¢ per mile, beginning January 1, 2020.
- 1.90¢ per mile, beginning January 1, 2022.
- 2.10¢ per mile, beginning January 1, 2024.

Section 118c. Electric Vehicles In OReGO

- Allows an electric vehicle owner to participate in OReGO without regard to the 5,000 participant limit to the OReGO pilot program.

**Traffic Congestion Relief and Freight Mobility  
Congestion Relief Districts**

Section 119. Feasibility Study within Highway Cost Allocation Study

- Directs the Office of Economic Analysis (OEA) to study the feasibility of performing a highway cost allocation study within the boundaries of a county, Metro and TriMet.
- OEA must report to the Joint Committee on Transportation on the results of the study no later than September 15, 2018.

**Traffic Congestion and Freight Mobility**

Section 120.

- Directs OTC to establish traffic congestion relief program.
- Directs OTC to seek federal approval, if federal approval is needed, to implement value pricing no later than December 31, 2018.
- Directs OTC, after it has obtained federal approval, to implement value pricing on:
  - I-205 beginning at the Washington state line to where it intersects with I-5.
  - I-5 beginning at the Washington state line to the intersection of I-205.
- Allows OTC to use value pricing at other locations.
- Allows the proceeds of value pricing to be deposited in the Congestion Relief Fund for the traffic congestion relief program, subject to any restrictions in federal law.
- Allows OTC to enter into agreements with State of Washington for back office infrastructure for collecting tolls.
- Requires OTC to report to the Joint Committee on Transportation prior to imposing value pricing.

Section 120a. Congestion Relief Fund

- Creates the Congestion Relief Fund
- Sets out purpose of the Congestion Relief Fund a implementation and administering the congestion relief program established by the OTC (see section 120).

House Bill 2017 –10 Amendment  
Transportation Proposal  
Section by Section Review

**(Task Force on Mega Transportation projects)**

Section 121

- Establishes the Task Force on Mega Transportation projects. Defines mega transportation packages as:
  - Projects in excess of \$360 million
  - Attract high level of attention
  - Has substantial direct and indirect impacts on the community or environment
  - Require a high level of attention to manage successfully
- Outlines the membership and duties of the task force.
- Directs LPRO to provide staff support.

Section 122

- Sunsets task force on December 31, 2018.

**Public Transportation and Public Safety**

Section 122a

- Imposes an employee-paid payroll tax of one-tenth-of-one-percent on wages earned in Oregon.
- Directs employers to withhold the tax and deduct it from wages.
- Directs employers to report and pay withholding to the Oregon Department of Revenue.
- Directs employers to file an annual report of the tax paid by employees with Oregon Department of Revenue.
- Penalizes employers for failure to withhold the tax from wages.

Sections 122b to Section 122h.

- Conforming amendments to statutes relating to tax withholding.

Section 122i.

- Applies statutory provisions concerning audit of tax returns, refunds, assessments, etc. to the new employee-paid tax imposed under section 122a.

Section 122j

- Directs Department of Revenue to deposit revenue collected in a suspense account.
- Directs Department of Revenue to transfer the proceeds, net of administrative and enforcement expense, to the Statewide Transportation Improvement Fund.

Section 122k.

- Applies the new tax program to tax periods on or after July 1, 2018.

Section 122L.

- Creates the Statewide Transportation Improvement Fund for the purpose of improving public transportation service, except that moneys from the fund may not be used for light rail.



House Bill 2017 –10 Amendment  
Transportation Proposal  
Section by Section Review

Section 122m.

- Definitions that apply to the public transportation improvement program described in sections 122o thru 122r.

Section 122n.

- Prescribes the formula to be used by the OTC for distribution of money from the Statewide Transportation Improvement Fund:
  - 90% to mass transit and transportation districts, counties where no district exists, and federally recognized tribal governments, provided no entity receives less than \$100,000.
  - 5% to transportation districts, counties where no district exists, and federally recognized tribal governments for competitive grants.
  - 4% for intercity public transportation service providers to improve service between communities.
  - 1% for a public transportation technical resource center to assist providers in rural areas.
- Distributes the 90% to qualified entities (districts, counties and tribal governments) in proportion to the amount of tax paid in each entity's area, provided that no entity is eligible for less than \$100,000. Also, no public transportation provider that receives money under the program shall receive less than a similar proportionate amount.
- Allows the OTC to supplement grants for intercity service from the amount set aside for competitive grants.
- Allows the OTC to adopt rules for competitive grants, for intercity service and as needed to implement the public transportation improvement program.
- Specifies the minimum content of an improvement plan. An improvement plan must identify the percentage allocated to each improvement project to:
  - Increase the frequency of bus service in communities with a high percentage of low-income households.
  - Procure buses powered by natural gas or electricity in areas with a population of 200,000 or more (TriMet, Salem-Keizer, and Eugene-Springfield).
  - Implement reduced fare programs in communities with a high percentage of low income households
  - Expand bus routes and service in communities with a high percentage of low income households
  - Improve frequency and reliability of connections between communities both within and outside of the provider's service area.
  - Coordinate between service providers to reduce the fragmentation of service.
- A qualified entity must show how it allocated money in the preceding year, if it received money in the preceding year.
- ODOT must make applications for funding available to the public.

