



Salem Area Mass Transit District
BOARD OF DIRECTORS MEETING

Thursday, November 17, 2022 at 6:30 PM

This meeting is open to the public in the Senator Hearing Room at Courthouse Square at 555 Court Street NE, Salem, Oregon 97301. For individuals who are not able to attend the meeting in person, the following options are available to watch the meeting if you have internet access on a cellphone or laptop, or have a television.

- ZOOMGOV * **Meeting ID:** 160 931 3254 | **Passcode:** 441642
Go to: <https://cherriots-org.zoomgov.com/j/1609313254?pwd=TjAxbVl4a3FWbkpXQVRKNXhYd2VLQT09>
- COMCAST CHANNEL 21
- LIVE STREAM: <https://www.capitalcommunitymedia.org/all>
- ONE TAP MOBILE: +16692545252,,1609313254#,,,,*441642# US (San Jose)
- LANDLINE PHONE: +1 669 254 5252 US (San Jose)

AGENDA

A. CALL TO ORDER

- Note the Attendance for a Quorum
- Pledge of Allegiance
- Safety Moment

B. ANNOUNCEMENTS & CHANGES TO AGENDA

C. PRESENTATION

1. 2043 Long Range Transit Plan Review **5**

D. PUBLIC COMMENT – *In writing, by email, in person, or by ZoomGov**

This is time designated for community members to testify before the Board on any items of Board business, being limited to three minutes. Please send your comments in writing or share your comments before the Board in person or by Zoom:

- ZoomGov: <https://cherriots-org.zoomgov.com/j/1609313254?pwd=TjAxbVl4a3FWbkpXQVRKNXhYd2VLQT09>
 - Email: Board@cherriots.org
 - Mail: Attn: Cherriots Board, 555 Court St. NE, Suite 5230, Salem, OR 97301
- Written testimony will be submitted and entered into the record if it is received by 5:00 p.m. on the day of the meeting.

E. CONSENT CALENDAR

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

1. Approval of Minutes

- a. October 27, 2022 Board of Directors Meeting **57**
- b. October 27, 2022 Work Session **65**
- c. October 27, 2022 Executive Session **67**

2. Routine Business Items

- a. Contract Extension Award for a Second Year Option on Petro Card **69**
- b. Reappoint Two Citizen Members to the Budget Committee representing Subdistricts #3 and #5. **71**

F. ITEMS DEFERRED FROM THE CONSENT CALENDAR

G. ACTION ITEMS

- 1. Contract with VIA Mobility, LLC, for the Delivery of a Demand Response Software Management Tool **75**
- 2. Adopt the Proposed FY2023-2024 Budget Calendar by selecting Option (A or B). **79**

H. INFORMATIONAL REPORTS

- 1. January 2023 Service Change **83**
- 2. First Quarter Performance Report **85**
- 3. First Quarter Finance Report **129**

I. GENERAL MANAGER’S REPORT

J. BOARD OF DIRECTORS REPORTS 139

This is the time for Board members to report on transit-related issues through committee and meeting participation, citizen communications, or special projects they are participating in as a representatives of the District.

K. ADJOURNMENT

Next Regular Board Meeting Date: Thursday, December 15 , 2022

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

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



FY 2021 BOARD PRIORITIES AND PRINCIPLES

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

Cherriots Board of Directors adopts the following priorities and principles:

Support of increased public transit funding

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

Pedestrian and bicyclist infrastructure

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

Environmental justice

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

Maintenance of existing travel lanes before building new infrastructure

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

Unaccounted costs

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



To: Board of Directors

From: Ted Stonecliffe, Transit Planner II, Programs
Chris French, Service Planning Manager

Thru: Allan Pollock, General Manager

Date: November 17, 2022

Subject: Long Range Transit Plan (LRTP) Document Review

ISSUE

Shall the Board review and provide feedback on a draft of the Long Range Transit Plan (LRTP) document as provided in **Attachment A**?

BACKGROUND AND FINDINGS

The 2043 LRTP will be a comprehensive long-range (20-year) planning document that provides a road map for transit and other mobility options in the District's service area (local and regional). Cherriots staff have been working with Jacobs Engineering Group since the fall of 2021, and Jacobs has produced a draft of the document for the board's review prior to adoption at the December 15, 2022 board meeting.

Staff and a consultant team have been working to develop this plan with a high degree of involvement from the public, internal staff, and external stakeholders. Transparency of the planning process is key for public engagement so that our key stakeholders, including historically marginalized and disadvantaged communities are consulted in the process of developing the document. We are happy to say that the outreach performed was highly successful in engaging these communities, despite the challenges of a pandemic and low ridership numbers.

The next 20 years is forecast to see many changes in population and employment in the Salem-Keizer region as well as the outlying rural areas of Marion and Polk counties. The Cherriots Long Range Transit Plan creates a shared understanding about where we are today and what opportunities and challenges we will consider over the next 20 years.

The LRTP identifies and communicates Cherriots 20-year strategies to maintain and grow a regional public transportation system that enhances our community. The plan aims to clearly describe the District's role in the region and sets priorities for future service.

This document will be used by the many jurisdictions we serve in Marion and Polk counties to plan transit at the local level, but also by those that we do not yet serve, in order to identify needs and plan public transit services.

Staying consistent and compatible with local, regional, and state plans, such as transportation plans and climate action plans, is an important goal for the Long Range Transit Plan. Additionally, as the community develops and changes to the transit network are made, the Long Range Transit Plan will be revised as needed.

An overview of the draft plan will be presented to the board, and then comments will be received in a discussion of specifics. A copy of the PowerPoint presentation is provided in **Attachment B** for your review prior to the board meeting.

FINANCIAL IMPACT

There is no financial impact associated with the review or approval of the LRTP document.

RECOMMENDATION

Staff recommends that the board review and provide feedback on the draft of the Long Range Transit Plan document as provided in **Attachment A**.

PROPOSED MOTION

No motion is proposed since no action is needed at this time.

Long Range Transit Plan

Draft Plan Presentation



November 2022



Long Range Transit Plan

Chapters

1. What is the LRTP?
2. Who we serve
3. Future services
4. Implementation





What is the Long Range Transit Plan

- Background and trends
- Cherriots mission, vision
- Public engagement and planning process

Plan	Update years		
	1-2	2-5	5-10
Cherriots			
Strategic Plan		•	
Service Plans	•		
Diversity, Equity, and Inclusion Plan		•	
Coordinated Public Transit Human Services Plan		•	
Long Range Transit Plan			•
Climate Action Plan			•
Partner Agencies			
SKATS* Regional Metropolitan Transportation Plan		•	
Local Comprehensive Plans		•	
Local Transportation System Plans			•
Local Climate Action Plans			•
Oregon Public Transportation Plan			•



LRTP Public Engagement

Two public engagement phases

- Online and paper surveys
- Presentations, tabling, social media and email
- More connections with potential new riders

Online Open Houses

- December 2021 -January 2022
- July – August 2022





L RTP Public Engagement

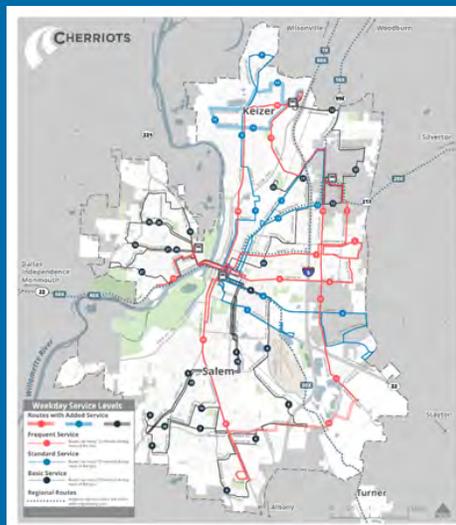
Themes

- Increase service frequency
- Affordability
- Education and outreach
- Diverse media and languages
- Technology
- Vanpools and flexible transit
- First/last mile service
- Same-day paratransit
- Bus stop access
- Service reliability in rural areas



Who we serve

- Population and employment trends
- Cherriotics services overview
- Organization and funding





Future services

<p>Transit network</p> 	<ul style="list-style-type: none"> • Expand people's access to opportunity • Safe, convenient, and reliable connections across the region as communities grow 	<p>Flexible mobility</p> 	<ul style="list-style-type: none"> • Partnerships to support flexible, shared, and on-demand modes • Integrate modes into transit mobility hubs, • Easy transfers between modes • Integrate bikeshare and e-scooter systems
<p>Bus stops and transit centers</p> 	<ul style="list-style-type: none"> • Facilities Cherriots can deploy to serve a growing service network, • Support safe and convenient access • accommodate new transportation options. 	<p>Transportation options</p> 	<ul style="list-style-type: none"> • Central provider of information, resources, and services • Support transit, vanpooling, carpooling, biking, and walking in the mid-Willamette Valley • Integrating and delivering services
<p>Customer information and fares</p> 	<ul style="list-style-type: none"> • Electronic fare payment methods • Match Cherriots Local fares • Fare capping • Encourage low-income communities to use public transit 	<p>Vehicles</p> 	<ul style="list-style-type: none"> • Zero-emissions fleet by 2040, delivering on Climate Action Plans • Leader in sustainable and environmentally responsible practices



Future services

Transit network



- Increase transit frequency, coverage
- Explore transit corridor improvements
- Expand regional mobility
- Serve new Cherriots Local areas





Future services

Bus stops and transit centers



- Bus stop guidelines
- Standard stops
- Superstops
- Mobility hubs
- Transit Centers

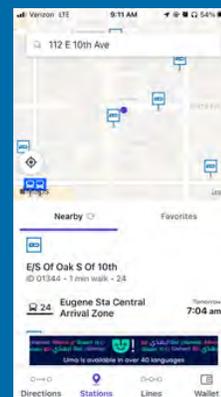


Future services

Customer information and fares



- Roll out and enhance e-fare program
- Enhance equitable and inclusive fare and trip planning products
- Extend e-fare reciprocity
- Explore new features as developed and use data to inform operations





Future services

Flexible mobility



- Identify opportunities for first- and last-mile connections such as flex routes, vanpool, ride hailing partnerships
- Establish clear standards for on-demand and flex route transit
- Expand bike capacity
- Integrate mobility options into e-fare program



Future services

Transportation options



- Ensure TO plan incorporates ECO rule and planning updates
- Expand marketing near transit centers to encourage transit, walking, biking
- Expand vanpool to manufacturing and agricultural centers
- Expand Group Pass program
- Align with Climate Action Plans to increase shared mobility





Future services

Vehicles



- Continue to expand capacity for electric vehicles
- Prioritize ongoing training for Cherriotics maintenance and transportation staff
- Continue to expand capacity for electric buses with depot and on-route chargers
- Investigate zero-emissions vehicles for regional and demand response modes



Next Steps

- Collect draft LRTP comments from the Board by November 23, 2022
- SKATS PC, TAC and CAC review/comment
- Final LRTP adoption at December 15, 2022 board meeting





CHERRIOTS

Questions?





Draft

LONG RANGE TRANSIT PLAN

November 2022

Acknowledgements

The production of the Cherriots Long Range Transit Plan has been the collective effort of the following people and organizations:

Cherriots Board of Directors

Chi Nguyen, Subdistrict 1
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CaPES McKay Community Partnership Team
Chemeketa Community College
Cherriots Citizens Advisory Committee
Edgewater Community Partnership Team
Kaiser Permanente

Keizer United
Linn Benton Community College
Mano a Mano
Marion County Intellectual and Developmental Disabilities Services
Micronesia Islander Community
Northgate Community Partnership Team
Northwest Senior and Disability Services
Oregon Commission for the Blind
Salem for Refugees
Salem Health
Salem-Keizer Area Transportation Study (SKATS) Technical Advisory Committee

Technical advisory committee

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Letter from Board President and General Manager



It is a pleasure to present the first long-range planning document for the Salem Area Mass Transit District (SAMTD), better known as Cherriots. Staff and a consultant team have been working to develop this plan with a high degree of involvement with the public. Transparency of the planning process is key for public engagement so that our key stakeholders, including historically marginalized and disadvantaged communities are consulted in the process of developing the document. We are happy to say that the outreach performed was highly successful in engaging these communities, despite the challenges of a pandemic and low ridership numbers.

The next 20 years is forecast to see many changes in population and employment in the Salem-Keizer region as well as the outlying rural areas of Marion and Polk counties. The Cherriots Long Range Transit Plan creates a shared understanding about where we are today and what opportunities and challenges we will consider during the next 20 years.

The Long Range Transit Plan identifies and communicates Cherriots 20-year strategies to maintain and grow a regional public transportation system that enhances our community. The plan clearly describes the District's role in the region and sets priorities for future service. This document will be used by the many jurisdictions we serve in Marion and Polk counties to plan transit at the local level, but also by those that we do not yet serve, in order to identify needs and plan public transit services.



Cherriots Vision, Mission, and Values were recently revised in the 2022 version of the Cherriots Strategic Plan. These are integrated throughout the Long Range Transit Plan in order to ensure consistency with the District's long-term goals and objectives.

Vision We deliver valued mobility options that inspire community pride.

Mission Creating community connections.

Values Communication, Humility, Excellence, Respect, Resourceful, Inclusive, Ownership, Transparency, Safety

Staying consistent and compatible with local, regional, and state plans such as transportation plans and climate action plans, is an important goal for the Long Range Transit Plan. Additionally, as changes to the community take place, it will need to adapt to such things as new developments, changes to the transit network, and new technologies. Therefore, updates to the Long Range Transit Plan will take place as needed.

Cherriots looks forward to seeing how the Long Range Transit Plan will shape, and be shaped by, the future of our community.

Best regards,

Allan Pollock, General Manager, SAMTD
Ian Davidson, President, SAMTD Board of Directors



Chapter 1. What is the Long Range Transit Plan?

A strong public transit system is the backbone of an environmentally friendly and economically thriving community. The Long Range Transit Plan will make a positive difference by enhancing community livability through innovative, sustainable mobility options. The Cherriots Long Range Transit Plan supports this by describing where Cherriots will go in 5-, 10-, and 20-year timeframes. Cherriots is committed to delivering valued mobility options that inspire community pride. We are guided by nine key principles: communication, humility, excellence, respect, resourcefulness, inclusivity, ownership, transparency, and safety.

The long range planning process occurred from September 2021 to December 2022. The plan was built around inclusive public engagement activities, with technical analysis and research supporting the investigations into how Cherriots must adapt and grow.

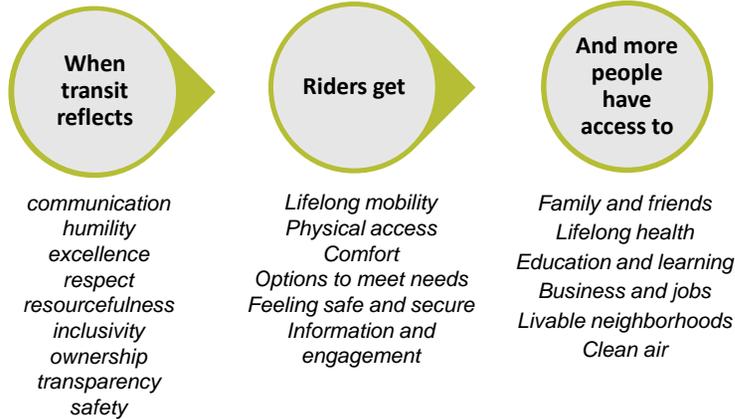
The Long Range Transit Plan includes background and technical documents describing work completed during the 16-month planning process. These are available as appendices and include the Plan Review, Snapshot Existing Conditions Report, Scenario Evaluation and Strategy Development Report, and two Public Engagement Summaries.

Background and context

Cherriots public transit serves the needs of a wide range of people, including those getting to medical appointments, accessing food, commuting to an office, returning home after a late shift, meeting friends, or attending university classes on time. Our needs change day-to-day and over time, as does the way we prefer to get to places. What matters is providing access to opportunities that make our lives more connected, fulfilling, and healthy.

Transit is an essential part of how communities in the Salem-Keizer region thrive and meet their shared goals. It is a priority resource in transportation systems that provide affordable mobility, reduce greenhouse gas emissions,





ease traffic congestion, and offer ways to reduce space devoted to parking. Cherriots is an integral part of local communities that look to transit and shared mobility to fulfill the goals they are working hard to achieve.

Trends

Cherriots is a transportation network that will evolve and adapt with our communities. Cherriots identified and considered needs and opportunities affecting the District today, and likely to affect customer expectations and the District’s path during the next 20 years. The following sections list several trends likely to affect how Cherriots will grow in the future.

Public health

The COVID-19 pandemic affected transit use and operations across the United States, and Cherriots was no exception. Ridership on Cherriots buses fell by more than 90% during the spring of 2020. Some people lost jobs, while others shifted to working from home for some or every shift. Still others, especially Cherriots riders, needed to get to work in essential industries like health care, shipping and delivery, education, retail, agriculture, manufacturing, and the food industry. Cherriots suspended fares for 16 months after March 2020 to ensure a decrease of touch points for both riders and Team Cherriots members in order to decrease the spread of COVID-19, disinfected vehicles more often, and made room for physical distancing. These measures provided valuable lessons for operations, and in the long term Cherriots will need strategies to adapt quickly and effectively to further disruptions and the resulting impacts.

Staffing

Hiring and retaining transit operators has been a perennial challenge for transit providers. The pandemic has made this an even greater challenge. Cherriots and transit agencies across the country have reduced transit service due to staffing shortages. Over the long term, transit providers will likely need to attract skilled drivers with increased wages and benefits, safety measures, training, and other investments to maintain a skilled and essential workforce.

Equity and access

Cherriots surveys riders, social service providers, and the general public on a regular basis through needs assessments and other plans. A consistent theme is the need for affordable and accessible transportation choices, for which transit is an effective solution. Cherriots riders are more likely to live in low-income households, speak languages other than English at home, and identify with historically disadvantaged groups, which are populations shown to closely align with essential workers. Cherriots transit and paratransit services are an essential resource for older adults, which is a population that continues to grow across the region. Cherriots must work to connect with all parts of our communities to deliver solutions most important to those most in need.

Safety and security

One of the Cherriots nine values is safety. Safety for public transportation includes accessible paths of travel to and from transit facilities as well as inviting and comfortable spaces while waiting for and riding in the bus. Cherriots must be a trusted service provider of transportation—maintaining vehicles and training drivers—while creating safe and inviting public spaces. Looking ahead, Cherriots must understand and address what makes people feel safe and secure to create long-term livability.

Technology and mobility

Advances in transportation technology are rapid and have affected transportation in positive and negative ways during the past decade. For the long term, Cherriots and its partner local agencies must prepare to capture opportunities while remaining focused on the vision, mission, and values. Growing the role of mobility manager for the Salem-Keizer region is one way to organize around these changes. Cities look to public transportation to help address climate and equity goals because agencies like Cherriots offer expertise in service delivery and management. Technology offers many ways to coordinate services, engage stakeholders, receive feedback, provide new mobility services, and coordinate regional payment systems for transit, parking, and other shared mobility products.

Vision, mission, and values

The Cherriotics 20-year strategies in this plan set priorities for future service based on Cherriotics vision, mission, and values. The Cherriotics Long Range Transit Plan follows the agency's guiding principles that also guide the Strategic Plan.

- Vision** We deliver valued mobility options that inspire community pride.
- Mission** Creating Community Connections.
- Values** Communication, Humility, Excellence, Respect, Resourceful, Inclusive, Ownership, Transparency, Safety.

Table 1. Cherriotics vision, mission, values, and brand promise

C	Communication	I promote an open, respectful dialogue with our customers, community partners, and my teammates.
H	Humility	I will serve others with compassion and empathy.
E	Excellence	I will deliver a world class customer experience.
R	Respect	I will honor my team and community with my words, actions, and behaviors.
R	Resourceful	I will adapt to find efficient and innovative ways to overcome challenges and be willing to take initiative to achieve success.
I	Inclusive	I recognize and honor diversity and will act with integrity, promoting decisions and actions that are equitable and align with being an inclusive agency.
O	Ownership	I am empowered to take actions that contribute to good stewardship and community trust.
T	Transparency	I invite trust by fostering honesty and credibility in the eyes of others.
S	Safety	I own my role in ensuring Cherriotics provides a safe, clean, and secure experience.



Figure 1. Related planning processes over time

Plan	Update years		
	1 - 2	2 - 5	5 - 10
Cherriots			
Strategic Plan	●		
Service Plans	●		
Diversity, Equity, and Inclusion Plan		●	
Coordinated Public Transit Human Services Plan		●	
Long Range Transit Plan			●
Climate Action Plan			●
Partner Agencies			
SKATS* Regional Metropolitan Transportation Plan		●	
Local Comprehensive Plans		●	
Local Transportation System Plans			●
Local Climate Action Plans			●
Oregon Public Transportation Plan			●

* SKATS = Salem-Keizer Area Transportation Study

Public engagement

The Long Range Transit Plan was supported by a public engagement process that engaged community members to listen and learn about priority needs, inform us about their long range service priorities, and explore ideas and tradeoffs in developing an implementable public transportation plan. Public outreach activities occurred online and in person through the online survey, online open house, virtual workshop, stakeholder interviews, community presentations, outreach talking points and flyers, mailings, flyers posted on buses, and tabling events.

The project had two public engagement phases:

1. The first phase was in winter 2021 (Task 3) when we asked people within the communities to share their priorities and values for the future of the transit system and their unmet needs.
2. The second phase was in the summer of 2022 (Task 5) when we asked community members about transit strategies and alternatives to understand what works best for them and what else was needed.

Cherriots planning process

This is Cherriots first Long Range Transit Plan but not the first time Cherriots has looked to the future. Other plans and documents guiding Cherriots development and growth include the Strategic Plan, Regional Transportation Plan, Comprehensive System Analysis, and Metropolitan Transportation Plan, as well as contributions to city and county transportation system plans. Cherriots develops near-term service plans and policies that the staff and the Board develop as part of their annual work plans, in response to operational needs and opportunities. For more information on the near-term service planning process, see the Cherriots Strategic Plan.

Stakeholders

Engagement opportunities were designed to be convenient to community members and create ways to provide meaningful input. The project team engaged stakeholders through broad community outreach and targeted outreach to current transit riders and communities often left out of planning projects, such as Spanish-speaking communities and people in rural areas.

The project team talked with a diverse group of stakeholders, including rural and underserved populations. The project team identified leaders within organizations that represented the following communities:

- Older adults
- People experiencing physical, intellectual, or developmental disabilities and visual impairments
- Refugees
- People of color
- Low income
- Students in elementary, middle, and high school, as well as local college students

Stakeholder interviews were conducted with the following groups:

- Marion County Intellectual and Developmental Disabilities Services
- Salem Health
- Mano a Mano
- Kaiser Permanente
- Micronesian Islander Community
- Chemeketa Community College
- Linn Benton Community College
- Blindskills, Inc.
- Northwest Human Services
- Oregon Commission for the Blind

Community presentations, which also included opportunities for group discussions, were given to Cherriots Citizens Advisory Committee (CAC), Keizer United, Salem-Keizer Area Transportation Study Technical Advisory Committee (TAC), Salem for Refugees, Edgewater Community Partnership Team, Community and Partners of East Salem - McKay Community Partnership Team.

Many of the groups the project team interviewed shared information about their rural constituents. The team indirectly reached rural residents through the Polk County Service Integration Team newsletter and the Santiam Service Integration Team email that were sent to multiple agencies and shared with the individuals and families that the agencies serve.

The team reached Spanish- and Russian-speaking communities by talking to people in-language at tabling events in the region; hanging flyers in English and Spanish in the windows of Mexican markets; holding interviews on Spanish radio; sending bilingual postcards to over 10,000 households; and providing English- and Spanish-language paper flyers in food boxes at local food pantries.

For the first survey, the project team offered \$20 gift cards to incentivize survey and focus group participation. Gift cards were mailed to the first 50 survey respondents who provided their address and to 30 people randomly selected from the entire respondent pool. For the second survey, the project team incentivized survey participation by offering a \$100 gift card to two randomly-selected people from the respondent pool. In both outreach periods, focus group participants received \$20 gift cards as a thank-you for providing input.

Online open houses and surveys

The project team offered two online open houses in English and Spanish, each with an online survey. The online open houses were held in winter 2021 and summer 2022. The online open house format included project information using infographics, maps, and an existing conditions report. The survey was promoted using postcards mailed to more than 10,000 recipients in Marion and Polk counties and via flyers developed to share at events around the region. Participants also had the option to receive a print survey and postage-paid envelope.

Cherriots Long Range Transit Plan surveys received more than 600 responses combined, including print and electronic versions. The intent of the first survey was to collect input from participants about their mobility needs, how they use transit, and what would help them use transit or shared mobility services in the future. The second survey asked participants to choose their top priority strategies and future service types, with detail on preferred types of investments.

Survey comparison

Cherriots completed an on-board rider survey in October 2021 to support the updated Needs Assessment that occurred during this plan. The rider survey reached a different audience than the Long Range Transit Plan online open house surveys'. Both surveys yielded essential data for long range planning. This data will help Cherriots balance needs for existing and new riders.

Table 2 summarizes respondent demographics and travel patterns as provided in the survey data. The Long Range Transit Plan general public

survey respondents were more likely to identify as white, had a vehicle available to them, and used transit less often. The on-board needs survey respondents included more people who identified with races other than white, were less likely to have a vehicle available, and were riding Cherrlots at least once per week.

Table 2. Online open use and on-board survey respondent comparison

	Long Range Transit Plan general public	On-board needs survey
Caucasian	72%	53%
No vehicle	25%	84%
No driver's license	34%	72%
Use transit for nonwork trips (medical, etc)	80%	82%
Ride less than 1 time per week	47%	11%
Ride 1 or more times per week	53%	89%
Live in Salem or Keizer	85%	95%

Table 3 compares needs identified in the two surveys. The top choice in both the surveys was an increase in frequency and enhanced network coverage, indicating that these services are a top priority for both the existing riders and the general public. However, there were some notable differences. While the general public is interested in low- or no-emission buses and faster trips, current riders instead prioritized later service and operator friendliness (customer service).

Table 3. Comparing needs from on-boarding and Long Range Transit Plan surveys

Needs assessment (on board)	Percent	Long Range Transit Plan	Percent
Increased bus frequency	33%	Increased bus frequency	22%
Affordable fares	16%	Low- or no-emission buses	18%
Extend service later at night	15%	More stops and area coverage	15%
Operator friendliness	9%	Faster or more reliable trips	12%
More stops and area coverage	6%	Affordable fares	11%

Public engagement themes

Table 4 shows the themes that were identified through interviews, presentations, and conversations with the public through both public engagement phases.

Table 4. Public engagement themes identified from the engagement phases

Increase in Frequency: Frequency increases were preferred over geographic coverage increases .
Affordability of fares: It is especially important for college students and caregivers.
Technology is important: Although crucial for younger people, the older demographic has become technology savvy following the pandemic. Technology options selected include real-time schedule information, app-based fares, and digital kiosks.
Interest in vanpools: There is community interest in vanpools, especially if they serve people who are acquainted and comfortable with each other.
Flexible transit: An on-demand bus service serving different zones was one of the top choices as an option for Cherrlots to explore further.
Same-day service: Desired for paratransit riders, people with urgent medical appointments, and especially compelling for people who are blind or visually impaired, and for people with disabilities.
Transit reliability in rural areas: Important because many people live outside Salem where housing is more affordable and therefore need a way to and from Salem.
Education Campaign: Improving education campaigns about how to find and use bus schedules, also at the high school level.
Bus Stop accessibility: Elements are required to increase accessibility such as street lighting and sidewalks (bus riders are pedestrians too).
First and last mile service Needed for those who cannot reach a bus route that is a little too far to walk on.
Diverse information media and languages: Reach the Latinx community through Spanish media and TV, and Pacific Islander and Asian community via flyers posted in Asian markets (languages: Chuukese, Marshallese, Pohnpeian, Palauan).

Chapter 2. Who we serve

Cherriots is the name used for all fixed-route and demand response public transportation service operated and managed by Salem Area Mass Transit District (SAMTD). Cherriots operates service in the Salem-Keizer area seven days per week, and offers bus service connecting Salem and Keizer to other communities in Marion, Polk, Linn, and Clackamas counties.

Population and employment

Marion and Polk counties had a combined population of 433,353 as of the 2020 census. As seen in Figure 2, Cherriots riders are proportionately more likely to identify as Black, Asian, Pacific Islander, Native American, or belonging to two or more racial groups. 39% of Cherriots riders identify as belonging to one of these demographics, while only 17% of Marion and Polk county residents identify as such. Cherriots riders are slightly more likely to identify as Hispanic or Latino, at 28% compared to 24% for all residents.

Riders are more likely to speak a language other than English at home. Figure 3 shows 29% of riders speak another language at home compared to 23% of the region's population. Spanish is the most common non-English language spoken in the home.