Section 122o.

- Requires the governing body of a mass transit, transportation district or county to appoint an advisory committee to assist the governing body in disbursing the money that it receives from the Statewide Transportation Improvement Fund.

House Bill 2017 –10 Amendment  
Transportation Proposal  
Section by Section Review

- Describes the duties of the advisory committee.

Section 122p.

- Requires every recipient of money from the Statewide Transportation Improvement Fund to report within 30 days of the end of each fiscal year:
  - Actions taken to mitigate impact on low-income communities.
  - The adopted budget for the upcoming fiscal year.
  - Results of any audit including the Comprehensive Annual Financial Report, tri-annual review by the Federal Transit Administration, and any federal audit.

Section 122q.

- Requires OTC to report on the implementation and outcomes to the Joint Committee on Transportation no later than February 1, 2020.

Section 122r.

- Makes the Statewide Transportation Improvement Program (section 122m to 122q) operative on January 1, 2019.
- Allows the Commission and the department to take actions necessary to implement the program prior to the operative date.

**(Safe Routes to Schools)**

Section 123.

- OTC may provide matching grants for Safe Routes to Schools subject to the following:
  - Projects must fit within plan developed under ORS 195.115 (Reducing barriers to pedestrians and bikes).
  - Cash match of 40%.
  - Provide other information required by the Commission.
- Provides for reduced match of 20% if:
  - School is located within city with population less than 5,000,
  - Project reduces hazards within a safety corridor, or
  - The school qualifies as a Title I school.
- OTC will prioritize grants for projects located within 1 mile of pre-K, K, grades 1–8, or any combination of K–12 schools.
- Match-grants must be used to reduce barriers and hazards for children walking or bicycling to school including, but not limited to, projects that:
  - Improve sidewalks,
  - Reduce vehicle speeds,
  - Improve pedestrian and bicycle crossings, or
  - Create or improve bicycle lanes.

Section 124.

- Adds references to Section 123 to ORS 184.740 (Safe Routes to Schools).

House Bill 2017 –10 Amendment  
Transportation Proposal  
Section by Section Review

<b>Roadside Rest Areas</b>
<p>Section 125.</p> <ul style="list-style-type: none"><li>• Transfers \$3.33 million to the Oregon Travel Information Council (OTIC) for management of the rest areas currently in its portfolio for management from January 1, 2018 to June 30, 2018.</li></ul>
<p>Sections 126 and 128. Rest Areas Transferred in FY 2019-20</p> <ul style="list-style-type: none"><li>• Transfers rest areas from ODOT and State Parks and Recreation to the OTIC. The rest areas are Suncrest (I-5 near milepost 22), Deadman Pass (I-84 near milepost 229), The Maples (OR 22 near milepost 35), Sunset (US 26 near milepost 29), Cow Canyon (US 97 near milepost 69), Beaver Marsh (US 97 near milepost 207), and Midland (US 97 near milepost 282).</li><li>• Requires ODOT to transfers \$8.005 million to OTIC for FY 2019 (an increase from \$6.55 million per year) to reflect management responsibility for these rest areas and the others under OTIC's management.</li></ul>
<p>Sections 127 and 128. Rest Areas Transferred in FY 2020-21</p> <ul style="list-style-type: none"><li>• Transfers rest areas from ODOT and State Parks and Recreation to the OTIC. The rest areas transferred are Van Duzer Corridor State Park (OR 18 near milepost 10), Ellmaker Wayside State Park (US 20 near milepost 32), and Peter Skene Ogden State Park (US 97 near milepost 113).</li><li>• Requires ODOT to transfers \$9.16 million to OTIC for each fiscal year beginning with FY 2020 to reflect management responsibility for these and other rest areas under OTIC management.</li></ul>
<p>Section 129.</p> <ul style="list-style-type: none"><li>• Requires OTIC to develop a transition plan for the additional rest areas in consultation with ODOT and State Parks and Recreation.</li><li>• Requires OTIC to present its transition plan to the Joint Committee on Transportation no later than September 15, 2018.</li></ul>
<p>Section 130.</p> <ul style="list-style-type: none"><li>• At least 6 months before each rest area transfer takes place:<ul style="list-style-type: none"><li>○ The ODOT or State Parks and Recreation must provide site maps, interagency agreements and intergovernmental agreements, and contracts associated with each rest area due to be transferred.</li><li>○ OTIC must conduct a full site inspection of each rest area.</li></ul></li></ul>
<p>Section 131.</p> <ul style="list-style-type: none"><li>• Requires ODOT to transfer about \$19.4 million to OTIC so that OTIC can make capital improvements to rest areas under its management.</li><li>• Sets out an eight schedule for the transfers.</li></ul>