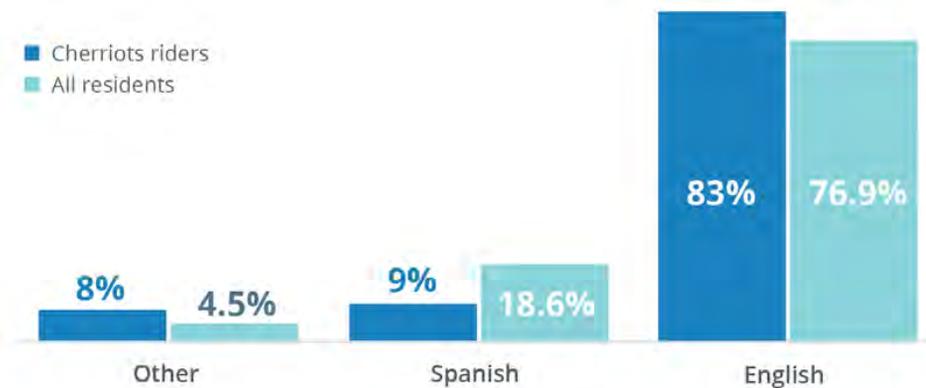
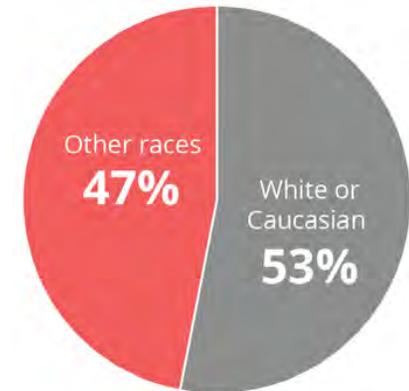
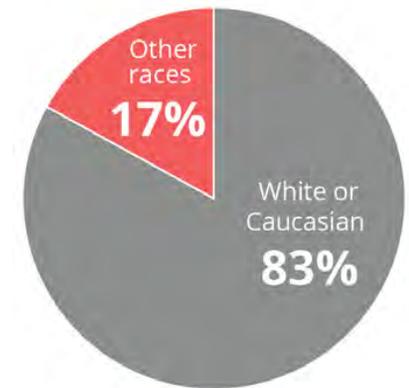


Figure 3. Language spoken at home

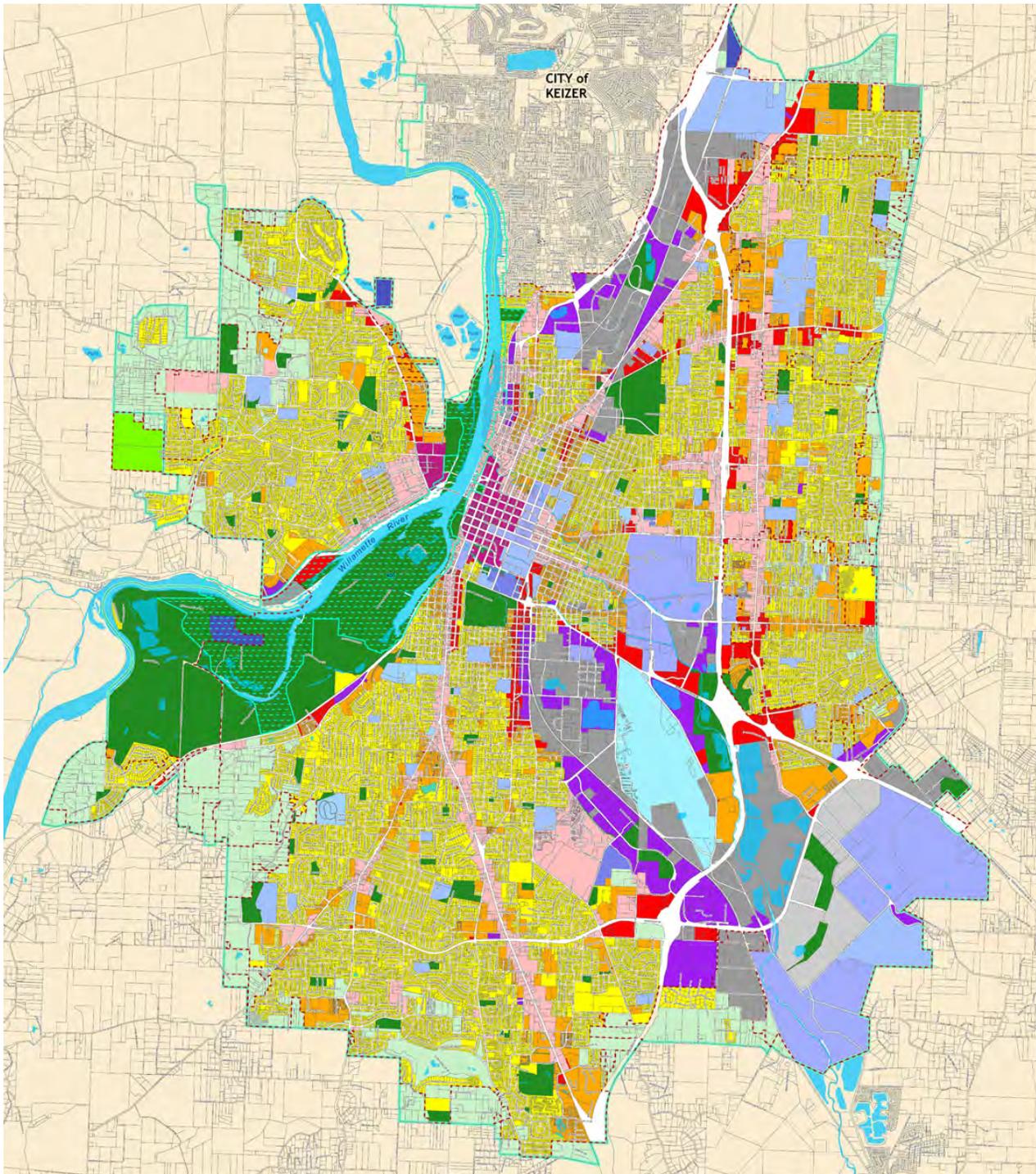


Cherriots riders



Marion and Polk County residents

Figure 2. Demographics of Cherriots riders



CITY of
KEIZER

Willamette
River

Figure 4:
Salem Comprehensive Plan, October 2022

- COM - Commercial
- CB - Central 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
- Willamette Greenway/Compatibility Review Boundary
- Salem City Limits
- Outside Salem Urban Growth Boundary
- UGB

There is a wide gap in household incomes between Cherrriots riders and the area's overall population. Responses to the 2021 rider survey and data from the U.S. Census indicate that Cherrriots riders are five times more likely to live in households earning less than \$10,000 per year, while residents of Marion and Polk counties are 15 times more likely to live in households earning more than \$50,000 per year.

As Cherrriots riders are more likely to identify as a racial minority, earn lower incomes, and speak a language other than English at home, equity is a critical component of designing the Long Range Transit Plan.

In Salem, employment is concentrated in the downtown core and in the Fairview, Mill Creek, and Tanglewood neighborhoods in southeast Salem. Figure 4 shows the 2022 City of Salem Comprehensive Plan zoning map. Yellow shades are residential and mixed use zones, while red and purple are commercial and industrial zones representing most employment centers. Figure 5 shows 2019 employment and population density in Marion and Polk Counties, which align with today's Cherrriots Regional network. The regional network also connects to employment centers outside of the counties, such as Albany, Tualatin, and the Portland metro region.

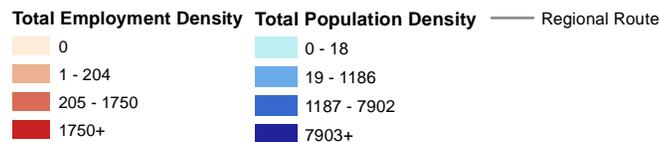
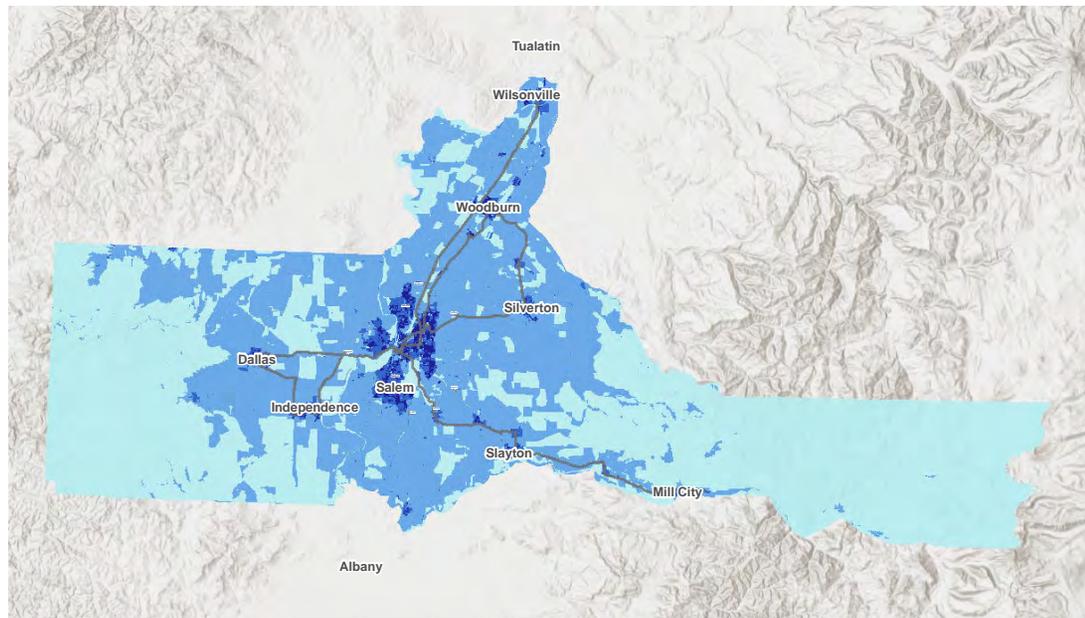
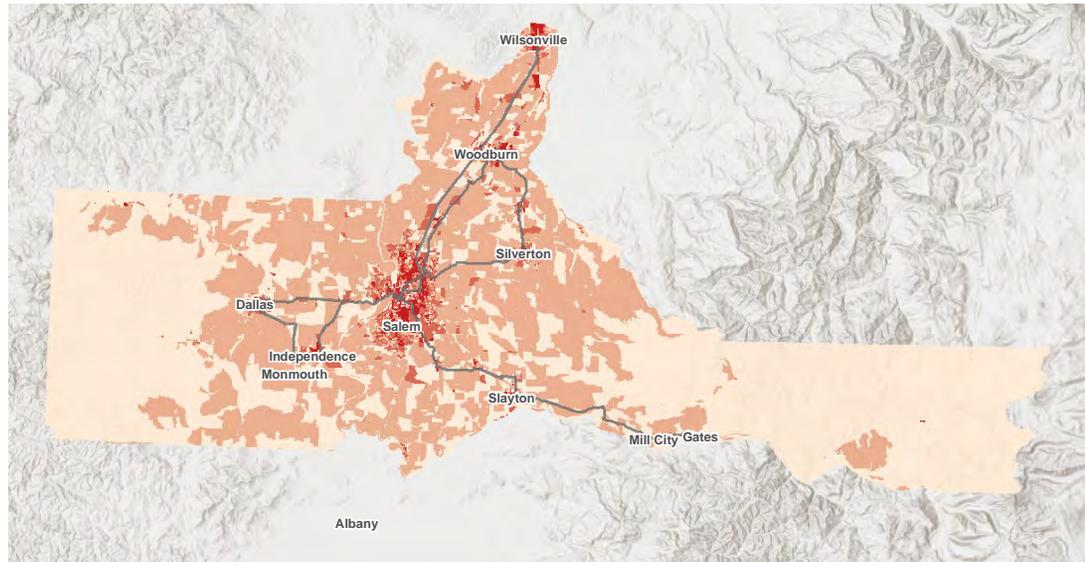
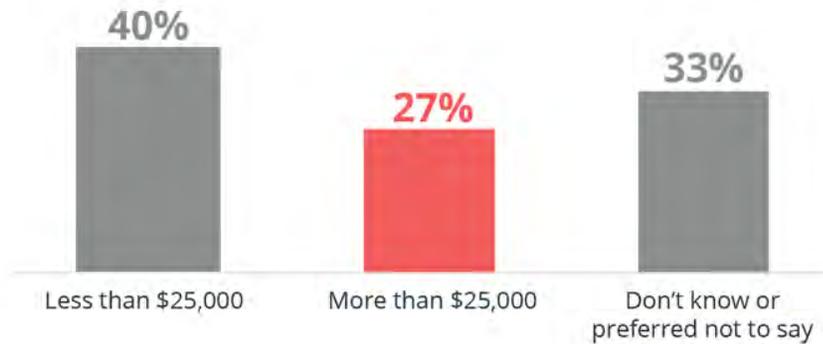


Figure 5: Total employment and population density map.
Source: SKATS Regional Model



Figure 6. Percent ridership by annual household income

Source: Cherriots 2021 Rider Survey



COVID-19 and travel trends by income

The COVID-19 pandemic affected travel patterns across the region. One annual source from the U.S. Census Bureau shows important differences in work commute trips by income levels. Differences by income are a vital statistic for Cherriots public transportation, as Cherriots surveys show that riders are more likely to have very low incomes or no other vehicle available for the trip. Figure 6 shows that nearly one third of Cherriots riders live in households earning less than \$10,000 per year, compared to only 5% of people in Marion and Polk counties. Similarly, only 4% of Cherriots riders reported living in households earning more than \$50,000 annually, while 60% of Marion and Polk county residents have household incomes above that amount.

Figure 7 shows commute data from the national Census, by household income relative to the federal poverty level. The data shows that while Oregon and the Salem metropolitan region had decreases in total employment, the losses were borne by people earning less than 150% of the poverty level, with more jobs for people earning more than 150% of the poverty level. The number of people working from home increased the most for people earning the highest incomes and increased more modestly for people earning below 150% of the poverty level, reflecting how lower income people still needed to commute to work, despite having more limited transportation access. Transit ridership metrics reflect this trend at both the local and state level, with lower-income people switching to other modes less, despite a greater decline in total workers.

Figure 7. Changing work commute patterns 2018 and 2021

Commute measure	Salem metro area	Oregon
Total Workers		
< 150% poverty level	▼ 5,500	▼ 30,300
> 150% poverty level	▲ 4,000	▲ 9,500
Worked From Home		
< 150% poverty level	▲ 59%	▲ 78%
> 150% poverty level	▲ 243%	▲ 218%
Transit ridership*		
<150% poverty level	▼ 5.2%	▼ 50%
>150% poverty level	▼ 70%	▼ 64%

Source: US Census Bureau, American Community Survey 1-Year Estimate, years 2018 and 2021 *Salem region transit ridership in the 2021 1-year estimate dataset has a very high margin of error due to sample size but indicates the direction of change; Cherriots will continue to monitor as more data become available.

Cherriots services

Cherriots Local and Cherriots Regional express buses provide fixed-route service, which are buses operating on a predetermined schedule and route. Twenty local bus routes serve the Salem-Keizer region, and six express routes and one deviated fixed route provide regional service.

Bus Service – Cherriots Local

Local buses operate from 5 a.m. to 11 p.m. on weekdays, 7 a.m. to 9 p.m. on Saturdays, and 8 a.m. to 8 p.m. on Sundays and most holidays. All Cherriots buses have wheelchair lifts or ramps and are Americans with Disabilities Act (ADA) compliant and accommodate up to two bicycles at a time on front-loading racks. Cherriots Local routes serve the Salem-Keizer metropolitan area with three levels of service.

Frequent service (15 Minute)

Frequent service routes provide connections throughout Salem and Keizer every 15 minutes. All current frequent service travels on one or more Core Network streets (refer to the description that follows for a definition of the Cherriots Core Network).

Standard service (30 minute)

Standard service routes provide connections throughout Salem and Keizer.

Basic service (60 minute)

Basic service routes provide both direct connections to transit centers in Salem and Keizer and to local neighborhood connections.

The Core Network is several transit corridors in Salem and Keizer where Cherrriots is committed by policy to focus on frequent and reliable transit today and into the future. The Core Network lets riders, business owners, and developers know where they will find transit today and in the future. The Core Network allows for some flexibility connecting certain segments and in serving the downtown core. Any changes require a formal Board of Directors action and a public hearing process.

Bus Service - Cherrriots Regional

Most regional buses operate Monday through Saturday, connecting 17 communities outside of the Salem- Keizer region in Marion, Polk, and Linn counties to Salem and Keizer.

Express routes run 4 to 10 round trips on weekdays, with fewer routes and trips on Saturdays. Express routes provide connections to 18 regional communities (cities and unincorporated places currently served are Aumsville, Brooks, Dallas, Gates, Gervais, Independence, Lyons, Mehama, Mill City, Monmouth, Mt. Angel, Silverton, Stayton, Sublimity, Turner, Wilsonville, and Woodburn) while other agencies connect Salem to places like McMinnville and Grand Ronde.

Express routes provide service to a limited number of stops in each community they serve and are compliant with federal guidelines. Route 45 is a deviated fixed route providing service to Dallas, Monmouth, and Independence. Route 45 runs every two hours between 7 a.m. and 5 p.m. on weekdays. Stops on Route 45 within each community are spaced about a quarter mile apart, providing more access for seniors and people with disabilities. Figures 8 and 9 show Salem and regional routes respectively.

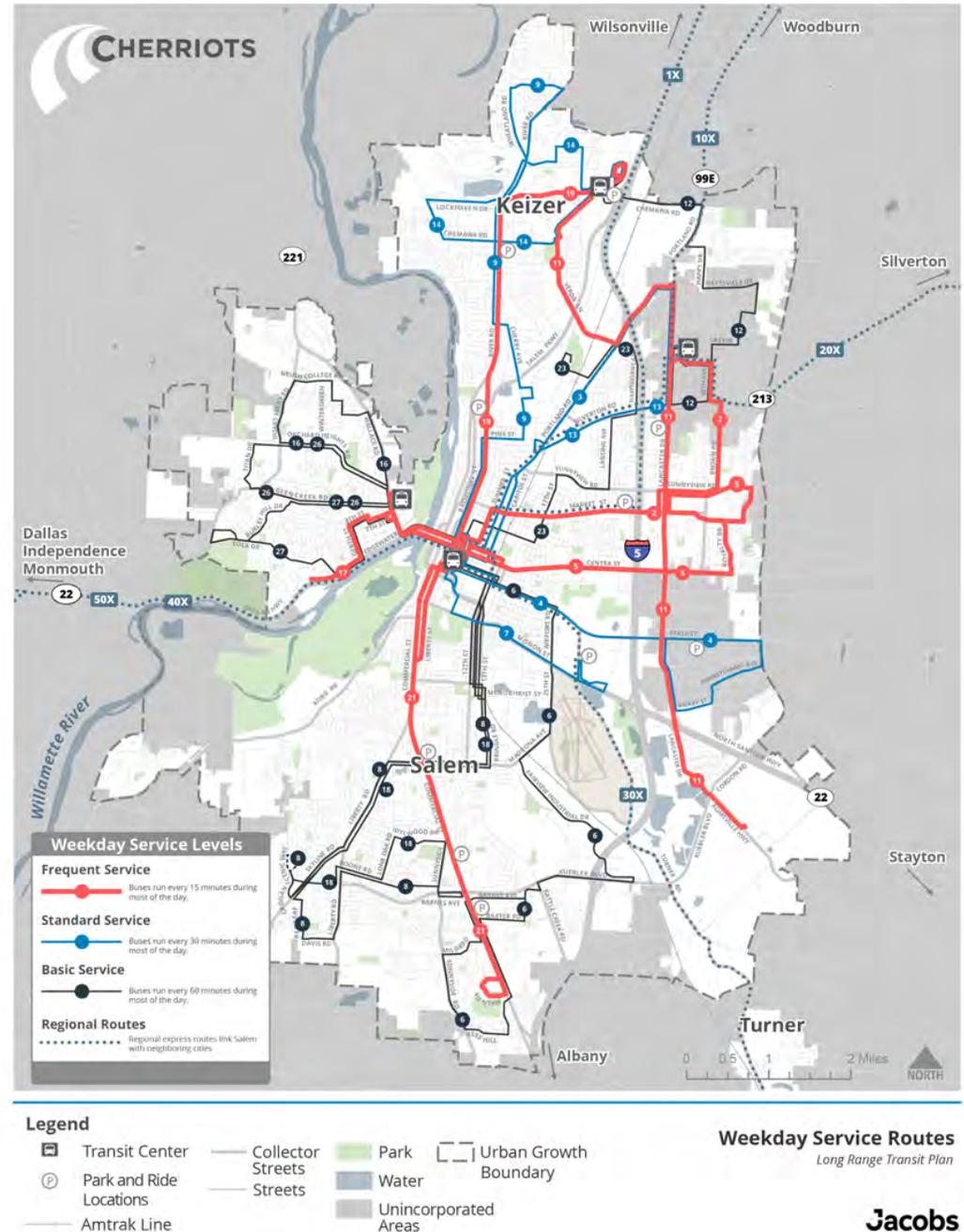
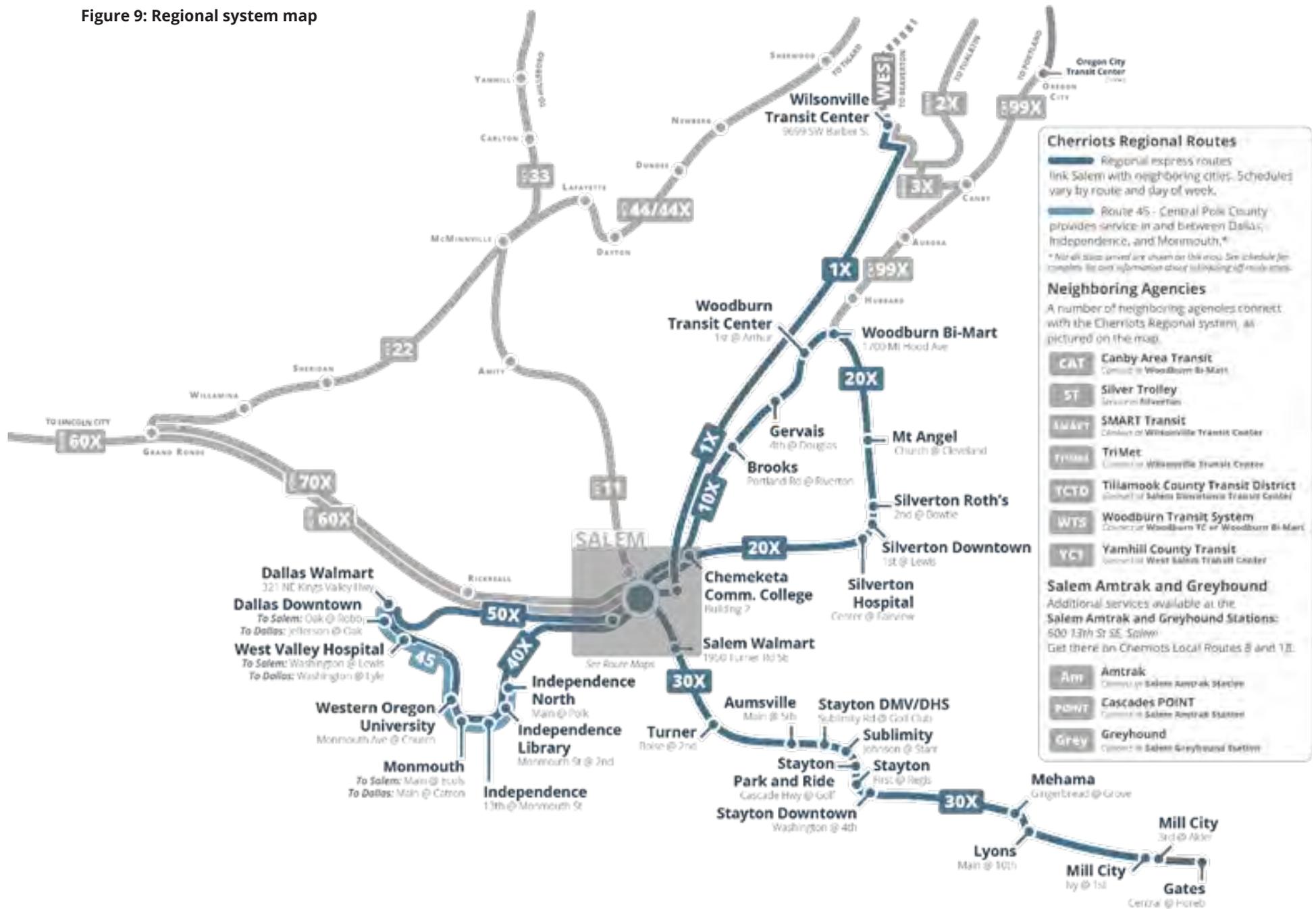


Figure 8. Cherrriots Local service map

Source: Cherrriots

Figure 9: Regional system map





On-demand service – LIFT and shop and ride

Cherriots LIFT is ADA paratransit that provides transportation service to individuals who cannot access Cherriots Local due to their functional ability. Users must apply to be eligible for this service and reserve their trip at least the day before their ride. LIFT operates within the Salem-Keizer Urban Growth Boundary on all days and hours Cherriots Local operates.

Cherriots Shop and Ride is an on-demand service available for individuals over the age of 60 or with a disability, offering a Shopper Shuttle and general dial-a-ride. The dial-a-ride service is an origin to destination service taking riders anywhere within the Salem-Keizer Urban Growth Boundary, operating Monday through Friday from 8 a.m. to 5 p.m. Rides must be reserved the day before the trip. The Cherriots Shopper Shuttle service was suspended in 2020 due to the COVID-19 pandemic but offered trips to retail centers four days a week.

Vehicles, infrastructure, and technology

Cherriots currently operates more than 60 buses in peak morning and afternoon service, with an additional 40 vehicles dedicated to Shop and Ride and LIFT paratransit services. With the commitment to reduce emissions, Cherriots is in the process of replacing its diesel-fueled fleet with alternative-fueled vehicles, such as battery-electric and compressed natural gas (CNG) models.

Cherriots fixed-route fleet is currently equipped with computer-aided dispatch, automatic vehicle location, and automatic passenger count systems, enabling more efficient operations management and tracking. Cherriots is improving the data monitoring equipment and systems to ensure full deployment and efficiency in the near term.

Fares can be purchased at the Downtown Transit Center in Salem, in addition to other locations throughout the area such as the Chemeketa Community College bookstore and local grocery stores. While currently offering only paper fares and passes, Cherriots will introduce electronic fare payment, using fare cards and a smartphone app, in 2023.

There are 769 bus stops across the Cherriots service area. More than one-fourth of stops system-wide include amenities such as benches, shelters, and waste receptacles. Cherriots also maintains the Del Webb Operations Headquarters and four transit centers throughout the area.

Figure 10. Breakdown of buses by type

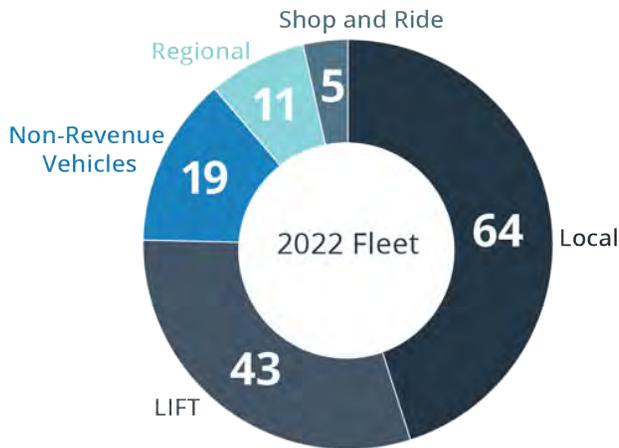


Figure 11. Cherriots employees

Cherriots relies on 305 employees to provide service across the region:	
General Management	13
Finance	10
Human Resources	6
Technology and Program Management	8
Communication	15
Operations	253

NOTE: Operations include Transit Operators (136), Operations and Transportation Operation (19), Maintenance (32), Maintenance Administration (8), Contracted Transportation (58).

Organization, partners, and funding

In addition to 133 transit operators, Cherriots employs 170 others in the realms of General Management, Technology and Program Management, Operations, Finance, Communication, and Human Resources and Labor Relations. This variety in the types of work throughout the organization requires continual training and support for recruitment and retention of all positions.

Partners

Cherriots relies on strong working relationships with agencies at all levels of government, businesses, educational institutions, and community-based organizations. These partnerships result in service planning, infrastructure improvements, and other ways to ensure Cherriots connects with communities to create sustainable, resilient transportation.

Federal Transit Administration (FTA): Cherriots is funded partially through federal funds allocated by the FTA and aligns service with FTA standards.

Oregon Department of Transportation (ODOT): In addition to federal and local funds, Cherriots is funded partially through state funds allocated by ODOT and aligns service with ODOT standards.

Salem-Keizer Area Transportation Study (SKATS): Cherriots works with this organization to guide short- and long-range regional service plans.

Cities of Salem and Keizer: Cherriots works closely with Salem and Keizer to plan for and deliver transit and mobility services across the urban area.

Regional cities: Cherriots Regional service exists based on continued partnership with cities around the region. Cities and unincorporated places currently served are Woodburn, Mt. Angel, Silverton, Gervais, Brooks, Gates, Mill City, Lyons, Mehama, Stayton, Sublimity, Aumsville, Turner, Dallas, Independence, Monmouth, and Wilsonville.

Health care providers: Many Cherriots riders rely on public transportation to access their health care appointments. Cherriots works with local health care providers to assure service is accessible for their patients.

Businesses: Cherriots considers both employees and customers of local businesses in their planning processes to provide optimal scheduling and routing decisions. Businesses also may need to engage in right-of-way acquisition decisions when applicable.

Transit Providers: Cherriots works with surrounding transit providers to assure its services complement existing service:

- Woodburn Transit System
- Tillamook County Transportation District
- Yamhill County Transportation Area
- Wilsonville/SMART
- Canby Area Transit
- Confederated Tribes of Grand Ronde

Funding

Operating costs fund transit service and include personnel services, materials, and transportation. Figure 12 shows Cherriot's average operating expenses by category.

Capital expenses support nonoperational elements of the agency, such as vehicles, buildings, and landscaping. As Figure 13 presents, most expenses incurred were for vehicles (or rolling stock).

Cherriots funding resources include a mix of funds from local, state, and federal programs. Figure 14 shows the breakdown of operating revenue and shows that Cherriots primary sources of revenue are local property taxes, federal assistance from the FTA, and state funding allocated from ODOT.

Nearly 90% of total annual capital contributions are from the federal government, while approximately 10% are from the state. This category of funding may be offered through competitive federal or state grants or non-grant "formula" programs. Cherriots capital revenues total \$3.7 million, with \$3.3 million from federal funding programs.

Figure 12. Average operating expenses by service category

Source: Cherriots

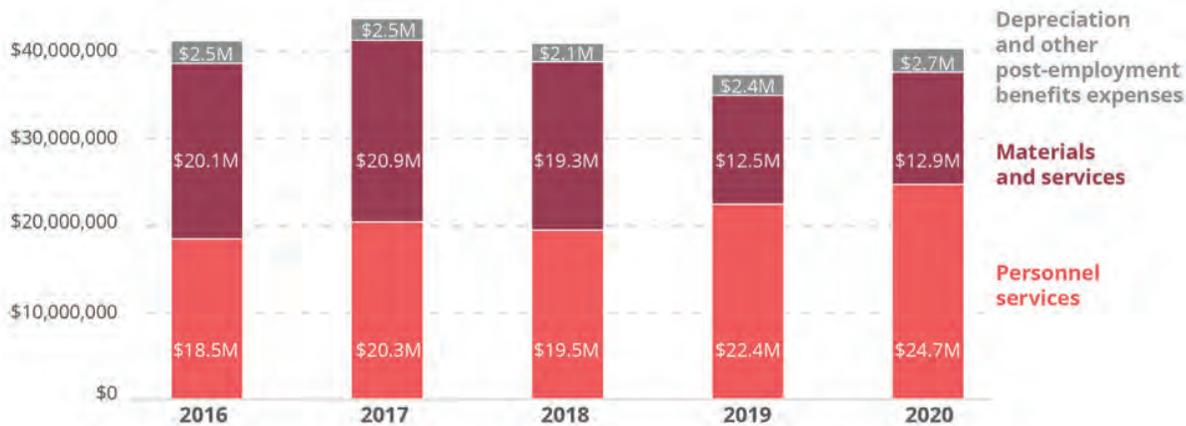


Figure 13. Average capital expenses

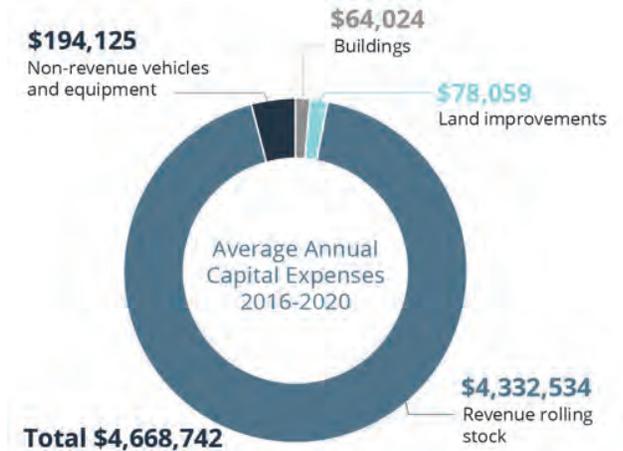
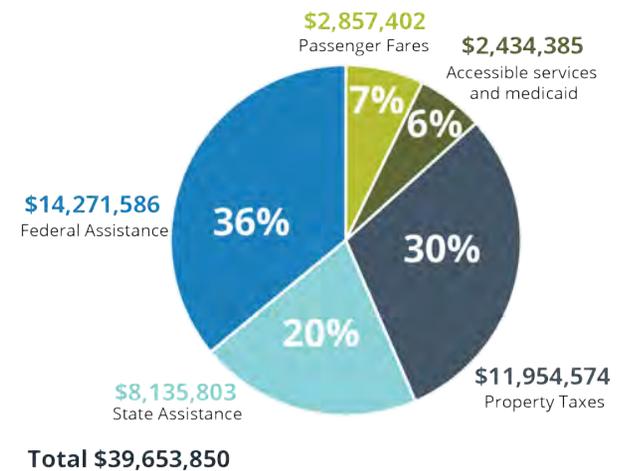


Figure 14. Average operating revenue and share by source



Chapter 3. Future services

The Long Range Transit Plan strategies describe Cherriotics investments to meet the District’s vision, mission, values, and strategic priorities, working in coordination to deliver responsive, reliable, and safe transit.