House Bill 2017 –10 Amendment  
Transportation Proposal  
Section by Section Review

**Former City of Damascus**

Section 132.

- Corrects an error in the transitional legislation for the former city of Damascus. The 2015 statute required the former city's apportionment of State Highway Fund money to be deposited in Clackamas County's general fund. The correction specifies the State Highway Fund money must be used for uses permitted by Article IX, section 3a for the Oregon Constitution.

**Overcrossing Fences**

Section 133. Overcrossings. Amends ORS 366.462

- Allows ODOT to conduct a risk assessment before installing fences on overpasses. Legislation adopted in 1993 requires ODOT to install fences on overpasses to prevent vandals from throwing rock and other objects onto traffic.

**Jurisdiction Transfer**

Sections 134 and 135.

- The following jurisdiction transfers must be made after ODOT reaches agreement with the respective cities:
  - Two segments of OR 99 (State Highway No. 91) in Eugene to the City of Eugene, excepting that the department will retain ownership of two bridges.
  - Pioneer Parkway (State Highway No. 228) to the City of Springfield.
- ODOT must use money allocated for SE Powell from its intersection with I-205 (approx. SE 174<sup>th</sup>) to its intersection with the city limits of Portland to make improvements prior to transferring segments of SE Powell to the City of Portland. The department may upgrade and transfer SE Powell in phases.
- The following jurisdiction transfers must be made after ODOT reaches agreement with the respective counties:
  - The portion of Territorial Highway (State Highway No. 200) within Lane County must be transferred to Lane County, excepting that the department will retain ownership of certain bridges until the bridges are replaced. The transfer may take place in phases.
  - A portion of the Springfield-Creswell Highway (State Highway No. 222) must be transferred to Lane County, excepting that the department will retain ownership of certain bridges until the bridges are replaced.
  - The Delta Highway, a Lane County road, from the intersection with I-105 to the intersection with Beltline must be transferred to ODOT.
  - The Cornelius Pass Road, a Multnomah County and Washington County road, must be transferred to ODOT from the intersection with US 30 to the intersection with US 26.

House Bill 2017 –10 Amendment  
Transportation Proposal  
Section by Section Review