The strategies in this chapter are organized into six categories representing service or investment types. Each section in this chapter describes policies, services, and infrastructure investments to address rider needs and improve transportation in and connecting the region. These categories are:

- Transit network
- Bus stops and transit centers
- Customer information and fares
- Flexible mobility
- Transportation options
- Vehicles

The tables that follow show Cherriotics vision for the future and strategies.

The strategies in this plan enact a vision of Cherriotics future service network that addresses riders’ needs, grows with our communities, adopts new opportunities in technology and service design, increases customer service excellence, and preserves our role in environmental stewardship.

Figure 15 summarizes expected changes and improvements in the Cherriotics transit system that incorporate growth in the Core Network, extended fixed-route service, development of flexible mobility zones, and improved speed and reliability on key corridors. All service changes will align with the SAMTD Title VI program and follow public hearing requirements.

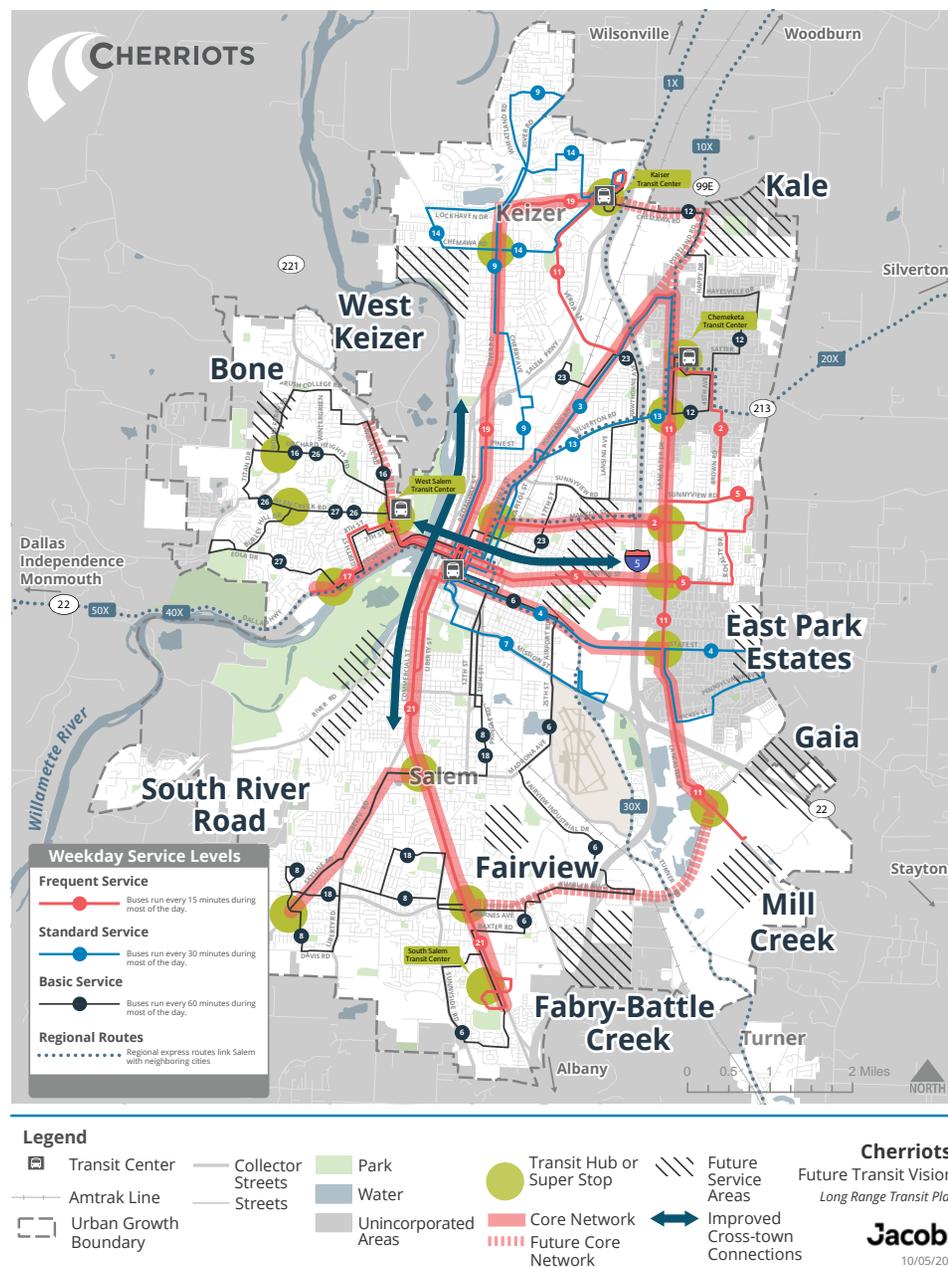


Figure 15. Future service vision map



Vision	
Transit network 	<p>Cherriots will expand people’s access to opportunity by building out a transit network that provides safe, convenient, and reliable connections across the region as communities grow.</p>
Bus stops and transit centers 	<p>Create a family of facilities Cherriots can deploy to serve a growing service network, support safe and convenient access, and accommodate new transportation options.</p>
Customer information and fares 	<p>Introduce electronic fare payment methods, reduce Cherriots Regional fares to match Cherriots Local fares and allow for fare capping, and remove up-front cost barriers thereby encouraging low-income communities to use public transit.</p>
Flexible mobility 	<p>Form partnerships to support flexible, shared, and on-demand transportation modes, integrate these modes into transit mobility hubs, make transfer between modes easier and welcoming for new riders, and integrate bikeshare and e-scooter systems to make transit more convenient.</p>
Transportation options 	<p>Cherriots will continue to be a central provider of information, resources, and services to support the use of transit, vanpooling, carpooling, biking, and walking in the mid-Willamette Valley, integrating and delivering services to respond to diverse communities and transportation needs.</p>
Vehicles 	<p>Cherriots will have a zero-emissions fleet by 2040, delivering on Climate Action Plans and becoming a leader in sustainable and environmentally responsible practices.</p>

Transit network

Innovative services and expanded infrastructure will be necessary to enhance speed and reliability and deliver the projected increased levels of transit operations throughout the Salem region. Additional supporting infrastructure will include new zero-emission vehicles, sufficient layover space, and ADA-accessible bus stops. In addition, investment in the workforce will continue to be a key recruiting and retainment strategy in order to provide the necessary levels of service.

Increased transit service

Increase service frequency

Higher frequency means shorter waiting times for both single trips and transfers, increasing convenience for riders. Increasing the frequency will enhance travel time and reliability, assuring riders that they will get where they need to go on time. All current and future fixed routes will be considered for frequency increases such as every 10 minutes instead of 15, or every 30 minutes instead of 60. All service changes will align with the SAMTD Title VI program and follow public hearing requirements.

Add route coverage

The network's geographic scope will expand beyond the neighborhoods currently served by both the local and regional routes. Residents living in unserved areas will benefit from having this enhanced connectivity. Coverage to these areas will likely have 30- or 60-minute frequencies and may have fixed-route service, connector services, or microtransit. Increased coverage and expansion of rural mobility will be described in greater detail in the following sections.

Increase service hours

Increasing the service span is critical for riders who may have non-traditional work schedules where they commute during off-peak hours and are not adequately served by current peak times. Increased service hours can also mean operating more existing routes on weekends and holidays. This will enhance reliability and safety for riders. Increases in service hours will be considered for all days of service, including weekends and holidays.

High-capacity transit

Cherriots envisions developing high capacity transit (HCT) on the Core Network where enhancing transit speed and reliability, safety, and access will support high ridership demand. HCT can also be called bus rapid transit (BRT) or simply high frequency transit and typically includes large (more than 40-foot) buses with the highest frequency of service. Developing a HCT program will be supported by the following steps.

Selecting HCT routes should prioritize solutions for people. Relevant planning factors to determine priority corridors include the following:

- Passenger travel time analysis, targeting corridors and areas with above average peak and all-day rider travel time delay
- Minimum corridor level ridership greater than 2,500 riders per weekday
- Medium- to high-density residential and commercial development, with mixed land uses (residential, commercial, and institutions)
- Public support from existing riders, key stakeholders, and agency partners, with emphasis on marginalized and historically underrepresented communities
- Connections to high use activity, employment, and service centers
- Corridor and right-of-way design fatal flaws or unresolved conflicts
- Final route alternatives analysis as required by FTA and National Environmental Policy Act processes

Develop guidelines for stations, operations, and route specific applications. Examples include the following:

- Minimum of 10-minute peak hour and 15-minute off-peak headways
- Minimum 17 hours of service per weekday and 12 hours on weekends
- HCT standard station designs that offer larger, branded stations with full amenity packages
- Transit signal priority or related features to prioritize transit travel times
- HCT dedicated applications in the right-of-way along selected routes to allow vehicles to bypass traffic congestion
- Operational conflicts must be analyzed and either mitigated or avoided with detailed operating plans to address the following:
- Adequate space for larger vehicles within the right-of-way

- Current traffic patterns and congestion must be analyzed and addressed
- Identifying locations and modeling the charging needs for on-route charging infrastructure to ensure electric vehicles provide reliable service
- Transit priority lanes and potential parking removal to accommodate transit stations may be necessary to provide the desired level of service

The process of implementing HCT corridors will require the following:

- Planning, design, and construction of the right-of-way to accommodate the larger vehicles, stops, and transit priority design treatments
- Operations training for operators, maintenance staff, and dispatch
- New and revised agency operating procedures
- Technology upgrades to information technology and fiber optic infrastructure

Table 5. High capacity transit feature guidelines

	Land use	Route	Features
Transit priority corridor or bus rapid transit	<ul style="list-style-type: none"> • Medium to high population density, 4,000+ people per square mile • Mixed use (retail, services, residential) • Major activity nodes • Transit-supportive zoning and development policies 	<ul style="list-style-type: none"> • Located on Core Network • Above average passenger delay • More than 2,500 existing riders per day • Adequate right-of-way and pedestrian space 	<ul style="list-style-type: none"> • Dedicated lanes (full or partial) • Transit signal priority • Enhanced bus stops • High street connectivity and pedestrian access • Minimum 17 hours service weekdays • Minimum 10 minute frequency weekdays

Expand regional mobility

Service will be enhanced to better serve surrounding rural communities. Regional routes currently serve communities such as Dallas, Monmouth, Stayton, Silverton, and Wilsonville. Cherriots recently implemented Route 80X between Keizer and Wilsonville. Staff will continue to identify resources for other regional connections such as to Portland and Albany. Cherriots will continue to consider past requests for service to new communities such as Donald, Saint Paul, and Aurora, that have had low ridership potential and funding gaps, and identify opportunities in rider demand, local partnerships, and funding.

Regional mobility will be supported through increasing the span and frequency of service between rural communities and the Salem region, better connecting riders to major employment centers, services, and friends.

New mobility services such as flexible vanpool programs, on-demand shuttle programs, or enhanced park and ride facilities may help connect rural communities and enhance mobility. It will be important for Cherriots to continue to monitor and plan for changing rider needs in rural areas, as the travel preferences, operational resources, and activity centers change.

Regional transit service guidelines

Guidelines for regional transit service will help Cherriots prioritize resources and inform staff and local communities. Community representatives can use the guidelines to prepare planning requests and identify the level of service to review when considering Cherriots public transportation service for their community. Cherriots can use the guidelines to establish minimum service levels and set expectations for future development.

Any regional service would need to meet the following steps before committing Cherriots resources.

Identify need. Communities will need documentation summarizing transportation needs leading to the request for transit service. The information should relate needs to Cherriots vision and prioritize underrepresented and traditionally marginalized populations. The information can come from public engagement results (e.g., workshops, listening sessions), planning or feasibility studies, local multimodal transportation plans, or other sources specifically addressing transit service.

Table 6. Regional transit minimum service guidelines

	Round trips per day	Days and hours of service	Priority activity centers
Lifeline	4 to 9 (120 to 180 minute)	Weekdays 7 a.m. to 7 p.m.	Health care, education, grocery, transit center
Standard regional	10 to 15 (30 to 120 minute)	All days 6 a.m. to 8 p.m.	Health care, education, grocery, transit center, parks, entertainment, employment
Express regional	10 to 15 (30 to 120 minute)	Weekdays or all days 6 a.m. to 8 p.m.	Health care, education, employment, transit centers, services

Local community partnerships. Cherriots looks to local partners to support ongoing service quality and rider access. Partners take different roles based on the service type and needs, such as leading public engagement, planning, or marketing, along with regular feedback and support in service design and funding opportunities.

Safe, accessible bus stop locations. Regional service requires safe, accessible, and comfortable locations for people to wait for the bus. Cherriots offers expertise in transit operations and planning, and local communities can offer expertise in identifying, constructing, and maintaining safe bus stops for the regional system.

New service areas

Coverage will also be expanded within the current local service area, which is defined as the Salem-Keizer Urban Growth Boundary. New service areas will be selected and prioritized based upon current service levels and projected growth.

Salem-keizer neighborhood growth

Cherriots heard about emerging neighborhoods throughout the local and regional networks through the public engagement performed for the Long Range Transit Plan. Table 7 shows each service area and service characteristics envisioned in the next 20 years. Each of these service areas is projected to emerge as a key neighborhood for future complementary transit options but may have fewer amenities in the near term. All service changes will align with the SAMTD Title VI program and follow public hearing requirements.

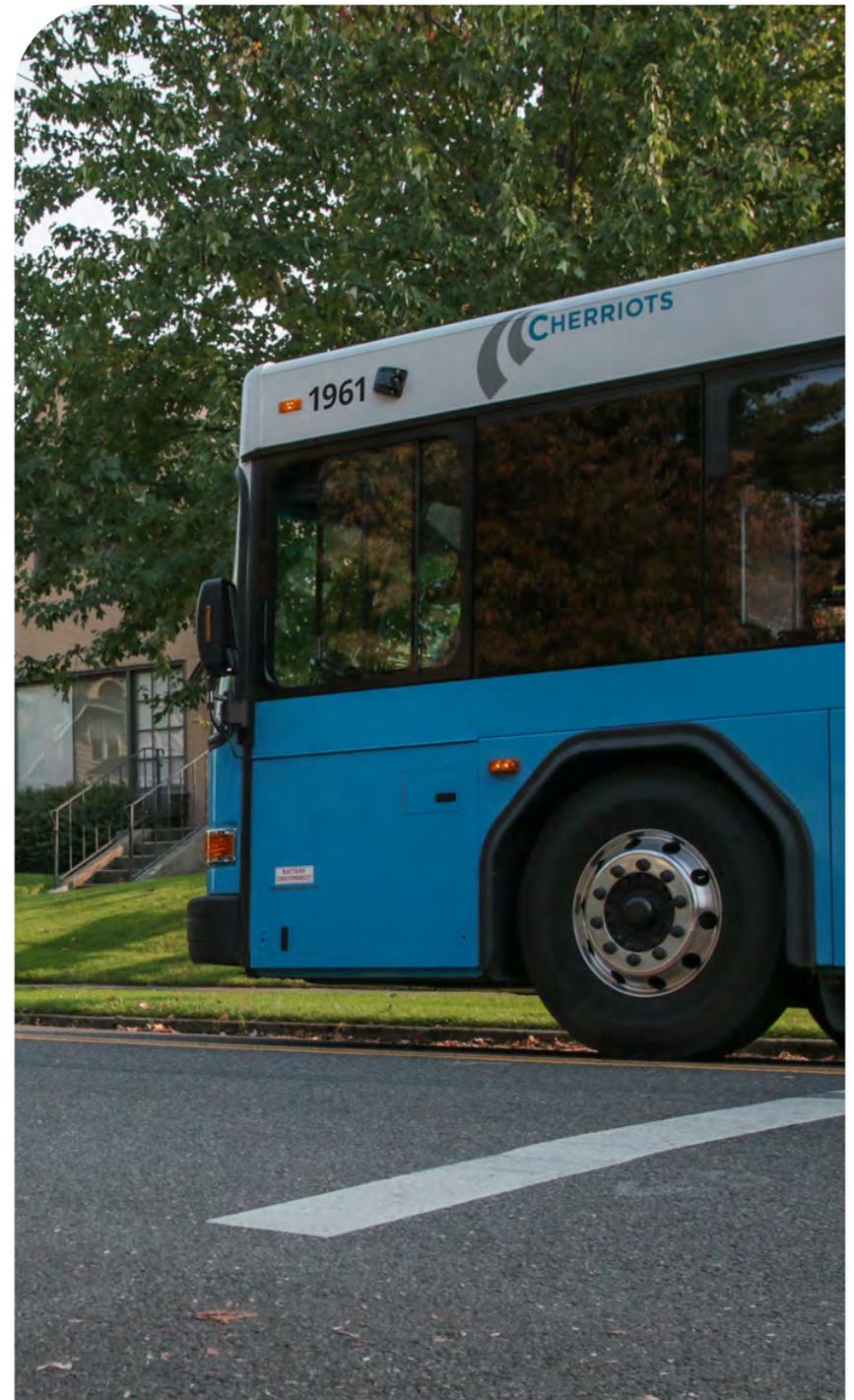


Table 7. Potential new service areas in the Salem-Keizer area

Growth neighborhood	Potential service types				Bus stop types
	Extended fixed routes	Demand response/flex routes	Bikeshare	TNC partnerships	
South River Road	●		●		Standard bus stop
Bone	●		●	●	Standard bus stop
Fairview	●		●	●	Transit mobility hub
Mill Creek	●		●	●	Standard bus stop
Tanglewood	●	●		●	Standard bus stop
New Costco (south of Fairview)			●	●	Transit mobility hub
Fabry-Battle Creek	●				Standard bus stop
Gaia	●	●	●		Transit mobility hub
East Park Estates	●		●	●	Transit mobility hub
Kale	●	●	●		Transit mobility hub
West Salem Transit Center			●	●	Transit center
South Salem Transit Center		●	●	●	Transit center
Chemeketa Community College			●	●	Transit center
Corban University	●				Super stop

TNC = Transportation network company, also known as ride hailing company

Connectors and circulators

Cherriots will support neighborhoods, cities, and other partners evaluating transportation solutions in serving their local communities. Cherriots priority is providing transportation services that connect people across the transit network. Circulators and shuttles are typically designed to serve a relatively small geographic area or market, so Cherriots will work closely with partners to provide expertise on the following:

- Market studies (demand analysis): Cherriots can provide data and information needed to understand the potential for service ridership, activity centers, and management. Examples include historical ridership data, ridership modeling and analysis, funding sources, and rider survey data. Cherriots will typically serve as project partner rather than lead agency for local studies.
- Service design: Cherriots planners can provide methods, alternatives, and operating considerations in service design phases. Service design would also include information about operating and capital costs based on Cherriots service delivery expenses to help evaluate operating plan choices. Cherriots will typically serve as project partner rather than lead agency for service design studies. If chosen as the service delivery lead, Cherriots will lead final service design.
- Service delivery: Cherriots can serve as the operating agency in some cases, under agreements with local agencies and in ways that do not lessen Cherriots core functions. Cherriots would integrate connector and circulator operating plans with the full transit network and operate to expectations set out in agreements.

Cherriots is committed to working with communities to advance transit services that work best for the local riders. Recently, Cherriots staff participated in the 2021 feasibility study led by the cities of Monmouth and Independence that evaluated shuttle or trolley routes connecting the two communities. The resulting service plan constitutes an electric trolley route with 20-minute peak frequencies and 40-minute off-peak frequencies. A six-month pilot program of this service is estimated to cost \$400,000. Cherriots will serve as the operating agency once the pilot begins.

The City of Salem has considered transit routes that would serve only the downtown Salem core, connecting activity centers such as Riverfront City Park, the state capitol building, the Downtown Transit Center, and retail and entertainment areas roughly between Ferry Street SE and Union Street NE. The intent of such a service would be to provide access to more people and reduce the infrastructure required to accommodate more traffic and parking as the city grows. Cherriots will continue to work with the City of Salem to explore shared mobility options for the downtown area to prioritize efficient, safe, and practical mobility options.

Recommended future service enhancements

Short term

- Extend the Route 80X service, the Route 1X service, or both to Tualatin from Wilsonville in order to connect all day to the TriMet system. This would provide a vital connection to the Portland metro region, which is a highly desired location to travel from the Salem-Keizer region. Eventually, light rail transit could be built from downtown Portland to the Bridgeport Mall area near I-5 and SW Boones Ferry Road. Currently, TriMet has a frequent transit service (Line 76 - Hall/Greenburg) connecting the cities of Tualatin, Tigard, and Beaverton with other lines that lead into downtown Portland and other areas of the metro region.
- Implement the Salem to Albany Regional Express route: A feasibility study completed in 2021 recommended that a future route would connect Albany and Salem while providing service to communities along the route, including Jefferson and Millersburg. Agreements with the City of Albany and Linn County are necessary to operate this service as recommended.
- Implement operations-supportive technology to provide data-driven route planning and decision making processes, including

automatic passenger counters and automatic vehicle location equipment and supporting information technology resources.

- Extend service span: Increasing the span of service to start earlier and end later will increase access for people throughout the day, especially people working early and late shifts. Time extensions will be prioritized by factors such as ridership and key destinations.
- Perform a feasibility study for a potential downtown Salem circulator or shuttle route: The goal would be to reduce single occupancy vehicles entering downtown Salem, relieving traffic congestion, decreasing emissions, freeing parking constraints, and improving pedestrian safety (through the reduction of automobiles). The frequency of the new service would be consistent throughout the majority of the day in order to provide access for all members of the community.

Medium term

- Identify routes for increased frequency based on ridership demand, crowding, and activity center development.
- Analyze and plan for Core Network expansion or changes to reflect new travel patterns, including south Salem, connections to the South Salem Transit Center, and improved travel times to and from downtown Salem.
- Identify flexible transit zones: Develop service solutions for low-density and low-ridership areas. Examples include Hayesville and Eola, which experience lower ridership (relative to system averages).
- Identify new opportunities for regional mobility: strategies to connect rural populations with transport to employment hubs across the region; explore flexible transit service, vanpools, and connectivity at park and ride lots.
- Complete planning for Highway 99E connectivity on Highway 99E between Salem and Oregon City.
- Expand service to: the following
 - Battle Creek/Strong Road to Fairview development areas (south Salem)
 - Skyline Road and 32nd Avenue (southwest Salem)

Long term

- Increase local coverage: Expand services to underserved areas of the Salem-Keizer region and emerging neighborhoods where projected development density supports fixed-route service. Expected areas include the following:
 - River Road South to Commercial Street near Candalaria Elementary School (south Salem)
 - Turner Road to Corban University (southeast Salem)
 - Fisher Road and Park Avenue (northeast Salem)
 - 32nd Avenue south of Kuebler Boulevard (south Salem)
 - Route 14 extension to Clear Lake Road and near Keizer Rapids Park (Keizer)
 - Extend Route 2 west on Glen Creek Road to expand into West Salem
- Implement new service to flexible transit zones or emerging neighborhoods: Depending on factors such as ridership, topography, land use, or other neighborhood characteristics, flexible service options may include bike- or scooter-share, TNC partnerships, or other pilot programs.

Bus stops and transit centers

Bus stops and transit centers are often a rider’s first contact with the transit system. Bus stops are Cherriot’s primary point of contact with the neighborhood and a public space that can enhance the sidewalks and streets. With an expanding network of service areas and service types, Cherriot’s will need an evolving set of options concerning bus stops and transit centers that will serve riders across the region. The amenities and design of each will influence the customer experience on a given route and the surrounding neighborhoods as it does today.

Bus stop typology

A typology or tiering system provides guidance on deploying bus stop and transit center amenities based on ridership, land use, topography, resources, or other characteristics of the service area to meet riders’ needs. Stops with transfers, with longer than average wait times, or that are near popular destinations such as senior centers or medical centers may need more amenities. The initial typology this section presents provides ways to design and deploy bus stops across the region.

Bus stop design guide

One way to formalize a bus stop typology is to adopt a formal transit stop design guide. Much like Cherriot’s Service Guidelines, a transit stop design guide could offer direction to staff and local jurisdictions about the type of bus stops and amenities considered for different local environments, vehicle designs, access and the ADA requirements, and rider needs. The design guide can help local jurisdictions develop and construct bus stops to support transit service, secure funding, and set expectations with partners to efficiently deploy resources across the service area.

Standard bus stop

All bus stops in the Cherriot’s system should follow standardized design principles to ensure access and convenience. Stops for local service should be spaced approximately every quarter mile., with a corresponding bus stop in the opposite direction (on streets with two-way travel).

Bus stops serving regional routes should be placed within the communities being served. Typically,

Figure 16: Bus stops

	 STOPS	 BENCH	 SHELTER	 SIMME SEAT	 WASTE RECEPTACLE
Local	697 share	124 18%	115 16%	9 1%	196 28%
Regional	72 share	25 35%	20 28%	0 0%	21 29%
Total	769	149	135	9	217

regional bus stops are placed at major destinations such as shopping centers, universities, and in the downtown core. Stops can also be placed at park and ride locations.

The placement of bus stops in relation to intersections can have an impact on both safety and on-time performance. In the design of standard bus stops, Cherriots prefers placing bus stops on the far side of intersections, which makes it easier and more efficient for buses to use traffic signal intervals to merge seamlessly back into the lane of travel.

Standard bus stop amenities

Amenities, such as benches and shelters, should be installed based on ridership in order to benefit the largest of number of riders. Special considerations may be given to stops where riders spend more time, such as important transfer locations. The minimum items that would be installed at all standard bus stops (local and regional) include bus stop signage and an ADA-accessible boarding location.

Stops with between 10 and 20 riders per day are excellent candidates for benches or the currently installed Simme-Seat products which attach directly to the bus stop sign pole.

Bus stops on local routes with over 20 boardings per day will be considered for shelter installation. On regional routes, bus stops with more than five boardings per day will be considered for shelters, on account of longer wait times.

Other amenities

- Bike racks are recommended at all bench and shelter bus stops where space allows. Bench bus stops should have one to two bike racks and shelter stops should have one to two-bike racks anchored to the concrete bus stop pad.
- There are no plans for ticket vending machines to be installed at select shelter bus stops at this time, but this could be evaluated in the future if ridership or passenger needs warrant it.
- Trash receptacles may be placed at standard bus stops upon request where noticeable amounts of trash have been reported and at the discretion of the service excellence team. Recycle bins may be offered at transit centers.
- Lighting is recommended for safety at all stops. If a bus stop does not have a lighted shelter and does not have a measured level of light as defined in the service guidelines, a motion activated, solar/battery-

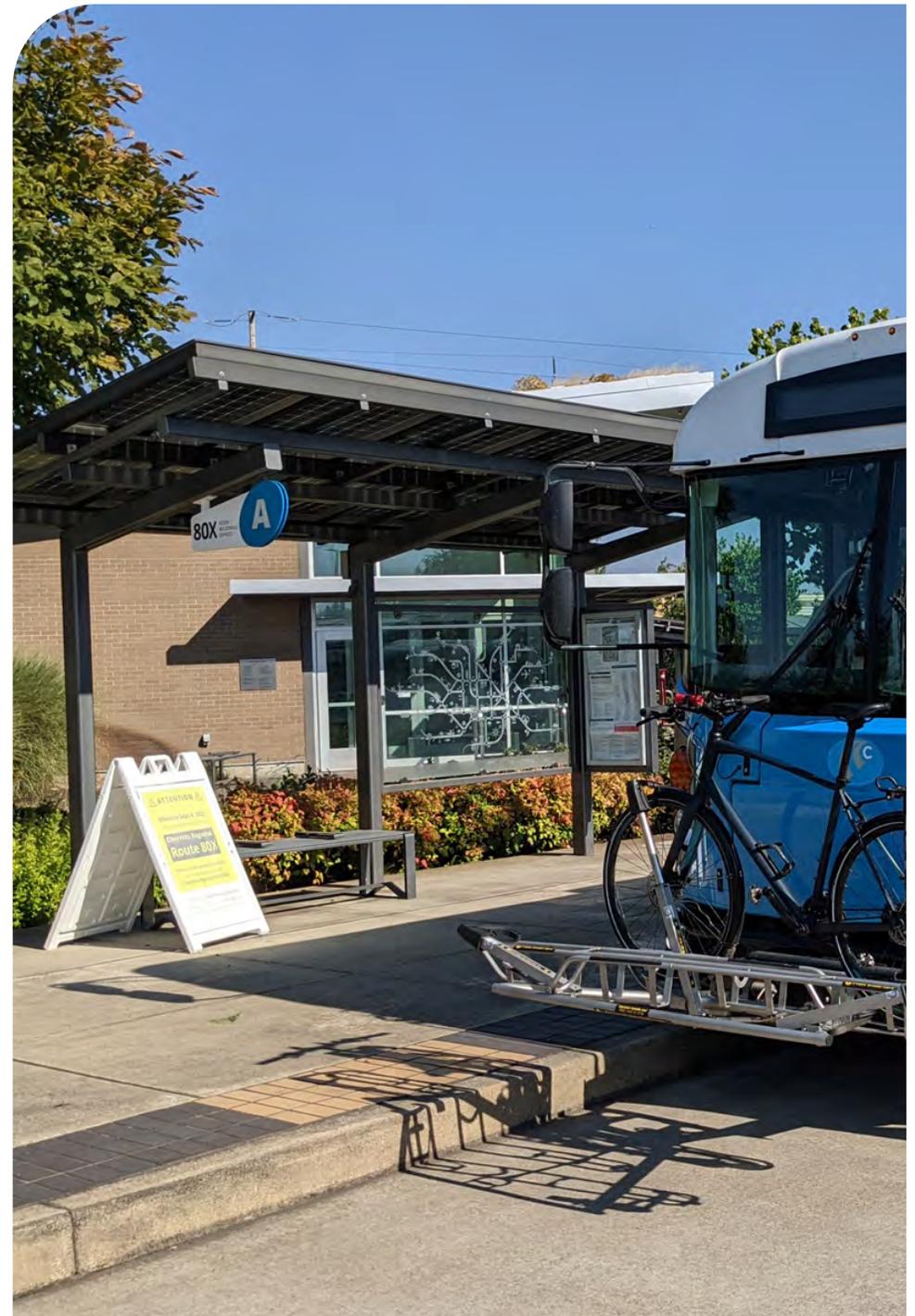




Table 8. Transit center and bus stop typologies

Bus stop types	Standard	Standard bench	Standard shelter	Super stop	Transit mobility hub	Transit center
Signage	●	●	●	●	●	●
Loading pad	●	●	●	●	●	●
Waiting pad		●	●	●	●	●
Bench/Simme-Seat		●	●	●	●	●
Shelter			●	●	●	●
Trash receptacles		Optional	●	●	●	●
Lighting	●	●	●	●	●	●
Digital messaging			Optional	●	●	●
Bike racks		●	●	●	●	●
Route information			●	●	●	●
Micro-mobility parking				Optional	●	●
Car share parking					●	●
On-route charging				Optional	●	●
Public restrooms						●
Layover lobby/desk						●
Employee breakroom						●
Security station						●
Shared retail						●
Park and ride						●

powered light-emitting diode fixture should be added to the shelter to provide a safe environment for riders and to help operators see riders. Cherriots can work with the local jurisdiction to provide lighting with a street light if a stop does not have a shelter.