<p>Sections 136 to 138. Statewide Winter Maintenance Strategy</p> <ul style="list-style-type: none"><li>• Requires the OTC to develop a statewide winter maintenance strategy that includes the use of salt, taking into consideration best environmental practices.</li><li>• Requires the OTC to report on its winter maintenance strategy no later than September 15, 2019 to the Joint Transportation Committee.</li><li>• Sunsets the reporting requirement on January 2, 2020.</li></ul>
<p>Section 139. Operative Dates for Tax and Fee Increases</p> <ul style="list-style-type: none"><li>• Makes sections increasing fuel taxes, registration fees, title fees, etc. operative on January 1, 2018, 2020, 2022 and 2024.</li></ul>
<b>Repeals</b>
<p>Section 140.</p> <ul style="list-style-type: none"><li>• Repeals ORS 184.613 (OTC meetings), 184.618 (Duties of the Commission), 367.017 (Urban Trail Fund), 184.889 (Statewide Transportation Strategy development), and section 17, chapter 63, Oregon Laws 2012 (Authority of OTC to change allocations to OTIC).</li></ul>
<p>Section 141.</p> <ul style="list-style-type: none"><li>• Abolishes Urban Trail Fund and transfers remaining balance to Connect Oregon Fund.</li></ul>
<p>Sections 142 and 143. Conflict Amendment with Enrolled HB 2149 (Chapter 62, OL 2017)</p> <ul style="list-style-type: none"><li>• Resolves conflicts between HB 2017, as amended, and Enrolled HB 2149, that sets the registration fee rate for prisoner off war registration plates, if both become law. HB 2149 has already become law.</li></ul>
<p>Sections 144 to 146. Conflict Amendment with HB 2290 A-Engrossed</p> <ul style="list-style-type: none"><li>• Repeals sections of HB 2290A to resolve conflicts in motor vehicle fee rates if both HB 2017, as amended, and HB 2290A are adopted. HB 2290A related to fee collected by ODOT DMV. HB 2290A is currently in Ways and Means.</li></ul>
<b>Severability</b>
<p>Section 147.</p> <ul style="list-style-type: none"><li>• States legislative intent that all parts of this Act are independent. If any part is determined to be unconstitutional by the Oregon Supreme Court or is referred to voters and not approved, remaining parts of the Act shall remain in effect.</li></ul>
<b>Zero-Emission And Electric Vehicle Rebates</b>
<p>Section 148. Definitions for the Rebate Program</p> <ul style="list-style-type: none"><li>• “Light-duty zero emission vehicle” means a vehicle that:<ul style="list-style-type: none"><li>○ Has a GVWR of 8,500 pounds or less.</li><li>○ Can go at least 55 MPH</li><li>○ Is primarily powered by a battery and may have flywheel or capacitor energy</li></ul></li></ul>

House Bill 2017 –10 Amendment  
Transportation Proposal  
Section by Section Review

storage.

- Is primarily powered by fuel-cell technology or
- Has energy storage capacity to travel 75 miles or more and a zero-emission alternative power unit.
- “Plug-in hybrid electric vehicle” is a hybrid electric vehicle that:
  - Has a 10 mile range on electricity alone.
  - Has a super ultra-low emission of power source as defined by the Environmental Quality Commission.

**Section 149. Rebates for New Vehicles**

- Directs the Department of Environmental Quality (DEQ) to set up a program to provide rebates to purchasers of new light-duty zero emission or plug-in hybrid electric vehicles (qualifying vehicles).
- Allows DEQ to hire a contractor to manage the program.
- Sets limits for the rebates provided for purchase of qualifying vehicles:
  - \$2,500 - \$1,500 - vehicles with 10 kilowatt hours or more storage capacity.
  - \$1,500 - \$750 – vehicles with less than 10 kilowatt hours of storage capacity.
- Sets eligibility criteria for purchases and 24 or more month leases.
- Requires at least a 24 month holding period or notice to DEQ / its manager and claw-back of rebate if the qualifying vehicle will be sold sooner.
- Allows a vehicle dealer to advertise the availability of rebates on its premises.
- Allows the Environmental Quality Commission to adopt rules for administration of the rebate program.

**Charge Ahead Oregon Program**

**Section 150. Rebates for New or Used (Low / Moderate Income)**

- Directs DEQ to establish the program to offer rebates to low-income and moderate-income households that scrap high-emission (20 year or older, internal combustion powered) vehicles and replace them with new or used light-duty zero-emission vehicles.
- Allows DEQ to design the program, including designating geographic areas and limiting the number of rebates available.
- Allows Charge Ahead rebates to range from \$1,250 to \$2,500.
- Sets eligibility criteria for purchasers, purchases and 24 or more month leases.
- Requires at least a 24 month holding period or notice to DEQ / its manager and claw-back of rebate if the qualifying vehicle will be sold sooner.
- Allows DEQ to hire a contractor to manage the program.
- Allows the Environmental Quality Commission to adopt rules for administration of the rebate program.

**Section 151. Performance Audits**

- Directs DEQ to periodically audit both the Zero-Emission and Electric Vehicle Rebate and the Charge Ahead Oregon programs.
- Requires DEQ to report to the legislature annually by October 30 of each year with:

House Bill 2017 –10 Amendment  
 Transportation Proposal  
 Section by Section Review