Superstop bus stops

A superstop is envisioned as a larger bus stop that can accommodate more waiting riders, larger vehicles, and more than one vehicle at a time. Superstops are recommended for both local and regional routes, while the most common application is expected to be on the Core Network. Guidelines for superstops may include the following:

- Bus bays that allow staging of multiple buses
- Stops with two or more routes serving it where transfers regularly take place
- More than 40 boardings per day on average
- A location that meets transit mobility hub guidelines but lacks space at the site
- On-route electric vehicle chargers for SAMTD vehicles

Superstops would include all of the amenities in the standard bus stop with shelter, and the following:

- Large or multiple standard shelters installed on a bus stop concrete pad that includes all the previously listed items
- Sufficient space for two 40-foot buses or a 60-foot articulated bus
- (Optional) Micro-mobility parking for shared e-bikes and e-scooters

Transit mobility hub

A transit mobility hub is intended to provide enhanced access to multimodal travel options for passengers to access the transit system. Mobility hubs may be co-located with park and ride locations, urban centers, retail or employment centers, and within residential areas. These hubs provide locations for first and last mile multimodal transportation options including potential staging locations for the following transportation options:

- On-demand flexible transit
- Ride share and ride hailing (transportation network company and taxi pickups/drop-offs)
- Car share
- Bike/e-bike or scooter share docking

- Secure bicycle or other mobility device parking
- Package delivery lockers

Transit mobility hubs are intended to have more amenities than a bus stop, but fewer amenities than transit centers. Mobility hubs may have the following amenities:

- Bus bays that allow staging of multiple buses
- One shelter at each bus bay
- On-street dedicated loading zones that provide for on-demand microtransit and rideshare (space for up to two vehicles is recommended)
- Bike/e-bike and scooter share parking areas that include racks for locking the vehicles
- Dedicated car share parking spaces, with electric vehicle chargers at each parking space (space for three to five vehicles is initially recommended, with potential for expansion)
- A digital messaging sign at each bus bay displaying real-time arrival information
- On-route electric vehicle chargers for SAMTD vehicles

Transit center

Transit centers serve three or more local and regional routes and have multiple bus bays and shelters. Transit centers may have an awning that provides passenger protection for all bus bays instead of shelters. In addition to all previously listed requirements, transit centers should also include the following:

- Public restrooms
- Lobby for passengers
- Digital messaging signs at each bus bay
- A passenger information or service center with digital messaging display
- Employee breakroom and operations office
- Security staff and/or office
- Potential restaurant or retail space
- Park and ride options.

Table 8 summarizes transit amenities by each of the suggested bus stop types previously described.

Customer information and fares

By September 2023, Cherriots will introduce electronic fare payment (e-fare) using fare cards and a smartphone app. This new fare payment technology will be accompanied by an update to Cherriots fare structure, reducing Cherriots Regional fares to match Cherriots Local fares and allowing for fare capping, which limits the total fare paid by customers once they pay the fare equivalent of a daily, weekly, or monthly pass. Fare capping removes upfront cost barriers to purchasing passes, which may discourage or prevent low-income community members from using transit; it is projected to reduce the total cost of fares for most customers.

Electronic fare payment services will be provided by Cubic | Delerrock, which developed the Umo card (formerly known as Touchpass), which is currently the electronic fare payment vendor in Medford (Rogue Valley Transportation District), Bend (Cascades East Transit), and Eugene (Lane Transit District). In addition to fare payment, Umo's smartphone app offers customers multimodal journey planning, real-time travel information, and loyalty rewards. Transit apps and fare cards can also be used to store value for other pay-per-use transportation services, such as bike or scooter share, ride hailing (Uber, Lyft, and other app-based ride services), and parking.

Cherriots typically reviews fare structures every two years, although the COVID-19 pandemic delayed the most recent round of review. The fare review process completed in 2022 recommended simplifying the current fare structure by reducing Cherriots Regional fares to match Cherriots Local fares. Cherriots began a program in September 2022 to give free rides to youth ages 0 through 18 with the intention to make transit more affordable for low-income families and to get more youth to ride transit.

When customers swipe or tap their fare card or smartphone as they board the bus, their use of the system is recorded anonymously. This creates a data stream that can help Cherriots understand how the transit system is being used and adapt it to meet customer needs. The introduction of this technology, however, can also present privacy concerns for riders. Cherriots can undertake several actions to ensure that customer data is protected:

- Develop policies and procedures to keep customer data secure
- Develop and communicate clear policies on how customer data is used, who can access it and for what purposes, and how it is retained

- Anonymize and aggregate data that is collected to protect customer privacy and identities; for instance, with the future e-fare system Cherriots will be implementing, customer payment data are always tokenized. Administrative users of the system can be limited to reports containing only aggregated (summary) data, eliminating the chance they will see sensitive customer information.
- Ensure that customers can easily purchase fare cards in cash and use them without tying the cards to personally identifiable information, such as the customer's name and address; for instance, the future e-fare system will have account registration as optional and card users will have the option of using anonymous accounts. For registered users, only a username and password are required.

Strategy and actions

Short term

- Complete implementation of e-fare program, including actions to protect customer data.
- During the next fare review cycle, identify opportunities to expand reduced fares to other groups.
- Monitor the adoption of e-fare payment by seniors, people with disabilities, low-income riders, and ethnic minority riders.

Medium term

- Regularly review the potential effects of proposed changes to fares and fare payment technology from a Title VI perspective.
- Identify opportunities to reduce barriers to use of new trip planning and fare payment technologies for low-income riders.
- Look for opportunities to extend e-fare payment to new and existing services.

Long term

- Continue to explore new technologies that can make fare payment easier for customers and provide additional benefits to Cherriots.
- Leverage data collected from e-fare payment to inform service plan and fare updates.

Flexible mobility

As new transportation technologies become available, Cherriots can supplement its core local and regional fixed-route bus and paratransit services by taking on the role of mobility manager, forming partnerships to support flexible, shared, and on-demand transportation modes. These modes include micromobility (shared e-scooters and bikes), car share, on-demand transit, ride hailing, vanpools, and more. Customers can use flexible mobility to access Cherriots bus transit and to travel in areas that are not efficiently served by fixed-route transit, such as lower-density residential neighborhoods. As previously described, these modes can be integrated into transit mobility hubs by providing dedicated parking spaces, racks, and loading zones to facilitate transfers between these modes.

In its role as mobility manager, Cherriots can extend its e-fare payment and trip planning systems to shared micromobility, ride hailing, and car share use. Enabling customers to pay for all their travel using a single fare card or app makes transferring between modes easier and more welcoming for people who are new to using transit as well as seasoned transit users. Integrated trip planning and reservations for transit, bikeshare, and e-scooter share systems can likewise make transit and related modes more convenient.

As a mobility manager, Cherriots can determine how it will approach implementing shared micromobility. In a supporting role, Cherriots can partner with shared mobility operators to ensure that new modes are integrated into mobility hubs and transit centers, support integrated e-fare payment for transit and other modes, and work with the City of Salem to ensure that bicycle and scooter infrastructure provides safe and comfortable access to transit. In a leadership role, Cherriots would also secure funding, contract with vendors, and manage shared mobility programs. As it determines its future role, Cherriots can learn from bikeshare and e-scooter programs in Portland and Eugene, the shared e-scooter pilot currently operating in Monmouth, and past efforts to provide bikeshare in Salem. The recent closure of Salem's nonprofit bikeshare system, as well as the vendor issues experienced by Portland in their e-scooter pilot, underscore the importance of a strong public agency partner to the success of shared micromobility.

On-demand and flexible-route (flex) transit can supplement Cherriots core bus network, particularly in areas where ridership is too low to make frequent fixed-route service cost effective. Currently, Cherriots provides

flexible service for customers riding Route 45 in Polk County. Customers can request off-route pickups or drop-offs one day in advance by calling Cherriots Customer Service. This service could also be supported with app-based reservation and scheduling, potentially integrated with Cherriots e-fare payment and trip planning software.

Cherriots has tested on-demand transit service in the past, notably with the West Salem Connector pilot, which provided first- and last-mile connections to the West Salem Transit Center from 2015 to 2017. The on-demand booking and routing software was unreliable, resulting in poor on-time performance during the first six months of the pilot. Ultimately, on-demand service was not cost competitive with fixed-route service and was replaced with expanded fixed-route service within the West Salem neighborhoods.

This experience highlights some of the opportunities and challenges with on-demand and flexible route transit service. Booking and routing software have improved over the past decade, and customers increasingly use smartphones, both of which make on-demand transit easier to use. As Cherriots implements a new e-fare payment system, customers will also become more comfortable with fare cards and app-based payment and trip planning. However, on-demand transit typically generates higher costs per rider than fixed-route transit. To ensure that on-demand and flex-route service meet customer expectations and support system-wide performance, Cherriots should establish clear metrics for ridership and cost effectiveness along with performance standards to determine where innovative services are appropriate.

Strategy and actions

Short term

- Look for opportunities to use flexible mobility to provide first- and last-mile connections for riders who are traveling throughout the region.

Medium term

- Establish clear standards for the performance of on-demand and flex-route transit to guide future implementation.
- Incorporate flex routes, ride hailing partnerships, and expanded vanpools into scenarios during future updates of the Long Range Transit Plan.
- Look for opportunities to expand on-bus bicycle capacity as existing vehicles are replaced.
- Work with service providers to integrate new mobility options into Cherriots e-fare payment and trip planning systems.



Transportation options

Through its Transportation Options program, Cherriots provides information and resources to support the use of transit, vanpooling, carpooling, biking, and walking throughout Marion, Polk, and Yamhill Counties. The program has seen substantial shifts in the demand for its services over the past few years, and updates to Oregon's Employee Commute Options (ECO) rule will likely result in additional changes to how the program is funded and operated.

Prior to 2020, Transportation Options programs in Oregon typically focused on providing nine-to-five commuters with alternatives to driving alone. The COVID-19 pandemic spurred a rapid rise in telecommuting, and many office workers continue to work remotely; Cherriots staff expect that the pandemic will continue to affect how people get to work and the need for transportation options. This creates the opportunity to expand Transportation Options programs to new customers, including manufacturing and service workers, students, and seniors.

Cherriots can expand its Group Pass Program, which provides bulk transit passes at a discount to participating employers, to partner with housing developments, colleges, and universities. The Group Pass Program could potentially be expanded into a mobility wallet if Cherriots e-fare payment technology is integrated into other modes, such as ride hailing, taxis, e-scooters, and bikeshare. The City of Portland's neighborhood-based Transportation Wallet program is an example of how similar approaches have been tried in Oregon.

Oregon is currently updating the ECO rule to align with changes to transportation planning requirements that were developed during the Climate-Friendly and Equitable Communities (CFEC) rulemaking process. To comply with CFEC rules, cities and counties must address transportation options in the development of transportation system plans, making local jurisdictions even more important to Cherriots success in implementing its Transportation Options program. While the ECO rules update is still in progress, it is anticipated that funding, operations, and overall program priorities will shift in response. Cherriots staff have also been notified that state-level funding allocations for vanpools will change.

Cherriots is in the process of developing a Transportation Options strategic plan to address the needs of current program users and respond to changes in state regulations and funding streams. This plan will guide how Cherriots Transportation Options programs functions over the next several years. Potential strategies and actions for staff to consider when developing the plan are shared in the following subsections.

Strategy and actions

Near term

- Complete the Transportation Options strategic plan to ensure that it complies with updated ECO rules and meets the needs of travelers in Marion, Yamhill, and Polk Counties.
- Partner with new multifamily housing developments close to the Salem Downtown Transit Center to provide information and encouragement for walking, biking, carpooling, and transit use. Consider piloting a residential Group Pass Program with one or more new housing developments.
- Expand vanpool programming to manufacturing and agricultural employers.

Medium term

- Expand the Group Pass Program to partners in housing developments, colleges, and universities.
- Expand program activities to promote bicycle riding and provide training.
- Leverage alignment with local Climate Action Plans and business and community sustainability priorities to increase shared mobility options in the region.

Long term

- Regularly update the Transportation Options Strategic Plan to respond to changes in technology and how people travel.

Vehicles

Cherriots has committed to replacing its traditional, diesel-fueled fleet with zero-emissions vehicles, such as battery-electric buses, by 2040. Zero-emissions vehicles are integral to the Salem Climate Action Plan as the city plans to reduce overall greenhouse gas emissions by 50% by 2035, en route to becoming carbon neutral by 2050.

To meet Cherriots own goals and the goals listed in the Salem Climate Action Plan, Cherriots will need to replace the majority of its current fleet with zero-emission buses. The agency currently has 10 battery-electric buses, funded, in part, through the U.S. Department of Transportation's Low or No Emissions Grant Program, which provides funds for local authorities to purchase low or zero-emissions vehicles and accompanying infrastructure, such as depot and on-route chargers.

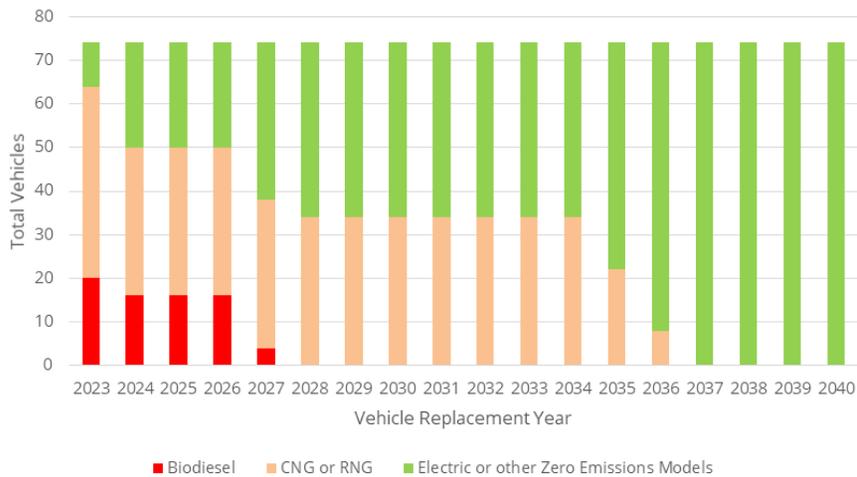


Figure 17. Cherriots fleet replacement timeline

Source: Cherriots Transit Asset Management Plan 2018; assumes 12-year useful life benchmark and all new vehicles are zero-emissions technology



All current biodiesel-fueled vehicles operating Cherriots fixed-route service are nearing the end of their useful lives (defined as 12 years in operation, or 500,000 miles). By 2027, all existing diesel buses will reach the end of their useful lives. By 2036, all of Cherriots current CNG models will also reach the end of their useful lives, allowing the agency to replace all existing biodiesel and CNG model buses with zero-emissions models before 2040. Figure 17 provides a timeline of when the existing fleet will reach the end of its useful life and when buses can be replaced with zero-emissions vehicles.

Cherriots will prioritize zero-emission buses throughout the Core Network. Electric vehicles will first be deployed on Route 11, traveling 12 miles between the Keizer Transit Center and the Marion County Correctional Facility. This route ensures that multiple historically disadvantaged neighborhoods benefit from the electric buses' reduced air and noise pollution.

Strategy and actions

Short term

- Replace the current biodiesel fleet with zero-emissions buses.
- Continue to expand capacity for electric vehicles and explore funding opportunities for zero-emission buses and charging infrastructure.

Medium term

- Replace all existing CNG and renewable natural gas (RNG) model buses, serving local routes, with zero-emissions models.
- Prioritize ongoing training for Cherriots maintenance and transportation staff to maintain and operate an increasingly zero-emissions fleet.
- Continue to expand capacity for electric buses through additional depot and on-route chargers.

Long term

- Investigate and study new opportunities as zero-emissions and other technologies advance and become more widely available.
- Cherriots will continue its focus on reducing emissions and improving the local environment by focusing on the following:
- Investing in battery-electric buses and electric infrastructure
- Continually pursuing new and innovative technologies that lower Cherriots reliance on fossil fuels.

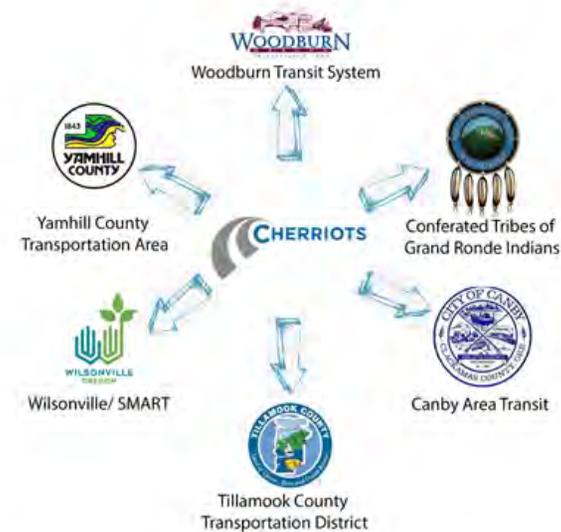
Chapter 4. Implementation

To deliver the strategies outlined in Chapter 3, Cherriotics will need to adapt as an organization to ensure it keeps pace with people’s transportation needs and remains a relevant part of the communities it serves. This chapter describes ways the organization will assess, grow, and maintain its role as a mobility provider in the Salem-Keizer region.

Agency coordination

Cherriotics relies on strong working relationships with agencies at all levels of government, businesses, educational institutions, and community- based organizations. These partnerships result in routes, infrastructure improvements, and ways to ensure Cherriotics connects with communities to create sustainable, resilient transportation.

- FTA: Cherriotics is funded partially through federal funds allocated by the FTA and aligns service with FTA standards.
- ODOT: In addition to federal and local funds, Cherriotics is funded partially through state funds allocated by ODOT and aligns service with ODOT standards.
- SKATS: Cherriotics works with SKATS as the federally designated metropolitan planning organization to incorporate public transportation projects and policies in regional planning and funding priorities.
- Salem and Keizer: Cherriotics works closely with the cities of Salem and Keizer to plan for and deliver transit and mobility services across the urban area.
- Health care providers: Many Cherriotics riders rely on public transportation to access their health care appointments and essential worker jobs. Cherriotics works with local health care providers to ensure service is accessible for their patients and employees.
- Businesses and institutions: Cherriotics considers employees and customers of local businesses and institutions such as hospitals and colleges in their planning processes to provide responsive transit services.
- Regional cities: Cherriotics Regional service exists based on continued partnership with cities around the region such as Silverton, Dallas, Wilsonville, and Monmouth.
- Transit providers: Cherriotics works with surrounding transit providers to assure services complement existing service.



Engaging communities

Cherriotics responds to changing transit needs with the public’s participation and confidence. Partners will be engaged during the needs assessment process to learn what diverse needs exist throughout the community. Cherriotics will continue to build positive relationships with organizations, individuals, neighborhoods, decision-makers, businesses, and others. Building public trust and building understanding of the value of Cherriotics is key to growing and delivering a robust public transit system. Cherriotics, as a taxpayer-funded special district, is committed to transparency and encourages public participation.

Public/Community engagement

Cherriotics engages the public through a combination of three different types of engagement: inform, consult, and involve. Figure 18 is a chart showing the goal and promise behind each of these three types of engagement, as defined by the International Association of Public Participation (IAP2).

The type of engagement used should be appropriate to the audience being approached and the strategy being presented. Cherriotics will evaluate which method, or combination of methods, to use as it works towards delivering the strategies described in Chapter 3.

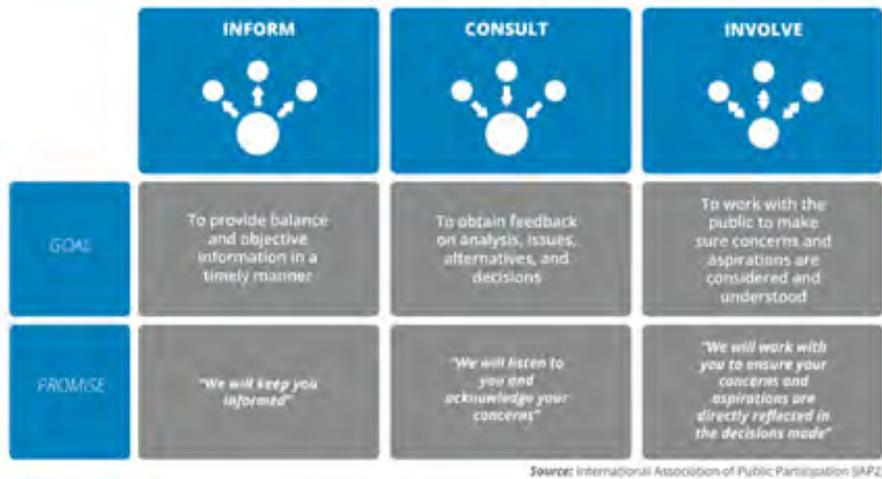


Figure 18. Goals and promises of the three types of engagement

Community partners

Partners are external organizations that work with Cherrriots to help advance opportunities and conditions for travelers to use alternatives to driving alone. These partners include the following:

- Civic groups
- Faith community
- Education
- City and council governments
- News media and bloggers
- Local business
- Neighborhood associations
- Transit agencies
- Social services and nonprofit organizations
- Latinx and other minority groups
- Local area tribes

Strategies for public engagement

Cherrriots staff will use a variety of strategies to engage the public during public engagement periods. The following list describes some strategies that have been successful in the past:

- Online: Email blast in Spanish and English to all subscribers, bilingual posts on Facebook and Twitter, and a feature element on the Cherrriots home page
- On buses: Bilingual bus ads, onboard announcements, and flyers on the buses
- At transit centers and bus stops: Monitors inside of the customer service lobby, and sandwich boards and monitor ads at the transit centers
- Events: Organizing open houses, workshops, and focus groups, and inviting riders and other members of the public to attend (and providing interpreters as needed). These are generally in-person events, but sometimes can be virtual meetings to increase accessibility.
- Promotion in the community: Bilingual flyers posted on neighborhood bulletin boards and at local businesses, notices on bus stops that could be affected, press releases, and interviews with the media
- Going directly to the public: Bilingual flyers posted on neighborhood bulletin boards and at local businesses, tabling at transit centers or large grocery stores with lots of customers (and providing interpreters as needed)

Cherrriots Diversity, Equity, and Inclusion plan

Cherrriots developed a sustainable Diversity, Equity, and Inclusion (DEI) Plan for 2021 to guide all facets of the District and its services. Cherrriots used program analysis, quantitative metrics, and community input to develop a road map for long-term DEI progress within the organization, including the following:

- Governance and community engagement
- Workforce development
- Contracting and procurement
- Service delivery
- Internal and external communications

Input from local community members and stakeholders was central and included a dedicated phone hotline, email, focus groups, virtual workshops, and other means. Parties responsible for initiating the listed DEI strategies and following through with efforts include the Cherrriots general manager, human resources manager, procurement staff, and communications staff. The governor-appointed board and the Citizens Advisory Committee will guide implementation and continuous improvement.

Funding

Additional funding can continue to support Cherriots in transforming the region’s mobility and achieve the strategies presented in this plan. A variety of funding sources will allow for Cherriots to be eligible for a wider span of projects by allowing them to pursue capital and operations activities according to each funding source’s restrictions.

Table 9. Potential revenue sources

Funding	Description
<i>Local and State Funding</i>	
State Transportation Investment Fund (STIF)	This ODOT program aims to increase equity and affordability by supporting reduced-fare programs, expanded service coverage, and increase service frequency to low-income neighborhoods. This program will be combined with the Special Transportation Fund on July 1, 2023 and will maintain or increase funding for seniors and people with disabilities.
State Transportation Improvement Program (STIP) Enhance Program	Provides funding to projects that enhance, expand, or improve the transportation system. Local match is typically 20% and may vary.
ConnectOregon	Lottery-backed bond that supports multimodal transportation, including rail, marine, aviation, bicycle, and pedestrian infrastructure. Local match is 30% and may vary.
Employer payroll tax	Progressive tax imposed on employer. As of January 1, 2022, TriMet has an annual tax rate of 0.7937% and Lane Transit District (LTD) has an annual tax rate of 0.77%. LTD will increase the tax rate by 0.01 points each year, capping at 0.80% at 2025. As an example, the combined annual payroll for Marion County in 2020 was \$5.5 billion. A countywide payroll tax of 0.50% would yield \$17 million in 2022 dollars, or 43% of Cherriots 2020 revenues.
Public-private Partnerships	Mutually beneficial agreement between public and private entities. Examples include mixed-use development, transit centers, or added service on routes with direct public benefits.

Funding	Description
<i>Federal Programs</i>	
FTA 5307 Urbanized Area Formula Grants	The primary operations funding source for Cherriots Local in the Salem-Keizer urbanized area. Resources available for transportation-related operations, capital, and planning activities.
FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities	Provides transportation services for older adults and people with disabilities. Local match is 20% for capital projects and 50% operating funds.
FTA 5311 Formula Grants for Rural Areas	Capital, planning, and operations assistance supporting public transportation in communities with populations less than 50,000. Supports Cherriots Regional routes.
FTA 5339 Buses and Bus Facilities Grants Program	Funds can be used to replace, rehabilitate, and purchase transit vehicles and related equipment. Local match is 20% capital.
FTA 5309	Capital funding for Cherriots urbanized area. Provides capital assistance for modernization of existing infrastructure, new and replacement buses and facilities, and transit guideway facilities.
FTA 5304 Planning	Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states.

The Infrastructure Investment and Jobs Act authorizes \$1.2 trillion in funding for transportation and infrastructure. There are several grant programs eligible for funding under this law, including Infrastructure for Rebuilding America, National Infrastructure Project Assistance, and Safe Streets and Roads for All. Funds may be available at federal, state, or local levels with or without formal grant solicitation processes.





Prepared by

Jacobs

Portland, Oregon 2022
with Fehr and Peers and JLA Public Involvement

For more information visit our project website:

www.cherriots.org/projects/Long Range Transit Plan



Salem Area Mass Transit District
BOARD OF DIRECTORS MEETING

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

October 27, 2022

Index of Board Actions

<u>Action</u>	<u>Page</u>
Moved to approve the Consent Calendar:	3
1. <u>Approval of Minutes</u>	
a. September 22, 2022 Work Session	
b. September 22 2022 Board of Directors Meeting	
c. September 22, 2022 Executive Session (ORS 192.660(2))	
Authorize the General Manager to execute a contract for NEPA Design & Engineering for South Salem Transit Center Mobility Hub? PULLED	3
Moved to authorize the General Manager to execute a contract with Mott MacDonald, LLC, for the provision of general engineering services, for a not to exceed amount of \$233,750, which includes a contingency of approximately 30%.	3-4
Moved to authorize the General Manager to execute a contract with Gillig LLC for the purchase of an automatic inductive charging station for use at Keizer Transit Center for an amount not to exceed \$311,000.	4
Citizen members of the Budget Committee will be polled to see which options work for them; and the Board will take action at the November 15th meeting after the poll.	4
Moved to approve Amendment #1 to Contract No. 21-034 for an amount not to exceed \$246,277.	5

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



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

PRESENT: Board: President Ian Davidson; Directors Maria Hinojos Pressey, Sara Duncan;
Virtually: Directors Sadie Carney and Bill Holmstrom.

ABSENT: Directors Chi Nguyen and Ramiro Navarro Jr.

Staff: Allan Pollock, General Manager; David Trimble, Deputy General Manager;
Denise LaRue, Chief Financial Officer; Christina Conner, Chief Human Resources
Officer; Patricia Feeny, Director of Communication; Tom Dietz, Director of
Operations; Steve Dickey, Director of Technology & Program Management;
Johnny Cordova, Network Administrator; Linda Galeazzi, Executive Assistant;
and Sara Sayles, SAMTD Legal Counsel

GUESTS: Arla Miller, Regional Transit Coordinator, ODOT Public Transportation Division

MINUTES

CALL TO ORDER

6:30 PM

- A. President Ian Davidson called the meeting to order. Attendance was noted with a quorum of five members present.

For the Safety Moment, GM Pollock said that October was fire safety month so when looking at your workplace one important thing you can do is to eliminate clutter; otherwise it can become a fuel source. There should be designated smoking areas, have fire extinguishers, and provide training so that employees know how to correctly use fire extinguishers for that time they are needed. Make sure that you have waste control to limit the accumulation of combustible materials. Also make sure that people know where the exits are and that they are well identified. Have employees contact information so when you do assemble, you know you may or may not be there. A quick way to remember if a fire occurs in your workplace is don't panic but *ACT* - Assess the situation; Choose the best action and Take action.

ANNOUNCEMENTS AND CHANGES TO THE AGENDA

- B. President Davidson announced that Action Item No. G.1 to execute a contract for NEPA design and engineering for the South Salem Transit Center mobility hub has been pulled and will be brought to the November 17 board meeting.

PRESENTATION

- C. None



PUBLIC COMMENT

D. No written or verbal comments

CONSENT CALENDAR

E. Shall the Board approve the Consent Calendar?

Presenter: President Davidson

Staff Report: Pages 1-16 of the agenda

Approval of Minutes

d. September 22, 2022 Work Session

e. September 22 2022 Board of Directors Meeting

f. September 22, 2022 Executive Session (ORS 192.660(2))

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

Motion By: **Director Maria Hinojos Pressey**

Second: **Director Sara Duncan**

Vote: **Motion passed: Carney, Davidson, Duncan, Hinojos Pressey, Holmstrom**

Absent: **Directors Navarro and Nguyen**

ITEMS DEFERRED FROM THE CONSENT CALENDAR

F. No items were deferred from the Consent Calendar

ACTION ITEMS

G.1 Shall the Board authorize the General Manager to execute a contract for NEPA Design & Engineering for South Salem Transit Center Mobility Hub?

PULLED FROM THE AGENDA AND MOVED TO NOVEMBER 17 MEETING

Staff Report: Pages 27-28 of the agenda

G.2 Shall the Board authorize the General Manager to execute a contract with Mott MacDonald, LLC, for the provision of general engineering services, for a not to exceed amount of \$233,750, which includes a contingency of approximately 30%?

Presenter: Steve Dickey, Director of Technology & Program Management

Staff Report: Pages 19-20 of the agenda

Division Director Dickey reported from his staff report that the term of the contract is for an initial three years, with four one year extension options; for up to a total of seven years. Time was given for questions and answers prior to the board vote.

Motion: **Moved to authorize the General Manager to execute a contract with Mott MacDonald, LLC, for the provision of general engineering services, for a not to exceed amount of \$233,750, which includes a contingency of approximately 30%.**

Motion By: **Director Sadie Carney**



Second: Director Maria Hinojos Pressey
Vote: Motion passed: Carney, Davidson, Duncan, Hinojos Pressey, Holmstrom
Absent: Directors Navarro and Nguyen

G.3 Shall the Board authorize the General Manager to execute a contract with Gillig LLC for the purchase of an automatic inductive charging station for use at Keizer Transit Center for an amount not to exceed \$311,000?

Presenter: Gregg Thompson, Maintenance Manager

Staff Report: Pages 21-23 of the agenda

Maintenance Manager Thompson reported from his staff report that a total of three (3) on-route chargers will be installed at Keizer Transit Center to support the charging of Route 11 and future battery electric bus expansion. Time was given for questions and answer before the board vote.

Motion: Moved to authorize the General Manager to execute a contract with Gillig LLC for the purchase of an automatic inductive charger for use at Keizer Transit Center for an amount not to exceed \$311,000.

Motion By: Director Sara Duncan

Second: Director Sadie Carney

Vote: Motion passed: Carney, Davidson, Duncan, Hinojos Pressey, Holmstrom

Absent: Directors Navarro and Nguyen

G.4 Shall the Board choose Option A or Option B when adopting the proposed Budget Calendar for the FY2023-24 budget preparation?

Presenter: Denise LaRue, Chief Financial Officer

Staff Report: Pages 23-26 of the agenda

CFO LaRue reported that Option A would schedule the Budget Meetings on Thursday, May 4, 2023, May 11, 2023, and May 18, 2023, with the last two meetings only being held if necessary. Option B would consolidate the meetings into one week, with the Budget Meetings being on Tuesday, May 2, 2023, Wednesday, May 3, 2023, and Thursday May 4, 2023, with the last two meetings only being held if necessary.

Director Carney requested that the citizen members of the Budget Committee be polled to see which options work for them. Then bring the options for the Budget Calendar back to the November 17th meeting for a vote after the poll.

G.5 Shall the Board approve Amendment #1 for Contract No. 21-034 Strategic Planning Management Consulting Services?

Presenter: Allan Pollock, General Manager

Staff Report: Pages 19-20 of the agenda



GM Pollock reported that in the original contract under *Task 6: Performance Scorecards*, there was an option provided for follow up tasks for the implementation of the performance management structure, and support for a one-year period. The District is desirous of exercising this option. Time was given for questions and answers prior to the board vote.

Motion: Moved to approve Amendment #1 to Contract No. 21-034 for an amount not to exceed \$246,277.
Motion By: Director Sara Duncan
Second: Director Maria Hinojos Pressey
Vote: Motion passed: Carney, Davidson, Duncan, Hinojos Pressey, Holmstrom
Absent: Directors Navarro and Nguyen

INFORMATION ITEMS

H.1 Annual Performance Report 7:10 PM

Staff Report: Pages 29-56 in the agenda and a PowerPoint presentation

Presenter: Chris French, Service Planning Manager

The annual performance report provided a report on total and average revenue hours, revenue miles, and boardings data from the Cherriots system during Fiscal Year 2022, compared the performance of the Cherriots system with the previous fiscal year, and offered insight that is used by staff to develop future service plans. Time was given for questions and answers.

H.2 First Quarter Strategic Plan Report 7:28 PM

Staff Report: Pages 57-64 in the agenda and a PowerPoint presentation

Presenter: Bobbi Kidd, Strategic Planning Administrator

Bobbi Kidd summarized the progress achieved in the first quarter of the Strategic Plan on *Organizational Tactics* identified in the work plan. All of the *Tactics* are aligned with the District’s four success outcomes as shown in the PowerPoint presentation. Of note, the FY23 Strategic Plan is being rolled out to all Cherriots team members; Division *Tactics* are underway and the Cherriots *TransDASH* dashboard is being developed to report on the agency’s key performance indicators (KPIs) and progress. The rollout to Team Cherriots will be complete in the second quarter. Data will be uploaded to *TransDASH* on the Cherriots website in January. Time was given for questions and answers.

GENERAL MANAGERS REPORT 7:40 PM

I.1 GM Pollock reported on the APTA Annual Conference that he and President Davidson, and several staff attended in Seattle, Washington. They were able to meet with industry peers. GM Pollock attended the board meeting, and multiple committee meetings along with other Cherriots staff. According to APTA, this was their largest attendance at the TRANSform Conference. In other news, GM Pollock said the YMCA hosted a fundraising



luncheon earlier today. Cherriotics sponsored a table and were also featured in their promotional video. He met with CFM staff to begin work on staff's portion of the legislative agenda, and in January, the Board will review and take action on both the state and federal legislative agendas for the District. He reminded everyone that the Board meetings in November and December will be on the third Thursdays due to the holidays. He noted that total youth ridership from September 4th to last Saturday from 2021 to 2022 increased by 82% for that six week period.

BOARD OF DIRECTORS REPORTS

7:44 PM

- J.1 Subdistrict #1: no report
Subdistrict #2: no report

Subdistrict #3: Director Carney reported on the September and October SKATS Policy Committee meetings. She gave an example from the SKATS September meeting regarding the City of Salem's pedestrian improvement project when it was necessary to narrow the scope because of higher costs. For this scenario, she asked if it would still align with the Board's priorities for her to support this reduction or recommend that they take the reduction from somewhere else. These kinds of issues come up at SKATS and it would be helpful to have guidance from the Board because it can be a rather complex issue with projects that sometimes change. In other news, SKATS needs to submit a congestion management plan to the FTA. She didn't think the way congestion is currently measured at a local level were overall effective and she requested that they review it a year from now. SKATS is also in the public outreach process for the Metropolitan Transportation Plan. There is an online map where you can read about the plan and submit comments. At the October meeting, she said the Technical Advisory Committee submitted an ambitious list of projects. It was nice to see pedestrian and bike improvements called out specifically. They are also hearing again and again about the cost increases on currently scoped projects and in some cases bid projects. ODOT has given them permission to borrow against their agency's future funds to ensure completion of projects that are happening right now. She doesn't have a sense for what the long term financial implications of our current inflation and cost increases will play out on a longer term scale but she will continue to pass along the information she receives as she gets it.

Subdistrict #4: Director Hinojos Pressey reported on the Citizens Advisory Committee meeting. Sue Coffin was voted in by the Board as the committee's newest member. Planning staff gave a quarterly performance and ridership report; and a report on the long range transportation plan project; and the emergency management staff gave a briefing on their disaster recovery plan. The committee extended half of the terms of



membership by one year to create a smoother transition of members going on and off the committee. Work plan assignments were also addressed. Director Hinojos Pressey thought it was really great for the committee to interact with so many of the executive leadership to get to know them better.

Subdistrict #6: Director Duncan said that she did not have a report for this month. She started a new job which has taken up much of her time. Director Duncan encouraged people to go out and vote.

Subdistrict #7: President Davidson welcomed Director Holmstrom to the Board and asked him to provide some comments if he liked. Director Holmstrom said he attended his neighborhood association meeting where he resigned his position on that Board when he joined the Cherrlots Board. He was glad to be on the Cherrlots board and will share more about transit issues as they came up.

Subdistrict #5: President Davidson reported on the October MWACT meeting. There was discussion on the Center Street bridge retrofit. He spoke about the innovative mobility program created by ODOT which will be funded by the IJJA grant. It is geared toward non-profits working with disadvantaged communities, but public transit agencies can apply. He also shared about a session he attended at the APTA conference about hydrogen buses. He left the meeting thinking that the District needed to do a pilot on the use of hydrogen buses. His interest is in green hydrogen which comes from renewable electricity resources but they can have a discussion on the merits of each. He was also intrigued by bike racks at the vendor fair that could hold three bikes up to 75 pounds.

ADJOURN

K.1 The board meeting was adjourned.

8:07 pm

Respectfully Submitted

Ian Davidson, President



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

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

MINUTES

BOARD Present:	President Ian Davidson; and Directors Maria Hinojos Pressey, Sarah Duncan, Bill Holmstrom (virtual), and Sadie Carney (virtual)
Absent:	Directors Ramiro Navarro Jr and Chi Nguyen
STAFF	Allan Pollock, General Manager; David Trimble, Deputy General Manager; Christina Conner, Chief Human Resources Officer; Denise LaRue, Chief Financial Officer; Steve Dickey, Director of Technology & Program Management; Tom Dietz, Director of Operations; Patricia Feeny, Director of Communication; Johnny Cordova, Network Administrator; Ben Sawyer, Contracted Services Manager; Bobbi Kidd, Strategic Planning Administrator; Chris French, Service Planning Manager; and Linda Galeazzi, Executive Assistant
GUESTS	Arla Miller, Regional Transit Coordinator, ODOT Public Transportation Division

1. CALL TO ORDER 5:47 PM

President Ian Davidson called the work session to order at 5:47 p.m. A quorum was present.

2. PRESENTATION – None

3. DISCUSSION

A. Triennial Review Briefing

Staff report: Pages 3-7 of the agenda packet

Presenter: Denise LaRue, Director of Finance
 Allan Pollock, General Manager

It was reported that Milligan Consulting was hired by the FTA to complete the audit virtually. The Triennial included a review of the District’s compliance in 23 areas. The audit process began in January 2022 with the official notification of the audit and a long list of required information to submit. The District was notified that there would be an enhanced review module of Procurement due to challenges in previous reviews where the FTA determines it is an area that needs additional focus. The reviewers were pleased that the corrective actions put in place four years ago, were still in place; and the District

did not have any findings in Procurement through this Triennial Audit. This was a very significant accomplishment. The District has until the deadline of November 21, 2022 to respond with corrective action to three areas – Disadvantaged Business Enterprise, Equal Employment Opportunity, and the District’s Drug and Alcohol Program. Staff has already submitted corrective actions to make sure that all of the actions are addressed and accepted prior to the deadline. Steps are also being taken to ensure success in future Triennial Audits by reviewing the Contractor’s Manual from the FTA that is published yearly. Staff is also seeking additional training to increase their internal knowledge base, and use their experience to strengthen policies, procedures and reporting to remain compliant with FTA Guidelines. The Summary of Finding were listed on pages 5-7.

Follow-up: Board members would like to see the report when it is done. For questions about the issues that staff is working on to resolve, GM Pollock will provide a response when there is resolution. He said some of the reviewed areas take time to resolve and consistency to get it right.

Review of 2021 Board Priorities and Principles

Staff report: Pages 9-10 of the agenda packet.

Presenter: Allan Pollock, General Manager

Since the Board adopted a revised Strategic Plan at their August 25, 2022 meeting, GM Pollock said it was a good time to review the Board’s current priorities and principles to determine if they should be modified.

Follow-up: If there are modifications to the document, staff will bring the proposed revisions to the December board meeting for adoption.

4. GENERAL MANAGER COMMENTS

Staff report: Pages 11-14 of the agenda packet

Presenter: Allan Pollock, General Manager

Upcoming agenda items and the board calendar were available for the Board’s review.

5. WORK SESSION ADJOURNED

Submitted by:

Linda Galeazzi, CMC

Executive Assistant/Clerk of the Board



Salem Area Mass Transit District
Board of Directors

~ EXECUTIVE SESSION ~

Thursday, October 27, 2022

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

<https://cherriots->

[org.zoomgov.com/j/1607166496?pwd=VUNwa0xaR0UwU1Q1ZGNsZUE1aFQwZz09](https://cherriots-)

Meeting ID: 160 716 6496 Passcode: 857281

MINUTES

No information shall be disclosed by the Board, staff or media present in executive session except to state the general subject of the session pursuant to ORS 192.660(4)

MEETING CALLED TO ORDER - 5:30 PM ADJOURNED - 5:45 PM

PRESENT:

Board

- X President Ian Davidson
- O Director Chi Nguyen
- X Director Maria Hinojos Pressey
- X Director Sara Duncan
- X Director Sadie Carney (virtual)
- O Director Ramiro Navarro Jr.
- X Director Bill Holmstrom (virtual)

Staff

- X Allan Pollock, General Manager
- X David Trimble, Deputy General Manager
- X Tom Dietz, Director of Transportation
- X Christina Conner, Chief Human Resource Officer
- X Sara Sayles, SAMTD Legal Counsel
- X Luke W. Reese, SAMTD Litigation Counsel

UNDER THE AUTHORITY OF:

192.660(2)(h) Consult with legal counsel concerning the legal rights and duties of the District with regard to current litigation or litigation likely to be filed pursuant to ORS 192.660(2)(h);

DISCUSSION:

[Redacted signature area]

Signature



BOARD MEETING MEMO

Agenda Item E.2.a

To: Board of Directors

From: Ben Sawyer, Contracted Services Manager
Tom Dietz, Director of Operations

Thru: Allan Pollock, General Manager

Date: November 17, 2022

Subject: Contracted Services Fuel Card Services

ISSUE

Shall the Board authorize the General Manager to increase the contract amount to \$2,130,545?

BACKGROUND AND FINDINGS

Cherriots Contracted Services (LIFT, Regional and Shop & Ride) purchase fuel under a contract with *PetroCard*, a card lock fuel company with multiple locations throughout the region. The original contract term was for two years (07/01/2019 – 06/30/2021) with three option years (07/01/2021 – 06/30/2024). The first option year (07/01/2021 – 06/30/2022) was exercised. The contract has two option years remaining.

FINANCIAL IMPACT

The expenses associated with this contract are accounted for in the approved FY 2022-2023 budget. The original contract approval was for \$1,300,000. The first three years used a total of \$1,140,045 of those funds, with \$159,955 remaining. The additional funding request is necessary due to the significant increase of fuel cost that were not anticipated at the execution of the original contract. The expected use under this extension is \$990,500. This extension will exceed the initial approved contract cost by \$830,545. This increase is expected to cover expected costs for Option Year 2 and Option Year 3 if we decide to exercise the third option year.

RECOMMENDATION

Staff recommends the Board authorize the General Manager to increase the contract amount to \$2,130,545.

PROPOSED MOTION

I move that the Board authorize the General Manager to increase the contract with Petrocard for a not to exceed amount of \$2,130,545.



To: Board of Directors

From: Linda Galeazzi, Executive Assistant

Thru: Allan Pollock, General Manager

Date: November 17, 2022

Subject: Budget Committee Citizen Member Appointments

ISSUE

Shall the Board reappoint two citizen members representing Subdistrict #3 and Subdistrict #5 to the Budget Committee for a three year term from July 1, 2022 to June 30, 2025?

BACKGROUND AND FINDINGS

There are two citizen member vacancies on the Budget Committee representing Subdistricts #3 and #5 due to their terms ending on June 30, 2022. District Bylaws provide for filling vacancies on the committee at the discretion of the Board as follows:

- a. A qualified Elector must be a registered voter, 18 years of age or older who resides within the District boundaries, preferably within the subdistrict to be appointed to.
- b. The board member representing the subdistrict of the vacancy may recommend to the board, the appointment of a qualified elector. The board then moves to accept or reject that appointment; or
- c. The board member representing the subdistrict of the vacancy may call for applications for the citizen member position(s) on the budget committee.

Kathy Lincoln filled an unexpired term as a citizen member for Subdistrict #3 from December 2020 to June 30, 2022. She has lived in Keizer for 32 years and is a registered voter. She served on the SAMTD Board of Directors from 2014 to 2018; and as Chair of the Budget Committee in 2021 and 2022. Kathy Lincoln stated in her application that Cherriots is a valuable community asset that she wants to support.

She said it is critical to develop our public transportation system to offer people a reliable option to single occupancy vehicles.

Carl Garner from Subdistrict #5 has served on the budget committee since November 23, 2019. He is a registered voter and has been a resident of Salem for 29 years. In his application, Carl Garner stated that he wanted to give back to his community in new ways and use his knowledge and abilities in positive ways.

Completed applications for both candidates are on file.

FINANCIAL IMPACT

There is no financial impact to these appointments.

RECOMMENDATION

Director Carney recommends that the board reappoint Kathy Lincoln to the Budget Committee as a citizen member representing Subdistrict #3 for a three year term that ends June 30, 2025.

President Davidson recommends that the board reappoint Carl Garner to the Budget Committee as a citizen member representing Subdistrict #5 for a three year term that ends June 30, 2025.

PROPOSED MOTION

I move that the Board reappoint Kathy Lincoln and Carl Garner as citizen members of the District's budget committee for three year terms that end June 30, 2025.



Salem Area Mass Transit District
BUDGET COMMITTEE
November 17, 2022

BOARD MEMBERS

CITIZEN MEMBERS

SUBDISTRICT #1

CHI NGUYEN

- Term Ends 06/30/23*

VACANT [STEVE EVANS]

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

SUBDISTRICT #2

RAMIRO NAVARRO JR

- Term Expires 06/30/25

ANDREW HICKEY

- Appointed 01/27/22; Expires 06/30/24

SUBDISTRICT #3

SADIE K. CARNEY

- Term Expires 06/30/23

KATHY LINCOLN

- Appointed 12/17/20*; Expires 06/30/25

SUBDISTRICT #4

MARIA HINOJOS PRESSEY

- Term Expires 06/30/25

VACANT [BILL HOLMSTROM]

- Appointed 09/27/09; Expires 06/30/24*

SUBDISTRICT #5

IAN T. DAVIDSON

- Term Expires 06/30/23

CARL F. GARNER

- Appointed 12/12/19; Expires 06/30/25

SUBDISTRICT #6

SARA DUNCAN

- Term Expires 06/30/25

ASHLEY CARSON COTTINGHAM

- Appointed 12/17/20; Expires 06/30/23

SUBDISTRICT #7

BILL HOLMSTROM

- Term Ends 06/30/23*

SHERONNE BLASI

- Reappointed 12/17/20; Expires 06/30/23

BUDGET OFFICER

ALLAN POLLOCK, General Manager/CEO

Phone: (503) 588-2424 | Fax: (503) 566-3933

Email: allan.pollock@cherriotics.org

DENISE LA RUE, Director of Finance/CFO

Phone: (503) 588-2424 | Fax: (503)361-7542

Email: denise.larue@cherriotics.org

Budget Committee Email: publictestimony@cherriotics.org

***unexpired term**



To: Board of Directors

From: Ben Sawyer, Contracted Services Manager
Tom Dietz, Director of Operations

Thru: Allan Pollock, General Manager

Date: November 17, 2022

Subject: Demand Response Mobility Software Contract Award

ISSUE

Shall the Board authorize the General Manager to enter into a contract with VIA Mobility, LLC, for the delivery of a demand response software management tool and approve a project budget of \$1,595,000?

BACKGROUND AND FINDINGS

Cherriots currently operates contracted services using software from RouteMatch. This software is obsolete, and is no longer supported by RouteMatch. As a company, RouteMatch, was acquired by Uber in 2020, and recently was sold to TripSpark. These sales have impacted our ability to find solutions within the company to correct the multitude of errors the program generates daily.

It was determined that the replacement software should be fully automated, providing for real-time and batch order taking, and scheduling and dispatching of paratransit transportation trips. It would be based on an open architecture and integrated with Automatic Vehicle Locator (AVL) and MDT/tablet technology. The software will include an IVR messaging system that automatically notifies passengers about upcoming trips, which allows the passenger to confirm or cancel. The software will perform route optimization functions based on real street network data, and the ability to provide route and turn-by-turn driving directions. Complete training shall be provided by the contractor to all SAMTD and contracted staff members; so as to train them to full proficiency in use of the software and hardware, as part of this project.

In August of 2022, a Request for Proposal (RFP) was set to identify a vendor to provide a turn-key demand response software management solution, which would replace the current RouteMatch software.

The RFP closed October of 2022, and through the competitive bid process, five (5) responses were received, scored, and refined down to two (2) vendors. From the two (2) finalists, the Source Evaluation Committee (SEC) scored VIA Mobility, LLC as the best value for the District. The table below shows the final scoring.

VIA Mobility	A (20)	B (30)	C (30)	D (20)	Total
Evaluator 1	19	29	29	11	88
Evaluator 2	20	29	29	11	89
Evaluator 3	20	28	28	11	87
Evaluator 4	19	29	28	11	87
Evaluator 5	20	30	30	11	91
Totals	19.6	29.0	28.8	11.0	88.40
Spare Labs	A (20)	B (30)	C (30)	D (20)	Total
Evaluator	18	29	29	20	96
Evaluator	15	25	25	20	85
Evaluator	19	25	24	20	88
Evaluator	14	23	22	20	79
Evaluator	19	28	26	20	93
Totals	17.0	26.0	25.2	20.0	88.20

The contract will be for a period of three (3) base years with an additional four (4) one-year option periods.

FINANCIAL IMPACT

The current year expenses associated with this contract are accounted for in the approved FY 2022-2023 capital budget. The initial project budget was set at \$462,500. The proposals all came in over that budget for the total seven-year period (includes all four option periods). The contract amount is \$1,595,000 for the software installation, licensing fees, maintenance, and hardware installation. The first year of the contract is \$267,410 for software installation and a 10% contingency. The charges for software licensing and maintenance, at a cost of \$223,500 per year (in years 2-7), will be budgeted for, in each of the coming fiscal years, as an operating expense.

The cost breakdown is shown in the table below. There are funds available to cover contingencies should they be needed.

Contract Year	5307 Funds	General Funds
1	\$ 213,928 (20% local match)	\$ 53,482
2	\$ 0	\$ 221,656
3	\$ 0	\$ 221,656
4	\$ 0	\$ 221,656
5	\$ 0	\$ 221,656
6	\$ 0	\$ 221,656
7	\$ 0	\$ 221,656
Total Cost		\$ 1,595,000

RECOMMENDATION

Staff recommends the Board authorize the General Manager to enter into a contract with VIA Mobility, LLC, for the delivery of a demand response software management tool and approve a multi-year contract to include the base term and all option years, for a combined contract total of \$1,595,000.

PROPOSED MOTION

I move that the Board authorize the General Manager to enter into a contract with VIA Mobility, LLC, for the delivery of a demand response software management tool and approve a multi-year contract to include the base term and all option years, for a combined contract total of \$1,595,000.



To: Board of Directors

From: Denise LaRue, Chief Financial Officer

Thru: Allan Pollock, General Manager

Date: November 17, 2022

Subject: Adopt the FY 2023-24 Budget Calendar

ISSUE

Shall the Board choose Option A or Option B when adopting the proposed Budget Calendar for the FY2023-24 budget preparation?

BACKGROUND AND FINDINGS

Pursuant to Oregon Budget Law, the FY2023-24 budget must be adopted by the Board no later than June 30, 2023, in order for the District to continue to operate.

As required under Oregon Budget Law, the Board selects a budget committee to review and approve a proposed budget. Prior to the first Budget Committee meeting, a notice of the meeting must be published twice between 10 and 30 days before the meeting, separated by at least five days.

Orientation for new Budget Committee members may be scheduled during the month of April by notifying the General Manager or Executive Assistant. Finance staff will then set up mutually convenient meeting date(s) and time(s) to cover the basic duties of the committee.

Two (2) options for the Budget Committee Meetings were presented to the Board at their October 27, 2022 meeting -

1. Option **A** would schedule the Budget Meetings for Thursday, May 4, 2023, Thursday, May 11, 2023, and May 18, 2023, with the last 2 meetings only being held if necessary.
2. Option **B** would consolidate the meetings into one week, with the Budget Meetings being on Tuesday, May 2, 2023, Wednesday, May 3, 2023, and Thursday May 4, 2023, with the last 2 meetings only being held if necessary.

At the October 27th meeting the Board asked staff to poll the citizen members on the Budget Committee to find out which option they preferred and bring the matter to the November Board meeting for action.

Currently, there are two citizen member vacancies on the Budget Committee, so that five citizen members were polled to find out which option for budget committee meetings worked best for them. All five citizen members preferred Option B.

The work of the Budget Committee begins at the first approved meeting. At this meeting, the Budget Committee receives the proposed budget presented by the General Manager. During this, and any subsequent meetings, the committee reviews and ultimately approves the budget. The Budget Committee is scheduled for three meetings, which will be either Option A or Option B as proposed.

The Budget Committee will present the approved budget to the Board at the June 22, 2023 Board meeting, and the Board will hold a Budget Hearing. Prior to that meeting, the District is required to publish a summary of the budget, along with a notice of the budget hearing, between 5 and 30 days prior to the board meeting. This publication will occur the week of May 29, 2023.

FINANCIAL IMPACT

None

RECOMMENDATION

Staff recommends that the Board adopt the FY2023-2024 Budget Calendar and select either Option A or B.

PROPOSED MOTION

I move that the Board adopt the proposed FY2023-2024 Budget Calendar by selecting Option (A or B).

Salem Area Mass Transit District

BUDGET CALENDAR

Fiscal Year 2023-2024

(Schedule begins for budget and budget committee preparation)

Day	Date	Time	Responsible	Activity
Thursday	October 27, 2022	6:30 PM	Finance	Board adopts FY 2023-2024 Budget Calendar (for FY 2023-24 Budget Process)
Mon - Fri	Week of April 10, 2023		Finance	Publish First Notice of Budget Committee Meeting (10-30 Days)
Mon - Fri	Week of April 17, 2023		Finance	Publish Second Notice of Budget Committee Meeting (5-30 Days)
Wednesday	April 19, 2023		Executive Leadership Team	SAMTD Executive Leadership Team approves draft for Budget Committee consideration
Mon - Fri	Month of April		Finance	Budget Committee Orientation with Committee members upon request

OPTION A - Budget Committee Meetings

Thursday	May 4, 2023	6:00 PM	Executive Leadership Team	First Budget Committee Meeting - • Election of Officers & Budget Message
Thursday	May 11, 2023	6:00 PM	Finance	Second Budget Committee Meeting - (if necessary) Deliberation & Approval
Thursday	May 18, 2023	6:00 PM	Finance	Third Budget Committee Meeting - (if necessary) Deliberation & Approval

OPTION B - Budget Committee Meetings

Tuesday	May 2, 2023	6:00 PM	Executive Leadership Team	First Budget Committee Meeting - • Election of Officers & Budget Message
Wednesday	May 3, 2023	6:00 PM	Finance	Second Budget Committee Meeting - (if necessary) Deliberation & Approval
Thursday	May 4, 2023	6:00 PM	Finance	Third Budget Committee Meeting - (if necessary) Deliberation & Approval

(Schedule continues for Budget Hearing and Adoption of the Budget)

Mon - Fri	Week of May 29, 2023		Finance	Publish Budget Summary and Notice of Budget Hearing (5-30 Days)
Thursday	June 22, 2023	6:30 PM	Budget Committee	Board holds Budget Hearing
Thursday	June 22, 2023	6:30 PM	Board	Board adopts FY2023-24 Budget, makes appropriation, levies taxes
Mon - Fri	Week of July 17, 2023		Finance	Adopted budget and levy certification form due to County Assessors <ul style="list-style-type: none"> (submission required by July 31, 2023)



To: Board of Directors

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

Thru: Allan Pollock, General Manager

Date: November 17, 2022

Subject: January 2023 Service Change Briefing

ISSUE

Shall the Board receive a briefing regarding Cherriots fixed route service beginning January 1, 2023?

BACKGROUND AND FINDINGS

This service change will begin on Sunday, January 1, and will be in effect until Saturday, May 6, 2023. Service levels for weekday, Saturday, and Sunday service will continue to be at 93% pre-pandemic levels due to insufficient Operator staffing.

Local Bus Service

Route 11 - Lancaster / Verda

- New stop - Hyacinth @ 25th
 - A new, permanent stop will be installed on Hyacinth St NE, 60 ft. W of 25th Ave. This stop location was brought to the attention of the Service Excellence Team in early September. It was decided by the team to place a temporary stop on Thursday, October 13 until a permanent stop is installed as part of the January service change. It will help to get riders closer to the DHS office at the north end of 25th Ave.

Route 19 - Broadway / River Road

- New stop names - Broadway @ Dr. MLK Jr. Pkwy
 - In honor of the civil rights leader Dr. Martin Luther King Jr., the Oregon Department of Transportation has renamed Salem Parkway to *Dr. Martin Luther King Jr. Parkway*. Route 19 currently has two stops, one to Keizer

Transit Center, one to Downtown Transit Center, called Broadway @ Salem Pkwy. Those stops will be renamed Broadway @ Dr. MLK Jr. Pkwy.

Local Holiday Service

- Dr. Martin Luther King Jr. Day, Monday, January 16
 - Cherriots Local will operate at the **Saturday** service level.
- President's day, Monday, February 20
 - Cherriots Local will operate at the **Sunday** service level.
- Cherriots will **not operate** on New Year's Day, Sunday, January 1.

Regional Service

- Cherriots Regional will continue to operate at 100% of pre-pandemic levels on weekdays and Saturdays. MTM will be the new contractor, taking over for MV, beginning January 2.

Regional Holiday Service

- Cherriots Regional does not operate on holidays.

LIFT Service

- LIFT service will match Local fixed route hours of operation for all days of service.

FINANCIAL IMPACT

None

RECOMMENDATION

Information only

PROPOSED MOTION

Information only



To: Board of Directors

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

Thru: Allan Pollock, General Manager

Date: November 17, 2022

Subject: Performance Report – FY23 Q1

ISSUE

Shall the Board receive the quarterly information briefing on Cherriots services for the first quarter of FY23?

BACKGROUND AND FINDINGS

Performance measures (daily average revenue hours, daily average revenue miles, daily average rides) for the first quarter of Fiscal Year 2023 (FY23 Q1) are included in Attachment A. FY23 Q1 began July 1, 2022 and ended September 30, 2022. Weekday and Saturday data are compared to the previous fiscal year, FY22 Q1. Year-to-date totals (total revenue hours, total revenue miles, and total rides) for FY23 Q1 are also included in Attachment A. Weekday and Saturday year-to-date totals are compared to those in the same time period of FY22. For these comparisons, please note that most routes operated at reduced levels during FY22 and FY23. The data for these measures are derived from adjusted Trapeze schedules, vehicle fare boxes, rider counting systems, and reservation software (Route Match).

Data for this quarter reflects the changes to service made in response to the COVID-19 pandemic during FY22 Q1 and FY23 Q1. The changes that took place have affected all areas of this report. Most notably the daily average revenue hours, daily average revenue miles, daily average rides, and fares. For example, the weekday service level operating during FY22 Q1 was 80% of the pre-pandemic level while the weekday service level operating during FY23 Q1 was 93% of the pre-pandemic level. Saturday service levels were maintained at 100% of the pre-pandemic level.

Cherriots implemented Sunday service in September 2021. Therefore, the Sunday service revenue hours, revenue miles, and rides (totals and averages) included in this memo and in Attachment A do not have comparisons to FY22. Sunday service operated at 100% of the planned service level. Cherriots Regional, Cherriots Regional Deviated-Fixed Route, and Cherriots Shop and Ride services do not operate on Sundays.

In FY23 Q1, Cherriots operated at the Sunday service level on Independence Day (Monday, July 4) and Labor Day (Monday, September 5). Cherriots operates a level of service on all holidays except Thanksgiving Day, Christmas Day, and New Year's Day. Total rides on Independence Day were 1,967 and total rides on Labor Day were 3,009.

Revenue Hours, Revenue Miles, Rides, and Fares

Cherriots Local

Includes local bus service and local commuter express service.

- *Revenue Hours* –
 - Weekday - Decreased by 26.4 hours on average per day, (-4%).
 - Saturday – No change in average revenue hours per day.
 - Sunday – 192.8 total hours on average per day.

- *Revenue Miles* –
 - Weekday - Decreased by 376.7 miles on average per day, (-4.6%).
 - Saturday – Decreased by 30.6 miles on average per day, (-0.7%).
 - Sunday – 2,272.5 total miles on average per day.

- *Rides* –
 - Weekday - Increased by 1,355 rides per day, (+20.4%).
 - Saturday – Increased by 928.9 rides per day, (+26.9%).
 - Sunday – 2,505 total rides per day.
 - Total ridership between all three was 528,531.