<ul style="list-style-type: none"> <li>○ Description how money from the Zero-Emission Incentive Fund have been used.</li> <li>○ An analysis of the programs’ effectiveness.</li> <li>○ Recommendations for legislation to improve the programs.</li> <li>○ Reports of the audit results.</li> </ul>
<p>Section 152. Zero-Emission Incentive Fund</p> <ul style="list-style-type: none"> <li>● Creates the Fund.</li> <li>● Links the fund to revenue from the privilege tax (see section 96).</li> <li>● Allows DEQ and its contractors to use money from the fund for zero-emission and charge ahead program purposes.</li> </ul>
<p>Sections 153, 154 and 155. Zero-Emission Neighborhood Electric Vehicles and Motorcycles</p> <ul style="list-style-type: none"> <li>● Expands the Zero-Emission Vehicle Rebate Program to allow neighborhood electric vehicles and zero-emission motorcycles on January 1, 2019.</li> <li>● Sets limits for the rebates:           <ul style="list-style-type: none"> <li>○ \$750 - \$375 – neighborhood electric vehicles.</li> <li>○ \$750 - \$375 – zero-emission motorcycles.</li> </ul> </li> </ul>
<p>Sections 156 and 157. Operative and Sunset Dates</p> <ul style="list-style-type: none"> <li>● The Zero-Emission Vehicle Rebate and Charge Ahead Oregon provisions become operative on the effective date of this 2017 Act (see section 176).</li> <li>● The Zero-Emission Vehicle Rebate and Charge Ahead Oregon provisions sunset on January 2, 2024.</li> </ul>
<p><b>Low Carbon Fuel Standards</b></p>
<p>Section 158.</p> <ul style="list-style-type: none"> <li>● Adds sections 159 to 167 to ORS Chapter 468A, Air Quality.           <ul style="list-style-type: none"> <li>○</li> </ul> </li> </ul>
<p>Section 159.</p> <ul style="list-style-type: none"> <li>● Defines terms for the low carbon fuel standards (LCFS) provisions.           <ul style="list-style-type: none"> <li>○ “Biodiesel” means a motor vehicle fuel derived from nonpetroleum resources, except palm oil.</li> <li>○ “Credit” means a unit of measure generated when a fuel with a carbon intensity that is less than the LCFS is available for use in Oregon. One credit is equal to one metric ton of carbon dioxide equivalent.</li> <li>○ “Deficit” means a unit of measure generated when a fuel with a carbon intensity that is more than the applicable LCFS is available for use in Oregon. One deficit is equal to one metric ton of carbon dioxide equivalent.</li> <li>○ “Regulated party” means a person responsible for complying with the LCFS.</li> </ul> </li> </ul>
<p>Section 160. LCFS – Amends ORS 468A.275</p> <ul style="list-style-type: none"> <li>● Directs the Environmental Quality Commission (EQC) to adopt by rule a clean fuels program (see section 162) to facilitate compliance with the LCFS and manage and contain the cost of compliance with LCFS.</li> </ul>

House Bill 2017 –10 Amendment  
Transportation Proposal  
Section by Section Review

- Removes statutory provisions that are duplicative of the direction to adopt a clean fuels program.

Section 161.

- Requires EQC to adopt rules that prohibit B100 from being considered as a low-carbon fuel unless it meets national standards (ASTM D 6751) when tested using the European standard testing procedure (EN 15751).
- Allow EQC to adopt new rules if the referenced standards are changed.

Section 162. Clean Fuels Program

- Sets out minimum design requirements for the EQC's rule establishing the clean fuels program:
  - Regulated parties generate deficits and may reconcile the deficits to comply with the low carbon fuel standards for a compliance period by obtaining and retiring credits.
  - Regulated parties and credit generators may generate credits for fuels used as substitutes or alternatives for gasoline or diesel.
  - Regulated parties, credit generators and credit aggregators may have opportunities to trade credits.
  - Regulated parties may carry a small deficit over to the next compliance period without penalty.
- Directs DEQ to:
  - Monitor the availability of fuels needed to comply with the low carbon fuel standards throughout the compliance period.
  - Monitor the price of credits on a monthly basis and make the information available on its web site.
  - Calculate the average cost or cost-savings per gallon of gasoline and diesel and the total greenhouse gas emissions reductions attributable to the LCFS annually.
  - Post the formula for the calculations and the results on its web site.
  - Provide information to the Oregon Department of Agriculture so that it can provide the formula and results to each gas station so that gas station owners or operators can make the information available to the public.

Section 163. Office of Economic Analysis Role

- Directs the Office of Economic Analysis (OEA) at the Department of Administrative Services to coordinate with DEQ to develop a fuel supply forecast to project fuel supplies that comply with LCFS. OEA will also forecast the supply of credits. Specifies minimum content of the forecast.
- Allows OEA to appoint a forecast review team to consult, among other tasks, on the design of the forecast.
- Requires that the forecast be made available no later than 90 days prior to the beginning of the calendar year.