- *Fares* –
 - Weekday -
 - Full fare category usage - Increased 20.4% over FY22 Q1.
 - Reduced fare category usage - Increased 21.1% over FY22 Q1.
 - Youth fare category usage (includes Youth Fare types and Youth Zero Pass for FY23 Q1) – Increased 49.4% over FY22 Q1.
 - Free fare category usage – Decreased 29.4% from FY22 Q1.
 - Saturday –
 - Full fare category usage - Increased 30.9% over FY22 Q1.

- Reduced fare category usage - Increased 35.4% over FY22 Q1.
- Youth fare category usage (includes Youth Fare types and Youth Zero Pass for FY23 Q1) – Increased 73.8% over FY22 Q1.
- Free fare category usage – Decreased 58.8% from FY22 Q1.
- Sunday – Because Sunday service began in September of 2021, fare usage comparisons for Q1 are not available. Fare category numbers are shown in Table 27 of Appendix A.

Cherriots Regional Express

Includes regional commuter express routes.

- *Revenue Hours* –
 - Weekday – Increased by 8.1 hours on average per day, (+12%).
 - Saturday – Increased by 4.2 hours on average per day, (+12.5%).
- *Revenue Miles* –
 - Weekday – Increased by 63.6 miles on average per day, (+4.4%).
 - Saturday – Increased by 67 miles on average per day, (+8.8%).
- *Rides* –
 - Weekday – Increased by 57 rides on average per day, (+28.9%).
 - Saturday – Increased by 57 rides on average per day, (+78.2%).
 - Total Ridership between both was 18,454.
- *Fares* –
 - Weekday -
 - Full fare category usage - Increased 19.3% over FY22 Q1.
 - Reduced fare category usage - Increased 65% over FY22 Q1.
 - Youth fare category usage (includes Youth Fare types and Youth Zero Pass for FY23 Q1) – Increased 67.4% over FY22 Q1.
 - Free fare category usage – Decreased 41.7% from FY22 Q1.
 - Saturday –
 - Full fare category usage - Increased 65.3% over FY22 Q1.
 - Reduced fare category usage - Increased 127.1% over FY22 Q1.
 - Youth fare category usage (includes Youth Fare types and Youth Zero Pass for FY23 Q1) – Increased 221.5% over FY22 Q1.
 - Free fare category usage – Decreased 51.8% from FY22 Q1.

Cherriots Regional Deviated-Fixed Route

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

- *Revenue Hours* –
 - Weekday – Decreased by 0.4 hours on average per day, (-4.6%).
- *Revenue Miles* –
 - Weekday – Decreased by 5.6 miles on average per day, (-3.7%).
- *Rides* –
 - Weekday – Increased by 1 ride on average per day, (+8.5%).
 - Total Ridership was 1,016.
- *Fares* – Fares collected for Route 45 are included in the Regional weekday fare category usage numbers.

Cherriots Shop and Ride

Includes dial-a-ride and shopper shuttle. Shop and Ride operates Monday – Friday only.

- *Rides* –
 - Shopper Shuttle did operate during Q1.
 - Dial-a-ride – Increased by 2 rides per day on average (+10.8%).

Cherriots LIFT

Paratransit

- *Rides* –
 - Weekday – Increased by 28 rides per day on average, (+13%).
 - Saturday – Increased by 17 rides per day on average, (+17.4%).
 - Sunday – 62 total rides per day.
 - Total Ridership between both services was 19,350.

FINANCIAL IMPACT

Information item only.

RECOMMENDATION

Information item only.

PROPOSED MOTION

Information item only.

ATTACHMENT A

FY23 Q1 Performance Measures

July - September 2022*

Table 1. Total Revenue Hours

Table 2. Average Revenue Hours / Day

Table 3. Total Revenue Miles

Table 4. Average Revenue Miles / Day

Table 5. Total Boardings

Table 6. Average Boardings / Day

Table 7. Average Boardings / Revenue Hour

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

Table 9. Fare Type and Category Usage

Table 10. Saturday Total Revenue Hours

Table 11. Saturday Average Revenue Hours / Day

Table 12. Saturday Total Revenue Miles

Table 13. Saturday Average Revenue Miles / Day

Table 14. Saturday Total Boardings

Table 15. Saturday Average Boardings / Day

Table 16. Saturday Average Boardings / Revenue Hour

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

Table 18. Saturday Fare Type and Category Usage

Table 19. Sunday Total Revenue Hours

Table 20. Sunday Average Revenue Hours / Day

Table 21. Sunday Total Revenue Miles

Table 22. Sunday Average Revenue Miles / Day

Table 23. Sunday Total Boardings

Table 24. Sunday Average Boardings / Day

Table 25. Sunday Average Boardings / Revenue Hour

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

Table 27. Sunday Fare Type and Category Usage

Table 28. Rides / Revenue Hour Comparison

*Data reflects COVID-19 related service reductions

Table 1. Total Revenue Hours

Route	FY22 Q1				FY23 Q1			
	Jul 2021 (Service Days) 21	Aug 2021 22	Sept 2021 21	Total 64	Jul 2022 21	Aug 2022 23	Sept 2022 22	Total 66
LOCAL BUS SERVICE								
2 - Market / Brown	1,252	1,288	992	3,532	1,126	1,280	1,181	3,587
3 - Portland Road	672	670	315	1,657	561	630	588	1,779
4 - State Street	688	686	323	1,697	574	645	602	1,821
5 - Center Street	1,223	1,256	952	3,431	1,075	1,221	1,127	3,423
6 - Fairview Industrial	474	496	471	1,441	448	516	471	1,435
7 - Mission Street	513	534	472	1,519	462	517	485	1,464
8 - 12th / Liberty	540	560	464	1,564	450	505	477	1,432
9 - Cherry / River Road	644	675	647	1,966	627	707	658	1,992
11 - Lancaster / Verda	2,288	2,379	2,146	6,813	2,094	2,352	2,194	6,640
12 - Hayesville Drive	310	325	310	945	296	340	310	946
13 - Silverton Road	676	673	310	1,659	551	619	578	1,748
14 - Windsor Island Road	320	336	320	976	305	351	320	976
16 - Wallace Road	210	219	200	629	190	219	200	609
17 - Edgewater Street	1,078	1,088	650	2,816	632	711	1,012	2,355
18 - 12th / Liberty	534	554	471	1,559	448	515	471	1,434
19 - Broadway / River Road	1,284	1,320	1,016	3,620	1,154	1,311	1,210	3,675
21 - South Commercial	1,214	1,247	947	3,408	1,062	1,208	1,116	3,386
23 - Lansing / Hawthorne	312	328	313	953	298	343	313	954
26 - Glen Creek / Orchard Heights	164	171	164	499	156	179	164	499
27 - Glen Creek / Eola	176	184	176	536	167	192	176	535
<i>Total</i>	<i>14,572</i>	<i>14,989</i>	<i>11,659</i>	<i>41,220</i>	<i>12,676</i>	<i>14,361</i>	<i>13,653</i>	<i>40,690</i>
LOCAL COMMUTER EXPRESS ROUTES								
1X - Wilsonville / Salem Express	250	254	167	671	238	274	250	762
<i>Cherriots Local Totals</i>	<i>14,822</i>	<i>15,243</i>	<i>11,826</i>	<i>41,891</i>	<i>12,914</i>	<i>14,635</i>	<i>13,903</i>	<i>41,452</i>
REGIONAL EXPRESS ROUTES								
10X - Woodburn / Salem Express	367	386	367	1,120	346	333	364	1,043
20X - N. Marion Co. / Salem Express	297	247	301	845	278	319	292	889
30X - Santiam / Salem Express	258	270	256	784	246	284	258	788
40X - Polk County / Salem Express	396	408	392	1,196	472	527	513	1,512
50X - Dallas / Salem Express	123	128	120	371	111	131	120	362
80X - Keizer / Wilsonville Express*	0	0	0	0	0	0	130	130
<i>Cherriots Regional Express Totals</i>	<i>1,441</i>	<i>1,439</i>	<i>1,436</i>	<i>4,316</i>	<i>1,453</i>	<i>1,594</i>	<i>1,677</i>	<i>4,724</i>
REGIONAL DEVIATED FIXED ROUTE								
45 - Central Polk County	202	212	201	615	194	207	204	605
SHOP AND RIDE								
Dial-a-Ride	236	244	254	734	250	271	247	768
Shopper Shuttle	0	0	0	0	0	0	0	0
<i>Cherriots Shop and Ride Totals</i>	<i>236</i>	<i>244</i>	<i>254</i>	<i>734</i>	<i>250</i>	<i>271</i>	<i>247</i>	<i>768</i>
LIFT								
ADA	2,063	2,089	2,112	6,264	1,894	2,183	1,994	6,071
DD53	629	667	547	1,843	631	781	816	2,228
<i>Cherriots LIFT Totals</i>	<i>2,692</i>	<i>2,756</i>	<i>2,659</i>	<i>8,107</i>	<i>2,525</i>	<i>2,964</i>	<i>2,810</i>	<i>8,299</i>
					<i>*Route 80X was implemented on September 6, 2022</i>			

Table 2. Average Revenue Hours / Day

Route (Service Days)	FY22 Q1				FY23 Q1				Percent Change
	Jul 2021 21	Aug 2021 22	Sept 2021 21	Total 64	Jul 2022 21	Aug 2022 23	Sept 2022 22	Total 66	
LOCAL BUS SERVICE									
2 - Market / Brown	59.6	58.5	47.2	55.2	53.6	55.7	53.7	54.3	-1.5%
3 - Portland Road	32.0	30.5	15.0	25.9	26.7	27.4	26.7	27.0	4.1%
4 - State Street	32.8	31.2	15.4	26.5	27.3	28.0	27.4	27.6	4.1%
5 - Center Street	58.2	57.1	45.3	53.6	51.2	53.1	51.2	51.9	-3.3%
6 - Fairview Industrial	22.6	22.5	22.4	22.5	21.3	22.4	21.4	21.7	-3.4%
7 - Mission Street	24.4	24.3	22.5	23.7	22.0	22.5	22.0	22.2	-6.5%
8 - 12th / Liberty	25.7	25.5	22.1	24.4	21.4	22.0	21.7	21.7	-11.2%
9 - Cherry / River Road	30.7	30.7	30.8	30.7	29.9	30.7	29.9	30.2	-1.7%
11 - Lancaster / Verda	109.0	108.1	102.2	106.5	99.7	102.3	99.7	100.6	-5.5%
12 - Hayesville Drive	14.8	14.8	14.8	14.8	14.1	14.8	14.1	14.3	-2.9%
13 - Silverton Road	32.2	30.6	14.8	25.9	26.2	26.9	26.3	26.5	2.2%
14 - Windsor Island Road	15.2	15.3	15.2	15.3	14.5	15.3	14.5	14.8	-3.0%
16 - Wallace Road	10.0	10.0	9.5	9.8	9.0	9.5	9.1	9.2	-6.1%
17 - Edgewater Street	51.3	49.5	31.0	44.0	30.1	30.9	46.0	35.7	-18.9%
18 - 12th / Liberty	25.4	25.2	22.4	24.4	21.3	22.4	21.4	21.7	-10.8%
19 - Broadway / River Road	61.1	60.0	48.4	56.6	55.0	57.0	55.0	55.7	-1.6%
21 - South Commercial	57.8	56.7	45.1	53.3	50.6	52.5	50.7	51.3	-3.7%
23 - Lansing / Hawthorne	14.9	14.9	14.9	14.9	14.2	14.9	14.2	14.5	-2.9%
26 - Glen Creek / Orchard Heights	7.8	7.8	7.8	7.8	7.4	7.8	7.5	7.6	-3.0%
27 - Glen Creek / Eola	8.4	8.4	8.4	8.4	8.0	8.3	8.0	8.1	-3.2%
<i>Total</i>	<i>693.9</i>	<i>681.3</i>	<i>555.2</i>	<i>644.1</i>	<i>603.6</i>	<i>624.4</i>	<i>620.6</i>	<i>616.5</i>	<i>-4.3%</i>
LOCAL COMMUTER EXPRESS ROUTES									
1X - Wilsonville / Salem Express	11.9	11.5	8.0	10.5	11.3	11.9	11.4	11.5	10.1%
<i>Cherriots Local Totals</i>	<i>705.8</i>	<i>692.9</i>	<i>563.1</i>	<i>654.5</i>	<i>615.0</i>	<i>636.3</i>	<i>632.0</i>	<i>628.1</i>	<i>-4.0%</i>
REGIONAL EXPRESS ROUTES									
10X - Woodburn / Salem Express	17.5	17.5	17.5	17.5	16.5	14.5	16.5	15.8	-9.7%
20X - N. Marion Co. / Salem Express	14.1	11.2	14.3	13.2	13.2	13.9	13.3	13.5	2.0%
30X - Santiam / Salem Express	12.3	12.3	12.2	12.3	11.7	12.3	11.7	11.9	-2.5%
40X - Polk County / Salem Express	18.9	18.5	18.7	18.7	22.5	22.9	23.3	22.9	22.6%
50X - Dallas / Salem Express	5.9	5.8	5.7	5.8	5.3	5.7	5.5	5.5	-5.4%
80X - Keizer / Wilsonville Express*	0.0	0.0	0.0	0.0	0.0	0.0	5.9	5.9	N/A
<i>Cherriots Regional Express Totals</i>	<i>68.6</i>	<i>65.4</i>	<i>68.4</i>	<i>67.4</i>	<i>69.2</i>	<i>69.3</i>	<i>76.2</i>	<i>75.5</i>	<i>12.0%</i>
REGIONAL DEVIATED FIXED ROUTE									
45 - Central Polk County	9.6	9.6	9.6	9.6	9.2	9.0	9.3	9.2	-4.6%
SHOP AND RIDE									
Dial-a-Ride	11.2	11.1	12.1	11.5	11.9	11.8	11.2	11.6	1.5%
Shopper Shuttle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	N/A
<i>Cherriots Shop and Ride Totals</i>	<i>0.0</i>	<i>0.0</i>	<i>12.1</i>	<i>11.5</i>	<i>11.9</i>	<i>11.8</i>	<i>11.2</i>	<i>11.6</i>	<i>1.5%</i>
LIFT									
ADA	98.2	95.0	100.6	97.9	90.2	94.9	90.6	92.0	-6.0%
DD53	30.0	30.3	26.0	28.8	30.0	34.0	37.1	33.8	17.2%
<i>Cherriots LIFT Totals</i>	<i>128.2</i>	<i>125.3</i>	<i>126.6</i>	<i>126.7</i>	<i>120.2</i>	<i>128.9</i>	<i>127.7</i>	<i>125.7</i>	<i>-0.7%</i>

*Route 80X was implemented on September 6, 2022

Table 3. Total Revenue Miles

Route (Service Days)	FY22 Q1				FY23 Q1			
	Jul 2021 21	Aug 2021 22	Sept 2021 21	Total 64	Jul 2022 21	Aug 2022 23	Sept 2022 22	Total 66
LOCAL BUS SERVICE								
2 - Market / Brown	15,585	15,978	11,733	43,296	13,164	14,953	13,803	41,920
3 - Portland Road	7,845	7,822	3,677	19,344	6,566	7,377	6,887	20,830
4 - State Street	6,740	6,720	3,167	16,627	5,628	6,321	5,903	17,852
5 - Center Street	13,916	14,287	10,848	39,051	12,176	13,839	12,784	38,799
6 - Fairview Industrial	7,065	7,402	7,065	21,532	6,788	7,807	7,128	21,723
7 - Mission Street	4,747	4,936	4,224	13,907	4,196	4,641	4,397	13,234
8 - 12th / Liberty	7,258	7,527	6,244	21,029	6,020	6,769	6,366	19,155
9 - Cherry / River Road	9,515	9,968	9,515	28,998	9,197	10,378	9,686	29,261
11 - Lancaster / Verda	30,495	31,680	28,255	90,430	27,419	30,835	28,731	86,985
12 - Hayesville Drive	4,259	4,449	4,133	12,841	3,944	4,535	4,141	12,620
13 - Silverton Road	6,310	6,283	2,859	15,452	5,116	5,748	5,366	16,230
14 - Windsor Island Road	4,760	4,986	4,760	14,506	4,591	5,280	4,820	14,691
16 - Wallace Road	2,747	2,862	2,583	8,192	2,451	2,819	2,574	7,844
17 - Edgewater Street	9,692	9,708	5,007	24,407	4,836	5,447	8,993	19,276
18 - 12th / Liberty	7,195	7,457	6,349	21,001	5,967	6,870	6,287	19,124
19 - Broadway / River Road	14,067	14,456	11,112	39,635	12,686	14,396	13,312	40,394
21 - South Commercial	15,128	15,533	11,763	42,424	12,922	14,694	13,573	41,189
23 - Lansing / Hawthorne	4,012	4,217	4,025	12,254	3,853	4,431	4,046	12,330
26 - Glen Creek / Orchard Heights	1,611	1,684	1,611	4,906	1,519	1,747	1,595	4,861
27 - Glen Creek / Eola	2,390	2,504	2,390	7,284	2,257	2,596	2,370	7,223
<i>Total</i>	<i>175,337</i>	<i>180,459</i>	<i>141,320</i>	<i>497,116</i>	<i>151,296</i>	<i>171,483</i>	<i>162,762</i>	<i>485,541</i>
LOCAL COMMUTER EXPRESS ROUTES								
1X - Wilsonville / Salem Express	8,045	8,173	5,363	21,581	7,657	8,805	8,040	24,502
<i>Cherriots Local Totals</i>	<i>183,382</i>	<i>188,632</i>	<i>146,683</i>	<i>518,697</i>	<i>158,953</i>	<i>180,288</i>	<i>170,802</i>	<i>510,043</i>
REGIONAL EXPRESS ROUTES								
10X - Woodburn / Salem Express	7,417	7,898	7,454	22,769	6,896	6,672	7,460	21,028
20X - N. Marion Co. / Salem Express	6,676	5,622	6,776	19,074	5,898	6,717	6,207	18,822
30X - Santiam / Salem Express	5,314	5,559	5,361	16,234	5,106	5,854	5,457	16,417
40X - Polk County / Salem Express	8,498	8,937	8,599	26,034	9,820	10,913	10,613	31,346
50X - Dallas / Salem Express	2,838	2,976	2,841	8,655	2,605	3,009	2,808	8,422
80X - Keizer / Wilsonville Express*	0	0	0	0	0	0	3,832	3,832
<i>Cherriots Regional Express Totals</i>	<i>30,743</i>	<i>30,992</i>	<i>31,031</i>	<i>92,766</i>	<i>30,325</i>	<i>33,165</i>	<i>36,377</i>	<i>99,867</i>
REGIONAL DEVIATED FIXED ROUTE								
45 - Central Polk County	3,125	3,307	3,089	9,521	2,967	3,179	3,306	9,452
SHOP AND RIDE								
Dial-a-Ride	2,156	2,491	2,569	7,216	2,465	2,689	2,683	7,837
Shopper Shuttle	0	0	0	0	0	0	0	0
<i>Cherriots Shop and Ride Totals</i>	<i>2,156</i>	<i>2,491</i>	<i>2,569</i>	<i>7,216</i>	<i>2,465</i>	<i>2,689</i>	<i>2,683</i>	<i>7,837</i>
LIFT								
ADA	23,351	23,246	23,938	70,535	22,490	33,808	23,541	79,839
DD53	9,432	9,597	7,677	26,706	9,150	13,723	12,124	34,997
<i>Cherriots LIFT Totals</i>	<i>32,783</i>	<i>32,843</i>	<i>31,615</i>	<i>97,241</i>	<i>31,640</i>	<i>47,531</i>	<i>35,665</i>	<i>114,836</i>

*Route 80X was implemented on September 6, 2022

Table 4. Average Revenue Miles / Day

Route (Service Days)	FY22 Q1				FY23 Q1				Percent Change
	Jul 2021 21	Aug 2021 22	Sept 2021 21	Total 64	Jul 2022 21	Aug 2022 23	Sept 2022 22	Total 66	
LOCAL BUS SERVICE									
2 - Market / Brown	742.1	726.3	558.7	676.5	626.9	650.1	627.4	635.2	-6.1%
3 - Portland Road	373.6	355.5	175.1	302.3	312.7	320.7	313.0	315.6	4.4%
4 - State Street	321.0	305.5	150.8	259.8	268.0	274.8	268.3	270.5	4.1%
5 - Center Street	662.7	649.4	516.6	610.2	579.8	601.7	581.1	587.9	-3.7%
6 - Fairview Industrial	336.4	336.5	336.4	336.4	323.2	339.4	324.0	329.1	-2.2%
7 - Mission Street	226.0	224.4	201.1	217.3	199.8	201.8	199.9	200.5	-7.7%
8 - 12th / Liberty	345.6	342.1	297.3	328.6	286.7	294.3	289.4	290.2	-11.7%
9 - Cherry / River Road	453.1	453.1	453.1	453.1	438.0	451.2	440.3	443.3	-2.2%
11 - Lancaster / Verda	1,452.1	1,440.0	1,345.5	1,413.0	1,305.7	1,340.7	1,306.0	1,318.0	-6.7%
12 - Hayesville Drive	202.8	202.2	196.8	200.6	187.8	197.2	188.2	191.2	-4.7%
13 - Silvertown Road	300.5	285.6	136.1	241.4	243.6	249.9	243.9	245.9	1.9%
14 - Windsor Island Road	226.7	226.6	226.7	226.7	218.6	229.6	219.1	222.6	-1.8%
16 - Wallace Road	130.8	130.1	123.0	128.0	116.7	122.6	117.0	118.8	-7.1%
17 - Edgewater Street	461.5	441.3	238.4	381.4	230.3	236.8	408.8	292.1	-23.4%
18 - 12th / Liberty	342.6	339.0	302.3	328.1	284.1	298.7	285.8	289.8	-11.7%
19 - Broadway / River Road	669.9	657.1	529.1	619.3	604.1	625.9	605.1	612.0	-1.2%
21 - South Commercial	720.4	706.0	560.1	662.9	615.3	638.9	617.0	624.1	-5.9%
23 - Lansing / Hawthorne	191.0	191.7	191.7	191.5	183.5	192.7	183.9	186.8	-2.4%
26 - Glen Creek / Orchard Heights	76.7	76.5	76.7	76.7	72.3	76.0	72.5	73.7	-3.9%
27 - Glen Creek / Eola	113.8	113.8	113.8	113.8	107.5	112.9	107.7	109.4	-3.8%
<i>Total</i>	<i>8,349.4</i>	<i>8,202.7</i>	<i>6,729.5</i>	<i>7,767.4</i>	<i>7,204.6</i>	<i>7,455.8</i>	<i>7,398.3</i>	<i>7,356.7</i>	<i>-5.3%</i>
LOCAL COMMUTER EXPRESS ROUTES									
1X - Wilsonville / Salem Express	383.1	371.5	255.4	337.2	364.6	382.8	365.5	371.2	10.1%
<i>Cherriots Local Totals</i>	<i>8,732.5</i>	<i>8,574.2</i>	<i>6,984.9</i>	<i>8,104.6</i>	<i>7,569.2</i>	<i>7,838.6</i>	<i>7,763.7</i>	<i>7,727.9</i>	<i>-4.6%</i>
REGIONAL EXPRESS ROUTES									
10X - Woodburn / Salem Express	353.2	359.0	355.0	355.8	328.4	290.1	339.1	318.6	-10.4%
20X - N. Marion Co. / Salem Express	317.9	255.5	322.7	298.0	280.9	292.0	282.1	285.2	-4.3%
30X - Santiam / Salem Express	253.0	252.7	255.3	253.7	243.1	254.5	248.0	248.7	-1.9%
40X - Polk County / Salem Express	404.7	406.2	409.5	406.8	467.6	474.5	482.4	474.9	16.8%
50X - Dallas / Salem Express	135.1	135.3	135.3	135.2	124.0	130.8	127.6	127.6	-5.6%
80X - Keizer / Wilsonville Express*	0.0	0.0	0.0	0.0	0.0	0.0	174.2	58.1	N/A
<i>Cherriots Regional Express Totals</i>	<i>1,464.0</i>	<i>1,408.7</i>	<i>1,477.7</i>	<i>1,449.5</i>	<i>1,444.0</i>	<i>1,442.0</i>	<i>1,653.5</i>	<i>1,513.1</i>	<i>4.4%</i>
REGIONAL DEVIATED FIXED ROUTE									
45 - Central Polk County	148.8	150.3	147.1	148.8	141.3	138.2	150.3	143.2	-3.7%
SHOP AND RIDE									
Dial-a-Ride	102.7	113.2	122.3	112.8	117.4	116.9	122.0	118.7	5.3%
Shopper Shuttle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	N/A
<i>Cherriots Shop and Ride Totals</i>	<i>102.7</i>	<i>113.2</i>	<i>122.3</i>	<i>112.8</i>	<i>117.4</i>	<i>116.9</i>	<i>122.0</i>	<i>118.7</i>	<i>5.3%</i>
LIFT									
ADA	1,112.0	1,056.6	1,139.9	1,102.1	1,071.0	1,469.9	1,070.0	1,209.7	9.8%
DD53	449.1	436.2	365.6	417.3	435.7	596.7	551.1	530.3	27.1%
<i>Cherriots LIFT Totals</i>	<i>1,561.1</i>	<i>1,492.9</i>	<i>1,505.5</i>	<i>1,519.4</i>	<i>1,506.7</i>	<i>2,066.6</i>	<i>1,621.1</i>	<i>1,739.9</i>	<i>14.5%</i>

*Route 80X was implemented on September 6, 2022

Table 5. Total Boardings

Route (Service Days)	FY22 Q1				FY23 Q1			
	Jul 2021	Aug 2021	Sept 2021	Total	Jul 2022	Aug 2022	Sept 2022	Total
	21	22	21	64	21	23	22	66
LOCAL BUS SERVICE								
2 - Market / Brown	13,510	13,701	14,732	41,943	14,039	15,831	21,631	51,501
3 - Portland Road	7,290	7,231	6,882	21,403	7,659	9,270	12,406	29,335
4 - State Street	7,737	7,394	6,363	21,494	7,837	9,168	10,819	27,824
5 - Center Street	13,069	12,855	13,341	39,265	12,573	14,197	18,387	45,157
6 - Fairview Industrial	2,325	2,383	2,404	7,112	2,484	3,161	3,465	9,110
7 - Mission Street	3,667	3,740	3,153	10,560	3,493	3,780	4,203	11,476
8 - 12th / Liberty	4,823	5,175	5,329	15,327	5,560	6,271	7,528	19,359
9 - Cherry / River Road	6,116	5,838	6,217	18,171	6,353	7,388	7,770	21,511
11 - Lancaster / Verda	26,305	25,585	28,145	80,035	27,581	32,608	40,888	101,077
12 - Hayesville Drive	1,102	1,055	1,090	3,247	1,271	1,367	1,585	4,223
13 - Silverton Road	5,428	5,081	5,481	15,990	5,824	7,332	9,501	22,657
14 - Windsor Island Road	1,194	1,298	1,594	4,086	1,376	1,805	2,892	6,073
16 - Wallace Road	1,698	1,631	2,038	5,367	2,184	2,473	2,731	7,388
17 - Edgewater Street	8,081	7,839	6,998	22,918	7,048	7,749	9,593	24,390
18 - 12th / Liberty	4,406	4,531	4,545	13,482	4,795	5,870	6,679	17,344
19 - Broadway / River Road	16,274	15,817	15,244	47,335	16,793	19,127	21,190	57,110
21 - South Commercial	15,814	15,799	15,937	47,550	16,937	19,675	23,415	60,027
23 - Lansing / Hawthorne	1,562	1,569	2,357	5,488	2,083	2,372	3,142	7,597
26 - Glen Creek / Orchard Heights	466	397	457	1,320	301	381	636	1,318
27 - Glen Creek / Eola	705	793	635	2,133	522	596	778	1,896
<i>Total</i>	141,572	139,712	142,942	424,226	146,713	170,421	209,239	526,373
LOCAL COMMUTER EXPRESS ROUTES								
1X - Wilsonville / Salem Express	603	552	403	1,558	591	775	792	2,158
<i>Cherriots Local Totals</i>	142,175	140,264	143,345	425,784	147,304	171,196	210,031	528,531
REGIONAL EXPRESS ROUTES								
10X - Woodburn / Salem Express	880	836	991	2,707	1,001	1,072	1,150	3,223
20X - N. Marion Co. / Salem Express	445	445	465	1,355	576	710	727	2,013
30X - Santiam / Salem Express	700	674	661	2,035	678	741	809	2,228
40X - Polk County / Salem Express	2,024	2,062	1,957	6,043	2,369	2,867	3,071	8,307
50X - Dallas / Salem Express	185	165	132	482	249	266	367	882
80X - Keizer / Wilsonville Express*	0	0	0	0	0	0	119	119
<i>Cherriots Regional Express Totals</i>	4,234	4,182	4,206	12,622	4,873	5,656	6,243	16,772
REGIONAL DEVIATED FIXED ROUTE								
45 - Central Polk County	260	305	343	908	323	370	323	1,016
SHOP AND RIDE								
Dial-a-Ride	330	343	333	1,006	368	403	378	1,149
Shopper Shuttle	0	0	0	0	0	0	0	0
<i>Cherriots Shop and Ride Totals</i>	330	343	333	1,006	368	403	378	1,149
LIFT								
ADA	3,623	3,601	3,649	10,873	3,565	4,318	4,022	11,905
DD53	968	930	858	2,756	1,107	1,410	1,456	3,973
<i>Cherriots LIFT Totals</i>	4,591	4,531	4,507	13,629	4,672	5,728	5,478	15,878

*Route 80X was implemented on September 6, 2022

Table 6. Average Boardings / Day

Route (Service Days)	FY22 Q1				FY23 Q1				Percent Change
	Jul 2021 21	Aug 2021 22	Sept 2021 21	Total 64	Jul 2022 21	Aug 2022 23	Sept 2022 22	Total 66	
LOCAL BUS SERVICE									
2 - Market / Brown	643.3	622.8	701.5	655.4	668.5	688.3	983.2	780.3	19.1%
3 - Portland Road	347.1	328.7	327.7	334.4	364.7	403.0	563.9	444.5	32.9%
4 - State Street	368.4	336.1	303.0	335.8	373.2	398.6	491.8	421.6	25.5%
5 - Center Street	622.3	584.3	635.3	613.5	598.7	617.3	835.8	684.2	11.5%
6 - Fairview Industrial	110.7	108.3	114.5	111.1	118.3	137.4	157.5	138.0	24.2%
7 - Mission Street	174.6	170.0	150.1	165.0	166.3	164.3	191.0	173.9	5.4%
8 - 12th / Liberty	229.7	235.2	253.8	239.5	264.8	272.7	342.2	293.3	22.5%
9 - Cherry / River Road	291.2	265.4	296.0	283.9	302.5	321.2	353.2	325.9	14.8%
11 - Lancaster / Verda	1,252.6	1,163.0	1,340.2	1,250.5	1,313.4	1,417.7	1,858.5	1,531.5	22.5%
12 - Hayesville Drive	52.5	48.0	51.9	50.7	60.5	59.4	72.0	64.0	26.1%
13 - Silverton Road	258.5	231.0	261.0	249.8	277.3	318.8	431.9	343.3	37.4%
14 - Windsor Island Road	56.9	59.0	75.9	63.8	65.5	78.5	131.5	92.0	44.1%
16 - Wallace Road	80.9	74.1	97.0	83.9	104.0	107.5	124.1	111.9	33.5%
17 - Edgewater Street	384.8	356.3	333.2	358.1	335.6	336.9	436.0	369.5	3.2%
18 - 12th / Liberty	209.8	206.0	216.4	210.7	228.3	255.2	303.6	262.8	24.7%
19 - Broadway / River Road	775.0	719.0	725.9	739.6	799.7	831.6	963.2	865.3	17.0%
21 - South Commercial	753.0	718.1	758.9	743.0	806.5	855.4	1,064.3	909.5	22.4%
23 - Lansing / Hawthorne	74.4	71.3	112.2	85.8	99.2	103.1	142.8	115.1	34.2%
26 - Glen Creek / Orchard Heights	22.2	18.0	21.8	20.6	14.3	16.6	28.9	20.0	-3.2%
27 - Glen Creek / Eola	33.6	36.0	30.2	33.3	24.9	25.9	35.4	28.7	-13.8%
<i>Total</i>	<i>6,741.5</i>	<i>6,350.5</i>	<i>6,806.8</i>	<i>6,628.5</i>	<i>6,986.3</i>	<i>7,409.6</i>	<i>9,510.9</i>	<i>7,975.3</i>	<i>20.3%</i>
LOCAL COMMUTER EXPRESS ROUTES									
1X - Wilsonville / Salem Express	28.7	25.1	19.2	24.3	28.1	33.7	36.0	32.7	34.3%
<i>Cherriots Local Totals</i>	<i>6,770.2</i>	<i>6,375.6</i>	<i>6,826.0</i>	<i>6,652.9</i>	<i>7,014.5</i>	<i>7,443.3</i>	<i>9,546.9</i>	<i>8,008.0</i>	<i>20.4%</i>
REGIONAL EXPRESS ROUTES									
10X - Woodburn / Salem Express	41.9	38.0	47.2	42.3	47.7	46.6	52.3	48.8	15.5%
20X - N. Marion Co. / Salem Express	21.2	20.2	22.1	21.2	27.4	30.9	33.0	30.5	44.1%
30X - Santiam / Salem Express	33.3	30.6	31.5	31.8	32.3	32.2	36.8	33.8	6.2%
40X - Polk County / Salem Express	96.4	93.7	93.2	94.4	112.8	124.7	139.6	125.9	33.3%
50X - Dallas / Salem Express	8.8	7.5	6.3	7.5	11.9	11.6	16.7	13.4	77.4%
80X - Keizer / Wilsonville Express*	0.0	0.0	0.0	0.0	0.0	0.0	5.4	5.4	N/A
<i>Cherriots Regional Express Totals</i>	<i>201.6</i>	<i>190.1</i>	<i>200.3</i>	<i>197.2</i>	<i>232.0</i>	<i>245.9</i>	<i>283.8</i>	<i>254.1</i>	<i>28.9%</i>
REGIONAL DEVIATED FIXED ROUTE									
45 - Central Polk County	12.4	13.9	16.3	14.2	15.4	16.1	14.7	15.4	8.5%
SHOP AND RIDE									
Dial-a-Ride	15.7	15.6	15.9	15.7	17.5	17.5	17.2	17.4	10.8%
Shopper Shuttle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	N/A
<i>Cherriots Shop and Ride Totals</i>	<i>15.7</i>	<i>15.6</i>	<i>15.9</i>	<i>15.7</i>	<i>17.5</i>	<i>17.5</i>	<i>17.2</i>	<i>17.4</i>	<i>10.8%</i>
LIFT									
ADA	172.5	163.7	173.8	169.9	169.8	187.7	182.8	180.4	6.2%
DD53	46.1	42.3	40.9	43.1	52.7	61.3	66.2	60.2	39.8%
<i>Cherriots LIFT Totals</i>	<i>218.6</i>	<i>206.0</i>	<i>214.6</i>	<i>213.0</i>	<i>222.5</i>	<i>249.0</i>	<i>249.0</i>	<i>240.6</i>	<i>13.0%</i>

*Route 80X was implemented on September 6, 2022

Table 7. Average Boardings / Revenue Hour

Route (Service Days)	FY22 Q1				FY23 Q1				Percent Change
	Jul 2021 21	Aug 2021 22	Sept 2021 21	Total 64	Jul 2022 21	Aug 2022 23	Sept 2022 22	Total 66	
LOCAL BUS SERVICE									
2 - Market / Brown	10.8	10.6	14.9	11.9	12.5	12.4	18.3	14.4	20.9%
3 - Portland Road	10.8	10.8	21.8	12.9	13.7	14.7	21.1	16.5	27.7%
4 - State Street	11.2	10.8	19.7	12.7	13.7	14.2	18.0	15.3	20.6%
5 - Center Street	10.7	10.2	14.0	11.4	11.7	11.6	16.3	13.2	15.3%
6 - Fairview Industrial	0.0	4.8	5.1	4.9	5.5	6.1	7.4	6.3	28.6%
7 - Mission Street	7.1	7.0	6.7	7.0	7.6	7.3	8.7	7.8	12.8%
8 - 12th / Liberty	8.9	9.7	11.3	9.8	12.4	12.4	15.8	13.5	37.9%
9 - Cherry / River Road	9.5	8.6	9.6	9.2	10.1	10.4	11.8	10.8	16.8%
11 - Lancaster / Verda	11.5	10.8	13.1	11.7	13.2	13.9	18.6	15.2	29.6%
12 - Hayesville Drive	0.0	3.2	3.5	3.4	4.3	4.0	5.1	4.5	29.9%
13 - Silverton Road	8.0	7.5	17.7	9.6	10.6	11.8	16.4	13.0	34.5%
14 - Windsor Island Road	0.0	3.9	5.0	4.2	4.5	5.1	9.0	6.2	48.6%
16 - Wallace Road	0.0	7.4	10.2	8.5	11.5	11.3	13.7	12.1	42.2%
17 - Edgewater Street	7.5	7.2	10.8	8.1	11.2	10.9	9.5	10.4	27.3%
18 - 12th / Liberty	0.0	8.2	9.6	8.6	10.7	11.4	14.2	12.1	39.9%
19 - Broadway / River Road	12.7	12.0	15.0	13.1	14.6	14.6	17.5	15.5	18.8%
21 - South Commercial	13.0	12.7	16.8	14.0	15.9	16.3	21.0	17.7	27.1%
23 - Lansing / Hawthorne	0.0	4.8	7.5	10.4	7.0	6.9	10.0	8.0	-23.4%
26 - Glen Creek / Orchard Heights	0.0	2.3	2.8	2.6	1.9	2.1	3.9	2.6	-0.2%
27 - Glen Creek / Eola	0.0	4.3	3.6	4.0	3.1	3.1	4.4	3.5	-10.9%
<i>Total</i>	9.7	9.3	12.3	10.3	11.6	11.9	15.3	12.9	25.7%
LOCAL COMMUTER EXPRESS ROUTES									
1X - Wilsonville / Salem Express	2.4	2.2	2.4	2.3	2.5	2.8	3.2	2.8	22.0%
<i>Cherriots Local Totals</i>	9.6	9.2	12.1	10.2	11.4	11.7	15.1	12.8	25.4%
REGIONAL EXPRESS ROUTES									
10X - Woodburn / Salem Express	2.4	2.2	2.7	2.4	2.9	3.2	3.2	3.1	27.9%
20X - N. Marion Co. / Salem Express	1.5	1.8	1.5	1.6	2.1	2.2	2.5	2.3	41.2%
30X - Santiam / Salem Express	2.7	2.5	2.6	2.6	2.8	2.6	3.1	2.8	8.9%
40X - Polk County / Salem Express	5.1	5.1	5.0	5.1	5.0	5.4	6.0	5.5	8.7%
50X - Dallas / Salem Express	1.5	1.3	1.1	1.3	2.2	2.0	3.1	2.4	87.5%
80X - Keizer / Wilsonville Express*	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.9	N/A
<i>Cherriots Regional Express Totals</i>	2.9	2.9	2.9	2.9	3.4	3.5	3.7	3.6	21.4%
REGIONAL DEVIATED FIXED ROUTE									
45 - Central Polk County	1.3	1.4	1.7	1.5	1.7	1.8	1.6	1.7	13.7%
SHOP AND RIDE									
Dial-a-Ride	1.4	1.4	1.3	1.4	1.5	1.5	1.5	1.5	9.2%
Shopper Shuttle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	N/A
<i>Cherriots Shop and Ride Totals</i>	1.4	1.4	1.3	1.4	1.5	1.5	1.5	1.5	9.2%
LIFT									
ADA	1.8	1.7	1.7	1.7	1.9	2.0	2.0	2.0	13.0%
DD53	1.5	1.4	1.6	1.5	1.8	1.8	1.8	1.8	19.2%
<i>Cherriots LIFT Totals</i>	1.7	1.6	1.7	1.7	1.9	1.9	1.9	1.9	13.8%

*Route 80X was implemented on September 6, 2022

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

	Revenue Hours			Percent Change	Revenue Miles			Percent Change	Boardings		
	FY22	FY23			FY22	FY23			FY22	FY23	
LOCAL BUS SERVICE											
2 - Market / Brown	3,532	3,587	1.6%	43,296	41,920	-3.2%	41,943	51,501	22.8%		
3 - Portland Road	1,657	1,779	7.4%	19,344	20,830	7.7%	21,403	29,335	37.1%		
4 - State Street	1,697	1,821	7.3%	16,627	17,852	7.4%	21,494	27,824	29.5%		
5 - Center Street	3,431	3,423	-0.2%	39,051	38,799	-0.6%	39,265	45,157	15.0%		
6 - Fairview Industrial	1,441	1,435	-0.4%	21,532	21,723	0.9%	7,112	9,110	28.1%		
7 - Mission Street	1,519	1,464	-3.6%	13,907	13,234	-4.8%	10,560	11,476	8.7%		
8 - 12th / Liberty	1,564	1,432	-8.4%	21,029	19,155	-8.9%	15,327	19,359	26.3%		
9 - Cherry / River Road	1,966	1,992	1.3%	28,998	29,261	0.9%	18,171	21,511	18.4%		
11 - Lancaster / Verda	6,813	6,640	-2.5%	90,430	86,985	-3.8%	80,035	101,077	26.3%		
12 - Hayesville Drive	945	946	0.1%	12,841	12,620	-1.7%	3,247	4,223	30.1%		
13 - Silvertown Road	1,659	1,748	5.4%	15,452	16,230	5.0%	15,990	22,657	41.7%		
14 - Windsor Island Road	976	976	0.0%	14,506	14,691	1.3%	4,086	6,073	48.6%		
16 - Wallace Road	629	609	-3.2%	8,192	7,844	-4.2%	5,367	7,388	37.7%		
17 - Edgewater Street	2,816	2,355	-16.4%	24,407	19,276	-21.0%	22,918	24,390	6.4%		
18 - 12th / Liberty	1,559	1,434	-8.0%	21,001	19,124	-8.9%	13,482	17,344	28.6%		
19 - Broadway / River Road	3,620	3,675	1.5%	39,635	40,394	1.9%	47,335	57,110	20.7%		
21 - South Commercial	3,408	3,386	-0.6%	42,424	41,189	-2.9%	47,550	60,027	26.2%		
23 - Lansing / Hawthorne	953	954	0.1%	12,254	12,330	0.6%	5,488	7,597	38.4%		
26 - Glen Creek / Orchard Heights	499	499	0.0%	4,906	4,861	-0.9%	1,320	1,318	-0.2%		
27 - Glen Creek / Eola	536	535	-0.2%	7,284	7,223	-0.8%	2,133	1,896	-11.1%		
<i>Total</i>	<i>41,220</i>	<i>40,690</i>	<i>-1.3%</i>	<i>497,116</i>	<i>485,541</i>	<i>-2.3%</i>	<i>424,226</i>	<i>526,373</i>	<i>24.1%</i>		
LOCAL COMMUTER EXPRESS ROUTES											
1X - Wilsonville / Salem Express	671	762	13.6%	21,581	24,502	13.5%	1,558	2,158	38.5%		
<i>Cherriots Local Y-T-D Total</i>	<i>41,891</i>	<i>41,452</i>	<i>-1.0%</i>	<i>518,697</i>	<i>510,043</i>	<i>-1.7%</i>	<i>425,784</i>	<i>528,531</i>	<i>24.1%</i>		
REGIONAL EXPRESS ROUTES											
10X - Woodburn / Salem Express	1,120	1,043	-6.9%	22,769	21,028	-7.6%	2,707	3,223	19.1%		
20X - N. Marion Co. / Salem Express	845	889	5.2%	19,074	18,822	-1.3%	1,355	2,013	48.6%		
30X - Santiam / Salem Express	784	788	0.5%	16,234	16,417	1.1%	2,035	2,228	9.5%		
40X - Polk County / Salem Express	1,196	1,512	26.4%	26,034	31,346	20.4%	6,043	8,307	37.5%		
50X - Dallas / Salem Express	371	362	-2.4%	8,655	8,422	-2.7%	482	882	83.0%		
80X - Keizer / Wilsonville Express*	0	130	N/A	0	3,832	N/A	0	119	N/A		
<i>Cherriots Regional Express Y-T-D Total</i>	<i>4,316</i>	<i>4,724</i>	<i>9.5%</i>	<i>92,766</i>	<i>99,867</i>	<i>7.7%</i>	<i>12,622</i>	<i>16,772</i>	<i>32.9%</i>		
REGIONAL DEVIATED FIXED ROUTE											
45 - Central Polk County	615	605	-1.6%	9,521	9,452	-0.7%	908	1,016	11.9%		
<i>Cherriots Regional Y-T-D Total</i>	<i>4,931</i>	<i>5,329</i>	<i>8.1%</i>	<i>102,287</i>	<i>109,319</i>	<i>6.9%</i>	<i>13,530</i>	<i>17,788</i>	<i>31.5%</i>		
SHOP AND RIDE											
Dial-a-Ride	734	768	4.6%	7,216	7,837	8.6%	1,006	1,149	14.2%		
Shopper Shuttle	0	0	N/A	0	0	N/A	0	0	N/A		
<i>Cherriots Shop and Ride Y-T-D Total</i>	<i>734</i>	<i>768</i>	<i>4.6%</i>	<i>7,216</i>	<i>7,837</i>	<i>8.6%</i>	<i>1,006</i>	<i>1,149</i>	<i>14.2%</i>		
LIFT											
ADA	6,264	6,071	-3.1%	70,535	79,839	13.2%	10,873	11,905	9.5%		
DD53	1,843	2,228	20.9%	26,706	34,997	31.0%	2,756	3,973	44.2%		
<i>Cherriots LIFT Y-T-D Total</i>	<i>8,107</i>	<i>8,299</i>	<i>2.4%</i>	<i>97,241</i>	<i>114,836</i>	<i>18.1%</i>	<i>13,629</i>	<i>15,878</i>	<i>16.5%</i>		

*Route 80X was implemented on September 6, 2022

Table 9. Fare Type and Category Usage

Cherriots Local																		
Fare Types	Full Fare			Reduced Fare			Youth Fare*			Youth Zero Pass			Free					
	Q1 2022	Q1 2023	% Change	Q1 2022	Q1 2023	% Change	Q1 2022	Q1 2023	% Change	Q1 2022	Q1 2023	% Change	Q1 2022	Q1 2023	% Change			
30 Day Pass	61,643	79,383	28.8%	79,148	97,676	23.4%	17,512	12,309	N/A	-	-	-	-	-	-			
Day Pass	65,178	75,079	15.2%	57,500	67,483	17.4%	49,771	47,084	N/A	-	-	-	-	-	-			
Cash	16,334	17,923	9.7%	3,880	5,037	29.8%	5,101	4,246	N/A	-	-	-	-	-	-			
Free	-	-	-	-	-	-	-	-	-	0	44,503	N/A	34,211	24,169	-29.4%			
Total	143,155	172,385	20.4%	140,528	170,196	21.1%	72,384	63,639	N/A	0	44,503	N/A	34,211	24,169	-29.4%	72,384	108,142	49.4%
Cherriots Regional																		
Fare Types	Full Fare			Reduced Fare			Youth Fare*			Youth Zero Pass			Free					
	Q1 2022	Q1 2023	% Change	Q1 2022	Q1 2023	% Change	Q1 2022	Q1 2023	% Change	Q1 2022	Q1 2023	% Change	Q1 2022	Q1 2023	% Change			
Monthly Pass	699	1,338	91.4%	460	775	68.5%	126	174	N/A	-	-	-	-	-	-			
Day Pass	3,197	2,525	-21.0%	1,438	1,500	4.3%	377	327	N/A	-	-	-	-	-	-			
Universal Pass	-	1,418	N/A	-	1,123	N/A	-	40	N/A	-	-	-	-	-	-			
Cash	4,064	4,219	3.8%	1,100	1,549	40.8%	1,185	1,195	N/A	-	-	-	-	-	-			
Free	-	-	-	-	-	-	-	-	-	0	1,090	N/A	884	515	-41.7%			
Total	7,960	9,500	19.3%	2,998	4,947	65.0%	1,688	1,736	N/A	0	1,090	N/A	884	515	-41.7%	1,688	2,826	67.4%

*Youth Fare numbers for FY23 Q1 only include July and August. Youth Fare categories were collected prior to the implementation of the Youth Zero Pass program on September 4, 2022.

Table 10. Saturday Total Revenue Hours

Route (Service Days)	FY22 Q1				FY23 Q1			
	Jul 2021 5	Aug 2021 4	Sept 2021 4	Total 13	Jul 2022 5	Aug 2022 4	Sept 2022 4	Total 13
LOCAL BUS SERVICE								
2 - Market / Brown	136	109	109	354	136	109	109	354
3 - Portland Road	75	60	60	195	75	60	60	195
4 - State Street	77	61	61	199	77	61	61	199
5 - Center Street	138	110	110	358	138	110	110	358
6 - Mission / Fairview Industrial	105	84	84	273	105	84	84	273
7 - Mission / Hawthorne	73	58	58	189	73	58	58	189
8 - 12th / Liberty via Red Leaf	109	87	87	283	109	87	87	283
9 - Cherry / River Road	77	62	62	201	77	62	62	201
11 - Lancaster / Verda	277	222	222	721	277	222	222	721
13 - Silverton Road	68	54	54	176	68	54	54	176
16 - Wallace Road	43	35	35	113	43	35	35	113
17 - Edgewater / Gerth	135	108	108	351	135	108	108	351
18 - 12th / Liberty via Lone Oak	109	87	87	283	109	87	87	283
19 - Broadway / River Road	133	107	107	347	133	107	107	347
21 - South Commercial	134	107	107	348	134	107	107	348
<i>Cherriots Local Totals</i>	<i>1,689</i>	<i>1,351</i>	<i>1,351</i>	<i>4,391</i>	<i>1,689</i>	<i>1,351</i>	<i>1,351</i>	<i>4,391</i>
REGIONAL EXPRESS ROUTES								
10X - Woodburn / Salem Express	36	29	29	94	36	29	29	94
20X - N. Marion Co. / Salem Express	45	36	32	113	44	36	35	115
30X - Santiam / Salem Express	35	28	28	91	35	28	28	91
40X - Polk County / Salem Express	46	37	52	135	72	57	58	187
<i>Cherriots Regional Express Totals</i>	<i>162</i>	<i>130</i>	<i>141</i>	<i>433</i>	<i>187</i>	<i>150</i>	<i>150</i>	<i>487</i>
LIFT								
ADA	283	218	206	707	274	233	221	728
DD53	25	19	22	66	26	17	26	69
<i>Cherriots LIFT Totals</i>	<i>308</i>	<i>237</i>	<i>228</i>	<i>773</i>	<i>300</i>	<i>250</i>	<i>247</i>	<i>797</i>

Table 11. Saturday Average Revenue Hours / Day

Route (Service Days)	FY22 Q1				FY23 Q1				Percent Change	
	Jul 2021 5	Aug 2021 4	Sept 2021 4	Total 13	Jul 2022 5	Aug 2022 4	Sept 2022 4	Total 13		
LOCAL BUS SERVICE										
2 - Market / Brown	27.2	27.3	27.3	27.2	27.2	27.3	27.3	27.2	0.0%	
3 - Portland Road	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	0.0%	
4 - State Street	15.4	15.3	15.3	15.3	15.4	15.3	15.3	15.3	0.0%	
5 - Center Street	27.6	27.5	27.5	27.5	27.6	27.5	27.5	27.5	0.0%	
6 - Mission / Fairview Industrial	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	0.0%	
7 - Mission / Hawthorne	14.6	14.5	14.5	14.5	14.6	14.5	14.5	14.5	0.0%	
8 - 12th / Liberty via Red Leaf	21.8	21.8	21.8	21.8	21.8	21.8	21.8	21.8	0.0%	
9 - Cherry / River Road	15.4	15.5	15.5	15.5	15.4	15.5	15.5	15.5	0.0%	
11 - Lancaster / Verda	55.4	55.5	55.5	55.5	55.4	55.5	55.5	55.5	0.0%	
13 - Silverton Road	13.6	13.5	13.5	13.5	13.6	13.5	13.5	13.5	0.0%	
16 - Wallace Road	8.6	8.8	8.8	8.7	8.6	8.8	8.8	8.7	0.0%	
17 - Edgewater / Gerth	27.0	27.0	27.0	27.0	27.0	27.0	27.0	27.0	0.0%	
18 - 12th / Liberty via Lone Oak	21.8	21.8	21.8	21.8	21.8	21.8	21.8	21.8	0.0%	
19 - Broadway / River Road	26.6	26.8	26.8	26.7	26.6	26.8	26.8	26.7	0.0%	
21 - South Commercial	26.8	26.8	26.8	26.8	26.8	26.8	26.8	26.8	0.0%	
<i>Cherriots Local Totals</i>	<i>337.8</i>	<i>337.8</i>	<i>337.8</i>	<i>337.8</i>	<i>337.8</i>	<i>337.8</i>	<i>337.8</i>	<i>337.8</i>	<i>0.0%</i>	
REGIONAL EXPRESS ROUTES										
10X - Woodburn / Salem Express	7.2	7.3	7.3	7.2	7.2	7.3	7.3	7.2	0.0%	
20X - N. Marion Co. / Salem Express	9.0	9.0	8.0	8.7	8.8	9.0	8.8	8.8	1.8%	
30X - Santiam / Salem Express	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	0.0%	
40X - Polk County / Salem Express	9.2	9.3	13.0	10.4	14.4	14.3	14.5	14.4	38.5%	
<i>Cherriots Regional Express Totals</i>	<i>32.4</i>	<i>32.5</i>	<i>35.3</i>	<i>33.3</i>	<i>37.4</i>	<i>37.5</i>	<i>37.5</i>	<i>37.5</i>	<i>12.5%</i>	
LIFT										
ADA	56.6	54.5	51.5	54.4	54.8	58.3	55.3	56.0	3.0%	
DD53	5.0	4.8	5.5	5.1	5.2	4.3	6.5	5.3	4.5%	
<i>Cherriots LIFT Totals</i>	<i>61.6</i>	<i>59.3</i>	<i>57.0</i>	<i>59.5</i>	<i>60.0</i>	<i>62.5</i>	<i>61.8</i>	<i>61.3</i>	<i>3.1%</i>	

Table 12. Saturday Total Revenue Miles

Route	FY22 Q1				FY23 Q1			
	Jul 2021	Aug 2021	Sept 2021	Total	Jul 2022	Aug 2022	Sept 2022	Total
(Service Days)	5	4	4	13	5	4	4	13
LOCAL BUS SERVICE								
2 - Market / Brown	1,808	1,447	1,381	4,636	1,703	1,362	1,362	4,427
3 - Portland Road	876	700	700	2,276	875	700	700	2,275
4 - State Street	754	603	603	1,960	752	602	602	1,956
5 - Center Street	1,560	1,248	1,248	4,056	1,561	1,249	1,249	4,059
6 - Mission / Fairview Industrial	1,578	1,263	1,263	4,104	1,592	1,274	1,274	4,140
7 - Mission / Hawthorne	926	741	741	2,408	929	743	743	2,415
8 - 12th / Liberty via Red Leaf	1,482	1,185	1,185	3,852	1,472	1,177	1,177	3,826
9 - Cherry / River Road	1,133	906	906	2,945	1,130	904	904	2,938
11 - Lancaster / Verda	3,517	2,813	2,814	9,144	3,504	2,803	2,803	9,110
13 - Silverton Road	647	517	517	1,681	636	509	509	1,654
16 - Wallace Road	576	461	461	1,498	574	459	459	1,492
17 - Edgewater / Gerth	1,038	831	831	2,700	1,031	825	825	2,681
18 - 12th / Liberty via Lone Oak	1,461	1,169	1,169	3,799	1,447	1,157	1,157	3,761
19 - Broadway / River Road	1,727	1,382	1,382	4,491	1,735	1,388	1,388	4,511
21 - South Commercial	1,663	1,330	1,330	4,323	1,627	1,302	1,302	4,231
<i>Cherriots Local Totals</i>	<i>20,746</i>	<i>16,596</i>	<i>16,531</i>	<i>53,873</i>	<i>20,568</i>	<i>16,454</i>	<i>16,454</i>	<i>53,476</i>
REGIONAL EXPRESS ROUTES								
10X - Woodburn / Salem Express	774	629	620	2,023	762	607	615	1,984
20X - N. Marion Co. / Salem Express	1,100	895	797	2,792	1,027	817	831	2,675
30X - Santiam / Salem Express	835	683	631	2,149	842	679	682	2,203
40X - Polk County / Salem Express	1,009	826	1,127	2,962	1,537	1,199	1,199	3,935
<i>Cherriots Regional Express Totals</i>	<i>3,718</i>	<i>3,033</i>	<i>3,175</i>	<i>9,926</i>	<i>4,168</i>	<i>3,302</i>	<i>3,327</i>	<i>10,797</i>
LIFT								
ADA	3,093	2,490	2,118	7,701	3,186	2,693	2,447	8,326
DD53	429	280	340	1,049	387	260	441	1,088
<i>Cherriots LIFT Totals</i>	<i>3,522</i>	<i>2,770</i>	<i>2,458</i>	<i>8,750</i>	<i>3,573</i>	<i>2,953</i>	<i>2,888</i>	<i>9,414</i>

Table 13. Saturday Average Revenue Miles / Day

Route (Service Days)	FY22 Q1				FY23 Q1				Percent Change
	Jul 2021	Aug 2021	Sept 2021	Total	Jul 2022	Aug 2022	Sept 2022	Total	
	5	4	4	13	5	4	4	13	
LOCAL BUS SERVICE									
2 - Market / Brown	361.6	361.8	345.3	356.6	340.6	340.5	340.5	340.5	-4.5%
3 - Portland Road	175.2	175.0	175.0	175.1	175.0	175.0	175.0	175.0	0.0%
4 - State Street	150.8	150.8	150.8	150.8	150.4	150.5	150.5	150.5	-0.2%
5 - Center Street	312.0	312.0	312.0	312.0	312.2	312.3	312.3	312.2	0.1%
6 - Mission / Fairview Industrial	315.6	315.8	315.8	315.7	318.4	318.5	318.5	318.5	0.9%
7 - Mission / Hawthorne	185.2	185.3	185.3	185.2	185.8	185.8	185.8	185.8	0.3%
8 - 12th / Liberty via Red Leaf	296.4	296.3	296.3	296.3	294.4	294.3	294.3	294.3	-0.7%
9 - Cherry / River Road	226.6	226.5	226.5	226.5	226.0	226.0	226.0	226.0	-0.2%
11 - Lancaster / Verda	703.4	703.3	703.5	703.4	700.8	700.8	700.8	700.8	-0.4%
13 - Silvertown Road	129.4	129.3	129.3	129.3	127.2	127.3	127.3	127.2	-1.6%
16 - Wallace Road	115.2	115.3	115.3	115.2	114.8	114.8	114.8	114.8	-0.4%
17 - Edgewater / Gerth	207.6	207.8	207.8	207.7	206.2	206.3	206.3	206.2	-0.7%
18 - 12th / Liberty via Lone Oak	292.2	292.3	292.3	292.2	289.4	289.3	289.3	289.3	-1.0%
19 - Broadway / River Road	345.4	345.5	345.5	345.5	347.0	347.0	347.0	347.0	0.4%
21 - South Commercial	332.6	332.5	332.5	332.5	325.4	325.5	325.5	325.5	-2.1%
<i>Cherriots Local Totals</i>	<i>4,149.2</i>	<i>4,149.0</i>	<i>4,132.8</i>	<i>4,144.1</i>	<i>4,113.6</i>	<i>4,113.5</i>	<i>4,113.5</i>	<i>4,113.5</i>	<i>-0.7%</i>
REGIONAL EXPRESS ROUTES									
10X - Woodburn / Salem Express	154.8	157.3	155.0	155.6	152.4	151.8	153.8	152.6	-1.9%
20X - N. Marion Co. / Salem Express	220.0	223.8	199.3	214.8	205.4	204.3	207.8	205.8	-4.2%
30X - Santiam / Salem Express	167.0	170.8	157.8	165.3	168.4	169.8	170.5	169.5	2.5%
40X - Polk County / Salem Express	201.8	206.5	281.8	227.8	307.4	299.8	299.8	302.7	32.8%
<i>Cherriots Regional Express Totals</i>	<i>743.6</i>	<i>758.3</i>	<i>793.8</i>	<i>763.5</i>	<i>833.6</i>	<i>825.5</i>	<i>831.8</i>	<i>830.5</i>	<i>8.8%</i>
LIFT									
ADA	618.6	622.5	529.5	592.4	637.2	673.3	611.8	640.5	8.1%
DD53	85.8	70.0	85.0	80.7	77.4	65.0	110.3	83.7	3.7%
<i>Cherriots LIFT Totals</i>	<i>704.4</i>	<i>692.5</i>	<i>614.5</i>	<i>673.1</i>	<i>714.6</i>	<i>738.3</i>	<i>722.0</i>	<i>724.2</i>	<i>7.6%</i>