Section 164. Forecast Deferral

- Requires DEQ to order forecast deferral at least 30 days prior to the beginning of the calendar year if the fuel supply forecast projects that the amount of credits available is



House Bill 2017 –10 Amendment  
Transportation Proposal  
Section by Section Review

less than 100 percent of those needed to comply with the LCFS.

- Sets out minimum content of the DEQ order.

Section 165. Emergency Deferral

- Requires DEQ to issue an emergency deferral within 15 days of when it determines that there is a known shortage of fuel or fuel required to meet the LCFS. Sets out standards.
- Sets out steps that DEQ must take if DEQ orders an emergency deferral.

Section 166. Credit Clearance Markets

- EQC's rules concerning the clean fuels program must include credit clearance markets, in addition to the other requirements set out for the rule (see section 162).
- Requires DEQ to hold a credit clearance market when at least one regulated party reports a net deficit during a compliance period. The regulated party must participate in the clearance market.
- Sets \$200 as the maximum price for credits in 2018 and allows the maximum price to be adjusted for inflation using the West Region CPI.
- Prescribes actions by a regulated party that still has a deficit when the credit market closes.

Section 167. Exemptions from the Clean Fuels Program

- The clean fuels program does not apply to fuel used in:
  - Farm vehicles
  - Farm tractors
  - Implements of husbandry
  - Log trucks
  - Vehicles that are used primarily in construction work and transportation goods or people on the highway only incidentally.
  - Boats and other watercraft
  - Railroad locomotives.

Section 168 and 169. Price Volatility Review

- Requires DEQ, after January 1, 2019, to review the price history of clean fuels program credits. If credit prices have been volatile, DEQ must analyze the price history to determine the cause of the volatility and to recommend measures to address it.
- DEQ recommendations to address price volatility may not:
  - Require regulated parties to purchase credits for more than the maximum price.
  - Require regulated parties to sell credits.

Section 170. Program Review

- Requires DEQ to conduct a program review of the clean fuels program no later than February 1, 2022. DEQ must report the program review results to the interim legislative committees related to environment and natural resources.
- Prescribes topics to be covered by the review.
- Requires DEQ to consult with the OEA with regard to the fuel supply forecast.

House Bill 2017 –10 Amendment  
Transportation Proposal  
Section by Section Review

Section 171. Public Information on LCFS Effect on Gas Price.

- Amends current law that requires gas station owners and operators to post information about the amount of federal, state and local tax included in the retail price of gasoline.
- Requires station owners and operators to disclose the per-gallon cost of the LCFS to customers. Owners/operators may post the information on the pumps, printing it on receipts, or post it nearby where customers can see it.
- Prescribes the wording of the LCFS notice.

Sections 172 and 173. Operative Dates for LCFS Provisions

- LCFS provisions become operative on January 1, 2018, except for section 168 that becomes operative on January 1, 2019.
- Allows EQC to adopt rules and DEQ to take actions prior to the operative date to implement the clean fuels program.

Section 174. Exemption

- The EQC rulemaking for the clean fuels program is exempt from the criteria that EQC rulemakings in this area must meet.

**Miscellaneous**

Section 175. Captions

Section 176. Effective Date

- This 2017 Act become effective on the 91<sup>st</sup> day following adjournment sine die (October 8<sup>th</sup> assuming a July 10<sup>th</sup> adjournment).

Salem Area Mass Transit District  
BOARD OF DIRECTORS

Thursday, July 27, 2017  
6:30 PM Regular Meeting  
Courthouse Square-Senator Hearing Room  
555 Court Street NE, Salem, Oregon 97301

**AGENDA**

**REGULAR BOARD MEETING**

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

**B. PLEDGE OF ALLEGIANCE** – President Robert Krebs

**C. OATH OF OFFICE**

Newly-elected Board member, Doug Rodgers and re-elected Board member, Robert Krebs will be sworn in to office.

**D. ELECTION OF OFFICERS**

By majority vote of the whole membership of the Board, the Board shall choose from among its members a President, Vice-President, Secretary and Treasurer for a term of two years. The newly elected Officers will then be sworn in.

**E. ANNOUNCEMENTS & CHANGES TO AGENDA**

**F. PUBLIC COMMENT** - Each person's comments are limited to three (3) minutes.

**G. CONSENT CALENDAR**

**1. Approval of Minutes [Action]**

- a. June 12, 2017 Special Meeting

**H. ITEMS DEFERRED FROM THE CONSENT CALENDAR**

**I. PUBLIC HEARING**

This is time designated for testimony by anyone on the subject of the proposed removal of Routes 2X Grand Ronde/Salem Express and Route 15X Airport Road Park and Ride Express to take place on September 5, 2017.

**J. DELIBERATION OF PUBLIC HEARING**

**K. ACTION ITEMS**

1. Adopt Resolution No. 2017-10 to Establish Policy 118 - Core Network

2. Accept Annual Preliminary Year-End Financial Report for FY2017

**L. INFORMATION ITEMS**

**M. REPORTS**

1. Board Member Committee Reports *[Receive and File]* .....
  - a. Minutes of the June 12, 2017 Work Session .....

**N. BOARD & MANAGEMENT ISSUES**

1. General Manager
2. Board President
3. Board of Directors

**O. ADJOURNMENT**

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

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

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**Next Regular Board Meeting Date: Thursday, August 24, 2017**

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

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

Upcoming Board Meeting and Work Session Agenda Items  
July 10, 2017

Work Session	Board Meeting
•	
<b>July 10, 2017</b> <b>Packets due to GM office: July 3</b> <ul style="list-style-type: none"> <li>• Swearing In of Director Busch</li> <li>• Review core network policy</li> <li>• TAM (Transit Asset Management)</li> <li>• Discuss Officer Elections</li> <li>• Legislative Update</li> </ul>	<b>July 27, 2017</b> <b>Packets due to GM office: July 13</b> <ul style="list-style-type: none"> <li>• Oath of Office for newly elected Board (2017)</li> <li>• Election of Officers/Oath of Office (2017)</li> <li>• Accept Preliminary Annual Year-end Financial Report for FY2016</li> <li>• Adopt Resolution #2017-10 Core Network Policy #118</li> <li>• PUBLIC HEARING/DELIBERATION: Service Changes/Title VI Approval</li> </ul>
<b>August 14, 2017</b> <b>Packets due to GM office: August 7</b> <ul style="list-style-type: none"> <li>• Board Committee assignments (2017)</li> <li>• Board ethics training</li> <li>• Issue out Performance Evaluation Packets</li> <li>• Review service planning policy</li> <li>• September Service Change Briefing</li> </ul>	<b>August 24, 2017</b> <b>Packets due to GM office: August 10</b> <ul style="list-style-type: none"> <li>• Security Contract Extension</li> <li>• Accept annual security report</li> <li>• Appoint Board Committee assignments (2017)</li> <li>• Fiscal year end Trip Choice report</li> <li>• Resolution 2017-XX Bank Signature Card Authorization (C)</li> </ul>
<b>September 11, 2017</b> <b>Packets due to GM office: September 5, Tue</b> <ul style="list-style-type: none"> <li>• Fixed Route Vehicles</li> <li>• Transportation Services Contract</li> </ul>	<b>September 28, 2017</b> <b>Packets due to GM office: September 14</b> <ul style="list-style-type: none"> <li>• Approval of annual SDIS board check list</li> <li>• Transportation Services Contract</li> <li>• Fixed-route Vehicles</li> <li>• Fiscal year end performance report</li> <li>• GM performance evaluation (Executive Session)</li> </ul>
<b>October 16, 2017</b> <b>Packets due to GM office: October 9</b> <ul style="list-style-type: none"> <li>• Proposed FY2019 Budget Calendar</li> </ul>	<b>October 26, 2017</b> <b>Packets due to GM office: October 12</b> <ul style="list-style-type: none"> <li>• Approval of FY2019 Budget Calendar (C)</li> </ul>
<b>November 13, 2017</b> <b>Packets due to GM office: November 6</b> <ul style="list-style-type: none"> <li>• Proposed appointments to the STFAC</li> <li>• January Service Change Briefing</li> </ul>	<b>November - No Board meeting</b>

<b>December – No work session</b>	<b>December 14, 2017</b> <b>Packets due to GM office: November 30</b> <ul style="list-style-type: none"> <li>• Appointments to the STFAC</li> <li>• Q1 finance, trip choice, perf report</li> </ul>
<b>January 8, 2018</b> <b>Packets due to GM office: January 2</b> <ul style="list-style-type: none"> <li>• Present draft 2018 legislative agenda</li> </ul>	<b>January 25, 2018</b> <b>Packets due to GM office: January 11</b> <ul style="list-style-type: none"> <li>• Adoption of 2018 legislative agenda</li> </ul>
<b>February 12, 2018</b> <b>Packets due to GM office: February 5</b> <ul style="list-style-type: none"> <li>•</li> </ul>	<b>February 22, 2018</b> <b>Packets due to GM office: February 8</b> <ul style="list-style-type: none"> <li>• Q2 finance, trip choice, performance report</li> </ul>
<b>March 12, 2018</b> <b>Packets due to GM office: March X</b> <ul style="list-style-type: none"> <li>•</li> </ul>	<b>March 22, 2018</b> <b>Packets due to GM office: March 8</b> <ul style="list-style-type: none"> <li>•</li> </ul>
<b>April 9, 2018</b> <b>Packets due to GM office: April 2</b> <ul style="list-style-type: none"> <li>• May Service Change Briefing</li> </ul>	<b>April 26, 2018</b> <b>Packets due to GM office: April 12</b> <ul style="list-style-type: none"> <li>•</li> </ul>
<b>May 14, 2018</b> <b>Packets due to GM office: May 7</b> <ul style="list-style-type: none"> <li>• Review Draft FY19 Board meeting schedule</li> <li>• Strategic planning discussion</li> <li>• Advertising RFP Update</li> <li>• MV Contract Extension</li> </ul>	<b>May 24, 2018</b> <b>Packets due to GM office: May 10</b> <ul style="list-style-type: none"> <li>• Consent: Adopt FY2019 BOD meeting schedule</li> <li>• Q3 finance, trip choice, performance report</li> </ul>
<b>June 12, 2018 Work Session</b> <b>Packets due to GM office: June XX</b> <ul style="list-style-type: none"> <li>• Budget Committee Vacancies</li> </ul>	<b>June 22, 2018</b> <b>Packets due to GM office: June XX</b> <ul style="list-style-type: none"> <li>• Presentation GFOA CAFR</li> <li>• Hearing/Res#2018-XX adopt FY19 budget</li> <li>• Res#2018-XX Amendment to FY18 Budget</li> <li>• Approval of FY2019 United Way Donation (C)</li> </ul>
<b>To Be Scheduled</b> <ul style="list-style-type: none"> <li>• Contract for Capital Project Manager</li> <li>• Stops &amp; Shelters Construction/Design Contract</li> <li>• COOP (July/Aug)</li> </ul>	<b>To Be Scheduled</b> <ul style="list-style-type: none"> <li>• Approval of Private Security Services Contract</li> </ul>



UPDATED: July 6, 2017

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

Meetings are held in the Senator Hearing Room at Courthouse Square, 555 Court St NE, unless otherwise noted

• **JULY 2017**

- 4 Tue CLOSED **HOLIDAY** 4<sup>th</sup> of July  
Cherriots Administration Offices-Customer Service Closed; NO Bus Service
- 10 Mon 5:30 PM SAMTD Board Work Session
- 27 Thu 6:30 PM SAMTD Board of Directors Meeting

• **AUGUST 2017**

- 14 Mon 5:30 PM SAMTD Board Work Session
- 21 Mon Total Eclipse Events
- 24 Thu 6:30 PM SAMTD Board of Directors Meeting
- 27 Sun**  
**Cherriots Night at Volcano Stadium**
  - Game against Spokane Indians

• **SEPTEMBER 2017**

- 4 Mon CLOSED **HOLIDAY** Labor Day  
Cherriots Administration Offices-Customer Service Closed; NO Bus Service
- 5 Tue 3:00 PM STF Advisory Committee
- 11 Mon 5:30 PM SAMTD Board Work Session
- 16 Sat**  
**2017 Cherriots Bus Roadeo at Del Webb Operations Facility**
- 28 Thu 6:30 PM SAMTD Board of Directors Meeting
- 29-30 ..... 2017 Oregon Public Transportation Bus Roadeo, Pendleton, OR

• **OCTOBER 2017**

- 1-4 ..... 2017 Oregon Public Transportation Conference, Pendleton, OR
- 3 Tue 3:00 PM STF Advisory Committee
- 8-11**  
**APTA Annual Meeting and EXPO, Atlanta, GA**
- 16 Mon 5:30 PM SAMTD Board Work Session
- 26 Thu 6:30 PM SAMTD Board of Directors Meeting

• **NOVEMBER 2017**

- 7 Tue 3:00 PM STF Advisory Committee
- 11 Sat CLOSED **HOLIDAY: Veterans Day**  
Cherriots Administration Offices-Customer Service Closed; NO Bus Service
- 13 Mon 5:30 PM SAMTD Board Work Session
- 23 Thu CLOSED **HOLIDAY: Thanksgiving Day**  
Cherriots Administration Offices-Customer Service Closed; NO Bus Service