Table 14. Saturday Total Boardings

Route	FY22 Q1				FY23 Q1			
	Jul 2021	Aug 2021	Sept 2021	Total	Jul 2022	Aug 2022	Sept 2022	Total
(Service Days)	5	4	4	13	5	4	4	13
LOCAL BUS SERVICE								
2 - Market / Brown	1,940	1,399	1,273	4,612	1,896	1,720	1,903	5,519
3 - Portland Road	905	639	649	2,193	1,080	902	1,156	3,138
4 - State Street	840	641	729	2,210	1,025	731	979	2,735
5 - Center Street	1,693	1,383	1,307	4,383	1,900	1,416	1,615	4,931
6 - Mission / Fairview Industrial	310	237	233	780	305	275	329	909
7 - Mission / Hawthorne	477	380	362	1,219	481	438	477	1,396
8 - 12th / Liberty via Red Leaf	817	644	598	2,059	978	822	888	2,688
9 - Cherry / River Road	682	494	442	1,618	796	624	639	2,059
11 - Lancaster / Verda	3,485	2,536	2,433	8,454	3,973	3,300	3,861	11,134
13 - Silverton Road	677	580	517	1,774	1,011	824	887	2,722
16 - Wallace Road	319	277	267	863	331	274	309	914
17 - Edgewater / Gerth	862	612	701	2,175	1,091	813	948	2,852
18 - 12th / Liberty via Lone Oak	691	573	551	1,815	849	702	773	2,324
19 - Broadway / River Road	2,298	1,595	1,587	5,480	2,494	1,882	2,092	6,468
21 - South Commercial	1,995	1,596	1,678	5,269	2,553	2,169	2,469	7,191
<i>Cherriots Local Totals</i>	<i>17,991</i>	<i>13,586</i>	<i>13,327</i>	<i>44,904</i>	<i>20,763</i>	<i>16,892</i>	<i>19,325</i>	<i>56,980</i>
REGIONAL EXPRESS ROUTES								
10X - Woodburn / Salem Express	83	51	60	194	118	69	79	266
20X - N. Marion Co. / Salem Express	57	40	41	138	75	74	63	212
30X - Santiam / Salem Express	36	24	35	95	76	50	56	182
40X - Polk County / Salem Express	212	129	176	517	367	303	352	1,022
<i>Cherriots Regional Express Totals</i>	<i>388</i>	<i>244</i>	<i>312</i>	<i>944</i>	<i>636</i>	<i>496</i>	<i>550</i>	<i>1,682</i>
LIFT								
ADA	484	392	320	1,196	522	447	423	1,392
DD53	40	28	27	95	45	32	46	123
<i>Cherriots LIFT Totals</i>	<i>524</i>	<i>420</i>	<i>347</i>	<i>1,291</i>	<i>567</i>	<i>479</i>	<i>469</i>	<i>1,515</i>

Table 15. Saturday Average Boardings / Day

Route (Service Days)	FY22 Q1				FY23 Q1				Percent Change
	Jul 2021	Aug 2021	Sept 2021	Total	Jul 2022	Aug 2022	Sept 2022	Total	
	5	4	4	13	5	4	4	13	
LOCAL BUS SERVICE									
2 - Market / Brown	388.0	349.8	318.3	354.8	379.2	430.0	475.8	424.5	19.7%
3 - Portland Road	181.0	159.8	162.3	168.7	216.0	225.5	289.0	241.4	43.1%
4 - State Street	168.0	160.3	182.3	170.0	205.0	182.8	244.8	210.4	23.8%
5 - Center Street	338.6	345.8	326.8	337.2	380.0	354.0	403.8	379.3	12.5%
6 - Mission / Fairview Industrial	62.0	59.3	58.3	60.0	61.0	68.8	82.3	69.9	16.5%
7 - Mission / Hawthorne	95.4	95.0	90.5	93.8	96.2	109.5	119.3	107.4	14.5%
8 - 12th / Liberty via Red Leaf	163.4	161.0	149.5	158.4	195.6	205.5	222.0	206.8	30.5%
9 - Cherry / River Road	136.4	123.5	110.5	124.5	159.2	156.0	159.8	158.4	27.3%
11 - Lancaster / Verda	697.0	634.0	608.3	650.3	794.6	825.0	965.3	856.5	31.7%
13 - Silverton Road	135.4	145.0	129.3	136.5	202.2	206.0	221.8	209.4	53.4%
16 - Wallace Road	63.8	69.3	66.8	66.4	66.2	68.5	77.3	70.3	5.9%
17 - Edgewater / Gerth	172.4	153.0	175.3	167.3	218.2	203.3	237.0	219.4	31.1%
18 - 12th / Liberty via Lone Oak	138.2	143.3	137.8	139.6	169.8	175.5	193.3	178.8	28.0%
19 - Broadway / River Road	459.6	398.8	396.8	421.5	498.8	470.5	523.0	497.5	18.0%
21 - South Commercial	399.0	399.0	419.5	405.3	510.6	542.3	617.3	553.2	36.5%
<i>Cherriots Local Totals</i>	<i>3,598.2</i>	<i>3,396.5</i>	<i>3,331.8</i>	<i>3,454.2</i>	<i>4,152.6</i>	<i>4,223.0</i>	<i>4,831.3</i>	<i>4,383.1</i>	<i>26.9%</i>
REGIONAL EXPRESS ROUTES									
10X - Woodburn / Salem Express	16.6	12.8	15.0	14.9	23.6	17.3	19.8	20.5	37.1%
20X - N. Marion Co. / Salem Express	11.4	10.0	10.3	10.6	15.0	18.5	15.8	16.3	53.6%
30X - Santiam / Salem Express	7.2	6.0	8.8	7.3	15.2	12.5	14.0	14.0	91.6%
40X - Polk County / Salem Express	42.4	32.3	44.0	39.8	73.4	75.8	88.0	78.6	97.7%
<i>Cherriots Regional Express Totals</i>	<i>77.6</i>	<i>61.0</i>	<i>78.0</i>	<i>72.6</i>	<i>127.2</i>	<i>124.0</i>	<i>137.5</i>	<i>129.4</i>	<i>78.2%</i>
LIFT									
ADA	96.8	98.0	80.0	92.0	104.4	111.8	105.8	107.1	16.4%
DD53	8.0	7.0	6.8	7.3	9.0	8.0	11.5	9.5	29.5%
<i>Cherriots LIFT Totals</i>	<i>104.8</i>	<i>105.0</i>	<i>86.8</i>	<i>99.3</i>	<i>113.4</i>	<i>119.8</i>	<i>117.3</i>	<i>116.5</i>	<i>17.4%</i>

Table 16. Saturday Average Boardings / Revenue Hour

Route (Service Days)	FY22 Q1				FY23 Q1				Percent Change	
	Jul 2021 5	Aug 2021 4	Sept 2021 4	Total 13	Jul 2022 5	Aug 2022 4	Sept 2022 4	Total 13		
LOCAL BUS SERVICE										
2 - Market / Brown	14.3	12.8	11.7	13.0	13.9	15.8	17.5	15.6	19.7%	
3 - Portland Road	12.1	10.7	10.8	11.2	14.4	15.0	19.3	16.1	43.1%	
4 - State Street	10.9	10.5	12.0	11.1	13.3	12.0	16.0	13.7	23.8%	
5 - Center Street	12.3	12.6	11.9	12.2	13.8	12.9	14.7	13.8	12.5%	
6 - Mission / Fairview Industrial	0.0	2.8	2.8	2.9	2.9	3.3	3.9	3.3	16.5%	
7 - Mission / Hawthorne	6.5	6.6	6.2	6.4	6.6	7.6	8.2	7.4	14.5%	
8 - 12th / Liberty via Red Leaf	7.5	11.1	10.3	7.3	9.0	9.4	10.2	9.5	30.5%	
9 - Cherry / River Road	8.9	8.0	7.1	8.0	10.3	10.1	10.3	10.2	27.3%	
11 - Lancaster / Verda	12.6	11.4	11.0	11.7	14.3	14.9	17.4	15.4	31.7%	
13 - Silverton Road	10.0	10.7	9.6	10.1	14.9	15.3	16.4	15.5	53.4%	
16 - Wallace Road	0.0	7.9	7.6	7.6	7.7	7.8	8.8	8.1	5.9%	
17 - Edgewater / Gerth	6.4	5.7	6.5	6.2	8.1	7.5	8.8	8.1	31.1%	
18 - 12th / Liberty via Lone Oak	6.3	6.6	6.3	6.4	7.8	8.1	8.9	8.2	28.0%	
19 - Broadway / River Road	17.3	14.9	14.8	15.8	18.8	17.6	19.6	18.6	18.0%	
21 - South Commercial	14.9	14.9	15.7	15.1	19.1	20.3	23.1	20.7	36.5%	
<i>Cherriots Local Totals</i>	<i>10.7</i>	<i>10.1</i>	<i>9.9</i>	<i>10.2</i>	<i>12.3</i>	<i>12.5</i>	<i>14.3</i>	<i>13.0</i>	<i>26.9%</i>	
REGIONAL EXPRESS ROUTES										
10X - Woodburn / Salem Express	2.3	1.8	2.1	2.1	3.3	2.4	2.7	2.8	37.1%	
20X - N. Marion Co. / Salem Express	1.3	1.1	1.3	1.2	1.7	2.1	1.8	1.8	51.0%	
30X - Santiam / Salem Express	1.0	0.9	1.3	1.0	2.2	1.8	2.0	2.0	91.6%	
40X - Polk County / Salem Express	4.6	3.5	3.4	3.8	5.1	5.3	6.1	5.5	42.7%	
<i>Cherriots Regional Express Totals</i>	<i>2.4</i>	<i>1.9</i>	<i>2.2</i>	<i>2.2</i>	<i>3.4</i>	<i>3.3</i>	<i>3.7</i>	<i>3.5</i>	<i>58.4%</i>	
LIFT										
ADA	1.7	1.8	1.6	1.7	1.9	1.9	1.9	1.9	13.0%	
DD53	1.6	1.5	1.2	1.4	1.7	1.9	1.8	1.8	23.8%	
<i>Cherriots LIFT Totals</i>	<i>1.7</i>	<i>1.8</i>	<i>1.5</i>	<i>1.7</i>	<i>1.9</i>	<i>1.9</i>	<i>1.9</i>	<i>1.9</i>	<i>13.8%</i>	

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

Route	Revenue Hours			Revenue Miles			Boardings		
	FY22	FY23	Percent Change	FY22	FY23	Percent Change	FY22	FY23	Percent Change
LOCAL BUS SERVICE									
2 - Market / Brown	354	354	0.0%	4,636	4,427	-4.5%	4,612	5,519	19.7%
3 - Portland Road	195	195	0.0%	2,276	2,275	0.0%	2,193	3,138	43.1%
4 - State Street	199	199	0.0%	1,960	1,956	-0.2%	2,210	2,735	23.8%
5 - Center Street	358	358	0.0%	4,056	4,059	0.1%	4,383	4,931	12.5%
6 - Mission / Fairview Industrial	273	273	0.0%	4,104	4,140	0.9%	780	909	16.5%
7 - Mission / Hawthorne	189	189	0.0%	2,408	2,415	0.3%	1,219	1,396	14.5%
8 - 12th / Liberty via Red Leaf	283	283	0.0%	3,852	3,826	-0.7%	2,059	2,688	30.5%
9 - Cherry / River Road	201	201	0.0%	2,945	2,938	-0.2%	1,618	2,059	27.3%
11 - Lancaster / Verda	721	721	0.0%	9,144	9,110	-0.4%	8,454	11,134	31.7%
13 - Silverton Road	176	176	0.0%	1,681	1,654	-1.6%	1,774	2,722	53.4%
16 - Wallace Road	113	113	0.0%	1,498	1,492	-0.4%	863	914	5.9%
17 - Edgewater / Gerth	351	351	0.0%	2,700	2,681	-0.7%	2,175	2,852	31.1%
18 - 12th / Liberty via Lone Oak	283	283	0.0%	3,799	3,761	-1.0%	1,815	2,324	28.0%
19 - Broadway / River Road	347	347	0.0%	4,491	4,511	0.4%	5,480	6,468	18.0%
21 - South Commercial	348	348	0.0%	4,323	4,231	-2.1%	5,269	7,191	36.5%
<i>Cherriots Local Y-T-D Total</i>	<i>4,391</i>	<i>4,391</i>	<i>0.0%</i>	<i>53,873</i>	<i>53,476</i>	<i>-0.7%</i>	<i>44,904</i>	<i>56,980</i>	<i>26.9%</i>
REGIONAL EXPRESS ROUTES									
10X - Woodburn / Salem Express	94	94	0.0%	2,023	1,984	-1.9%	194	266	37.1%
20X - N. Marion Co. / Salem Express	113	115	1.8%	2,792	2,675	-4.2%	138	212	53.6%
30X - Santiam / Salem Express	91	91	0.0%	2,149	2,203	2.5%	95	182	91.6%
40X - Polk County / Salem Express	135	187	38.5%	2,962	3,935	32.8%	517	1,022	97.7%
<i>Cherriots Regional Express Y-T-D Total</i>	<i>433</i>	<i>487</i>	<i>12.5%</i>	<i>9,926</i>	<i>10,797</i>	<i>8.8%</i>	<i>944</i>	<i>1,682</i>	<i>78.2%</i>
LIFT									
ADA	707	728	3.0%	7,701	8,326	8.1%	1,196	1,392	16.4%
DD53	66	69	4.5%	1,049	1,088	3.7%	95	123	29.5%
<i>Cherriots LIFT Y-T-D Total</i>	<i>773</i>	<i>797</i>	<i>3.1%</i>	<i>8,750</i>	<i>9,414</i>	<i>7.6%</i>	<i>1,291</i>	<i>1,515</i>	<i>17.4%</i>

Table 18. Saturday Fare Type and Category Usage

Cherriots Local																		
Fare Types	Full Fare			Reduced Fare			Youth Fare*			Youth Zero Pass			Free					
	Q1 2022	Q1 2023	% Change	Q1 2022	Q1 2023	% Change	Q1 2022	Q1 2023	% Change	Q1 2022	Q1 2023	% Change	Q1 2022	Q1 2023	% Change			
30 Day Pass	7,383	10,601	43.6%	7,764	10,226	31.7%	1,453	1,550	6.7%	-	-	-	-	-	-			
Day Pass	6,756	8,175	21.0%	5,567	7,853	41.1%	4,554	6,032	32.5%	-	-	-	-	-	-			
Cash	1,865	2,171	16.4%	435	566	30.1%	448	614	37.1%	-	-	-	-	-	-			
Free	-	-	-	-	-	-	-	-	-	0	3,023	N/A	6,294	2,592	-58.8%			
Totals	16,004	20,947	30.9%	13,766	18,645	35.4%	6,455	8,196	27.0%	0	3,023	N/A	6,294	2,592	-58.8%	6,455	11,219	73.8%
Cherriots Regional																		
Fare Types	Full Fare			Reduced Fare			Youth Fare*			Youth Zero Pass			Free					
	Q1 2022	Q1 2023	% Change	Q1 2022	Q1 2023	% Change	Q1 2022	Q1 2023	% Change	Q1 2022	Q1 2023	% Change	Q1 2022	Q1 2023	% Change			
Monthly Pass	44	107	143.2%	29	30	3.4%	8	10	25.0%	-	-	-	-	-	-			
Day Pass	210	224	6.7%	60	106	76.7%	11	43	290.9%	-	-	-	-	-	-			
Universal Pass	-	130	N/A	-	63	N/A	-	4	N/A	-	-	-	-	-	-			
Cash	317	483	52.4%	81	187	130.9%	74	176	137.8%	-	-	-	-	-	-			
Free	-	-	-	-	-	-	-	-	-	0	66	N/A	110	53	-51.8%			
Totals	571	944	65.3%	170	386	127.1%	93	233	150.5%	0	66	N/A	110	53	-51.8%	93	299	221.5%

*Youth Fare numbers for FY23 Q1 2022 only include July and August. Youth Fare categories were collected prior to the implementation of the Youth Zero Pass program on September 4, 2022.

Table 19. Sunday Total Revenue Hours*

Route (Service Days)	FY22 Q1				FY23 Q1			
	Jul 2021	Aug 2021	Sept 2021	Total	Jul 2022	Aug 2022	Sept 2022	Total
	0	0	4	4	5	4	4	13
LOCAL BUS SERVICE								
2 - Market / Brown	0	0	52	52	65	52	52	169
3 - Portland Road	0	0	52	52	65	52	52	169
4 - State Street	0	0	53	53	67	54	54	175
5 - Center Street	0	0	52	52	65	52	52	169
7 - Mission / Hawthorne	0	0	50	50	63	50	50	163
8 - 12th / Liberty via Red Leaf	0	0	52	52	65	52	52	169
9 - Cherry / River Road	0	0	53	53	67	54	54	175
11 - Lancaster / Verda	0	0	200	200	250	200	200	650
13 - Silverton Road	0	0	51	51	64	51	51	166
17 - Edgewater / Gerth	0	0	52	52	65	52	52	169
19 - Broadway / River Road	0	0	52	52	64	51	51	166
21 - South Commercial	0	0	52	52	64	51	51	166
<i>Cherritots Local Totals</i>	<i>0</i>	<i>0</i>	<i>771</i>	<i>771</i>	<i>964</i>	<i>771</i>	<i>771</i>	<i>2,506</i>
LIFT								
ADA	0	0	137	137	160	140	153	453
DD53	0	0	1	1	5	6	7	18
<i>Cherriots LIFT Totals</i>	<i>0</i>	<i>0</i>	<i>138</i>	<i>138</i>	<i>165</i>	<i>146</i>	<i>160</i>	<i>471</i>
<i>*Sunday service began on September 5, 2021.</i>								

Table 20. Sunday Average Revenue Hours / Day*

Route	FY22 Q1				FY23 Q1			
	Jul 2021	Aug 2021	Sept 2021	Total	Jul 2022	Aug 2022	Sept 2022	Total
(Service Days)	0	0	4	4	5	4	4	13
LOCAL BUS SERVICE								
2 - Market / Brown	N/A	N/A	13.0	13.0	13.0	13.0	13.0	13.0
3 - Portland Road	N/A	N/A	13.0	13.0	13.0	13.0	13.0	13.0
4 - State Street	N/A	N/A	13.3	13.3	13.4	13.5	13.5	13.5
5 - Center Street	N/A	N/A	13.0	13.0	13.0	13.0	13.0	13.0
7 - Mission / Hawthorne	N/A	N/A	12.5	12.5	12.6	12.5	12.5	12.5
8 - 12th / Liberty via Red Leaf	N/A	N/A	13.0	13.0	13.0	13.0	13.0	13.0
9 - Cherry / River Road	N/A	N/A	13.3	13.3	13.4	13.5	13.5	13.5
11 - Lancaster / Verda	N/A	N/A	50.0	50.0	50.0	50.0	50.0	50.0
13 - Silverton Road	N/A	N/A	12.8	12.8	12.8	12.8	12.8	12.8
17 - Edgewater / Gerth	N/A	N/A	13.0	13.0	13.0	13.0	13.0	13.0
19 - Broadway / River Road	N/A	N/A	13.0	13.0	12.8	12.8	12.8	12.8
21 - South Commercial	N/A	N/A	13.0	13.0	12.8	12.8	12.8	12.8
<i>Cherriots Local Totals</i>	<i>N/A</i>	<i>N/A</i>	<i>192.8</i>	<i>192.8</i>	<i>192.8</i>	<i>192.8</i>	<i>192.8</i>	<i>192.8</i>
LIFT								
ADA	N/A	N/A	34.3	34.3	32.0	35.0	38.3	34.8
DD53	N/A	N/A	0.3	0.3	1.0	1.5	1.8	1.4
<i>Cherriots LIFT Totals</i>	<i>N/A</i>	<i>N/A</i>	<i>34.5</i>	<i>34.5</i>	<i>33.0</i>	<i>36.5</i>	<i>40.0</i>	<i>36.2</i>
*Sunday service began on September 5, 2021.								

Table 21. Sunday Total Revenue Miles*

Route (Service Days)	FY22 Q1				FY23 Q1			
	Jul 2021	Aug 2021	Sept 2021	Total	Jul 2022	Aug 2022	Sept 2022	Total
	0	0	4	4	5	4	4	13
LOCAL BUS SERVICE								
2 - Market / Brown	0	0	653	653	805	644	644	2,093
3 - Portland Road	0	0	607	607	758	606	606	1,970
4 - State Street	0	0	526	526	656	525	525	1,706
5 - Center Street	0	0	591	591	739	591	591	1,921
7 - Mission / Hawthorne	0	0	639	639	801	641	641	2,083
8 - 12th / Liberty via Red Leaf	0	0	665	665	826	661	661	2,148
9 - Cherry / River Road	0	0	790	790	985	788	788	2,561
11 - Lancaster / Verda	0	0	2,478	2,478	3,086	2,469	2,469	8,024
13 - Silverton Road	0	0	480	480	591	473	473	1,537
17 - Edgewater / Gerth	0	0	400	400	497	397	397	1,291
19 - Broadway / River Road	0	0	665	665	835	668	668	2,171
21 - South Commercial	0	0	640	640	784	627	627	2,038
<i>Cherritots Local Totals</i>	0	0	9,134	9,134	11,363	9,090	9,090	29,543
LIFT								
ADA	0	0	1,565	1,565	1,847	1,664	1,847	5,358
DD53	0	0	18	18	68	96	95	259
<i>Cherritots LIFT Totals</i>	0	0	1,583	1,583	1,915	1,760	1,942	5,617
*Sunday service began on September 5, 2021.								

Table 22. Sunday Average Revenue Miles / Day*

Route	FY22 Q1				FY23 Q1			
	Jul 2021	Aug 2021	Sept 2021	Total	Jul 2022	Aug 2022	Sept 2022	Total
(Service Days)	0	0	4	4	5	4	4	13
LOCAL BUS SERVICE								
2 - Market / Brown	N/A	N/A	163.3	163.3	161.0	161.0	161.0	161.0
3 - Portland Road	N/A	N/A	151.8	151.8	151.6	151.5	151.5	151.5
4 - State Street	N/A	N/A	131.5	131.5	131.2	131.3	131.3	131.2
5 - Center Street	N/A	N/A	147.8	147.8	147.8	147.8	147.8	147.8
7 - Mission / Hawthorne	N/A	N/A	159.8	159.8	160.2	160.3	160.3	160.2
8 - 12th / Liberty via Red Leaf	N/A	N/A	166.3	166.3	165.2	165.3	165.3	165.2
9 - Cherry / River Road	N/A	N/A	197.5	197.5	197.0	197.0	197.0	197.0
11 - Lancaster / Verda	N/A	N/A	619.5	619.5	617.2	617.3	617.3	617.2
13 - Silverton Road	N/A	N/A	120.0	120.0	118.2	118.3	118.3	118.2
17 - Edgewater / Gerth	N/A	N/A	100.0	100.0	99.4	99.3	99.3	99.3
19 - Broadway / River Road	N/A	N/A	166.3	166.3	167.0	167.0	167.0	167.0
21 - South Commercial	N/A	N/A	160.0	160.0	156.8	156.8	156.8	156.8
<i>Cherriots Local Totals</i>	<i>N/A</i>	<i>N/A</i>	<i>2,283.5</i>	<i>2,283.5</i>	<i>2,272.6</i>	<i>2,272.5</i>	<i>2,272.5</i>	<i>2,272.5</i>
LIFT								
ADA	N/A	N/A	391.3	391.3	369.4	416.0	461.8	412.2
DD53	N/A	N/A	4.5	4.5	13.6	24.0	23.8	19.9
<i>Cherriots LIFT Totals</i>	<i>N/A</i>	<i>N/A</i>	<i>395.8</i>	<i>395.8</i>	<i>383.0</i>	<i>440.0</i>	<i>485.5</i>	<i>432.1</i>
*Sunday service began on September 5, 2021.								

Table 23. Sunday Total Boardings*

Route	FY22 Q1				FY23 Q1			
	Jul 2021	Aug 2021	Sept 2021	Total	Jul 2022	Aug 2022	Sept 2022	Total
(Service Days)	0	0	4	4	5	4	4	13
LOCAL BUS SERVICE								
2 - Market / Brown	0	0	466	466	960	851	1,058	2,869
3 - Portland Road	0	0	360	360	715	561	718	1,994
4 - State Street	0	0	281	281	740	613	775	2,128
5 - Center Street	0	0	497	497	932	729	901	2,562
7 - Mission / Hawthorne	0	0	162	162	323	255	320	898
8 - 12th / Liberty via Red Leaf	0	0	292	292	695	644	757	2,096
9 - Cherry / River Road	0	0	227	227	650	499	599	1,748
11 - Lancaster / Verda	0	0	742	742	2,864	2,307	2,696	7,867
13 - Silverton Road	0	0	183	183	666	562	627	1,855
17 - Edgewater / Gerth	0	0	266	266	528	458	531	1,517
19 - Broadway / River Road	0	0	314	314	1,047	923	1,134	3,104
21 - South Commercial	0	0	610	610	1,392	1,141	1,388	3,921
<i>Cherriots Local Totals</i>	0	0	4,400	4,400	11,512	9,543	11,504	32,559
LIFT								
ADA	0	0	252	252	282	240	268	790
DD53	0	0	1	1	5	7	6	18
<i>Cherriots LIFT Totals</i>	0	0	253	253	287	247	274	808
*Sunday service began on September 5, 2021.								

Table 24. Sunday Average Boardings / Day*

Route	FY22 Q1				FY23 Q1			
	Jul 2021	Aug 2021	Sept 2021	Total	Jul 2022	Aug 2022	Sept 2022	Total
(Service Days)	0	0	4	4	5	4	4	13
LOCAL BUS SERVICE								
2 - Market / Brown	N/A	N/A	116.5	116.5	192.0	212.8	264.5	220.7
3 - Portland Road	N/A	N/A	90.0	90.0	143.0	140.3	179.5	153.4
4 - State Street	N/A	N/A	70.3	70.3	148.0	153.3	193.8	163.7
5 - Center Street	N/A	N/A	124.3	124.3	186.4	182.3	225.3	197.1
7 - Mission / Hawthorne	N/A	N/A	40.5	40.5	64.6	63.8	80.0	69.1
8 - 12th / Liberty via Red Leaf	N/A	N/A	73.0	73.0	139.0	161.0	189.3	161.2
9 - Cherry / River Road	N/A	N/A	56.8	56.8	130.0	124.8	149.8	134.5
11 - Lancaster / Verda	N/A	N/A	185.5	185.5	572.8	576.8	674.0	605.2
13 - Silverton Road	N/A	N/A	45.8	45.8	133.2	140.5	156.8	142.7
17 - Edgewater / Gerth	N/A	N/A	66.5	66.5	105.6	114.5	132.8	116.7
19 - Broadway / River Road	N/A	N/A	78.5	78.5	209.4	230.8	283.5	238.8
21 - South Commercial	N/A	N/A	152.5	152.5	278.4	285.3	347.0	301.6
<i>Cherritots Local Totals</i>	<i>N/A</i>	<i>N/A</i>	<i>1,100.0</i>	<i>1,100.0</i>	<i>2,302.4</i>	<i>2,385.8</i>	<i>2,876.0</i>	<i>2,504.5</i>
LIFT								
ADA	N/A	N/A	63.0	63.0	56.4	60.0	67.0	60.8
DD53	N/A	N/A	0.3	0.3	1.0	1.8	1.5	1.4
<i>Cherritots LIFT Totals</i>	<i>N/A</i>	<i>N/A</i>	<i>63.3</i>	<i>63.3</i>	<i>N/A</i>	<i>N/A</i>	<i>68.5</i>	<i>62.2</i>
*Sunday service began on September 5, 2021.								

Table 25. Sunday Average Boardings / Revenue Hour*

Route	FY22 Q1				FY23 Q1			
	Jul 2021	Aug 2021	Sept 2021	Total	Jul 2022	Aug 2022	Sept 2022	Total
(Service Days)	0	0	4	4	5	4	4	13
LOCAL BUS SERVICE								
2 - Market / Brown	N/A	N/A	9.0	9.0	14.8	16.4	20.3	17.0
3 - Portland Road	N/A	N/A	6.9	6.9	11.0	10.8	13.8	11.8
4 - State Street	N/A	N/A	5.3	5.3	11.0	11.4	14.4	12.2
5 - Center Street	N/A	N/A	9.6	9.6	14.3	14.0	17.3	15.2
7 - Mission / Hawthorne	N/A	N/A	3.2	3.2	5.1	5.1	6.4	5.5
8 - 12th / Liberty via Red Leaf	N/A	N/A	5.8	5.6	10.7	12.4	14.6	12.4
9 - Cherry / River Road	N/A	N/A	4.3	4.3	9.7	9.2	11.1	10.0
11 - Lancaster / Verda	N/A	N/A	3.7	3.7	11.5	11.5	13.5	12.1
13 - Silverton Road	N/A	N/A	3.6	3.6	10.4	11.0	12.3	11.2
17 - Edgewater / Gerth	N/A	N/A	5.1	5.1	8.1	8.8	10.2	9.0
19 - Broadway / River Road	N/A	N/A	6.0	6.0	16.4	18.1	22.2	18.7
21 - South Commercial	N/A	N/A	11.7	11.7	21.8	22.4	27.2	23.6
<i>Cherritots Local Totals</i>	<i>N/A</i>	<i>N/A</i>	<i>5.7</i>	<i>5.7</i>	<i>11.9</i>	<i>12.4</i>	<i>14.9</i>	<i>13.0</i>
LIFT								
ADA	N/A	N/A	1.8	1.8	1.8	1.7	1.8	1.7
DD53	N/A	N/A	1.0	1.0	1.0	1.2	0.9	1.0
<i>Cherriots LIFT Totals</i>	<i>N/A</i>	<i>N/A</i>	<i>1.8</i>	<i>1.8</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>
*Sunday service began on September 5, 2021.								

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

Route	Revenue Hours	Revenue Miles	Boardings
	FY23	FY23	FY23
LOCAL BUS SERVICE			
2 - Market / Brown	169	2,093	2,869
3 - Portland Road	169	1,970	1,994
4 - State Street	175	1,706	2,128
5 - Center Street	169	1,921	2,562
7 - Mission / Hawthorne	163	2,083	898
8 - 12th / Liberty via Red Leaf	169	2,148	2,096
9 - Cherry / River Road	175	2,561	1,748
11 - Lancaster / Verda	650	8,024	7,867
13 - Silverton Road	166	1,537	1,855
17 - Edgewater / Gerth	169	1,291	1,517
19 - Broadway / River Road	166	2,171	3,104
21 - South Commercial	166	2,038	3,921
<i>Cherriots Local Y-T-D Total</i>	<i>2,506</i>	<i>29,543</i>	<i>32,559</i>
LIFT			
ADA	453	5,358	790
DD53	18	259	18
<i>Cherriots LIFT Y-T-D Total</i>	<i>471</i>	<i>5,617</i>	<i>808</i>
*Sunday service began September 3, 2021, therefore, Y-T-D comparisons are not available.			

Table 27. Sunday Fare Type and Category Usage*

Cherriots Local	Fare Categories									
	Full Fare		Reduced Fare		Youth Fare**		Youth Zero Pass		Free	
	Q1 2022	Q1 2023	Q1 2022	Q1 2023	Q1 2022	Q1 2023	Q1 2022	Q1 2023	Q1 2022	Q1 2023
Fare Types										
30 Day Pass	0	4,814	0	5,501	0	918	-	-	-	-
Day Pass	0	4,642	0	3,590	0	3,291	-	-	-	-
Cash	0	1,497	0	366	0	374	-	-	-	-
Free	-	-	-	-	-	-	-	2,525	4,400	1,387

*Sunday service began on September 5, 2021 and all rides were fare-free for the month.
 **Youth Fare numbers for FY23 Q1 only include July and August. Youth Fare categories were collected prior to the implementation of the Youth Zero Pass program on September 4, 2022.

Table 28. Rides / Revenue Hour Comparison

LOCAL WEEKDAY				REGIONAL/LOCAL EXPRESS WEEKDAY			DEMAND-RESPONSE WEEKDAY				
		Route	FY22 Q1	FY23 Q1		FY22 Q1	FY23 Q1		FY22 Q1	FY23 Q1	
1	Corridor Routes	Route 21	14.0	17.7					LIFT ADA	1.7	2
1	Corridor Routes	Route 3	12.9	16.5	Route 40X	5.1	5.5		LIFT DD53	1.5	1.8
1	Corridor Routes	Route 19	13.1	15.5	Route 10X	2.4	3.1		Shop and Ride Dial-a-Ride	1.4	1.7
1	Corridor Routes	Route 4	12.7	15.3	Route 30X	2.6	2.8		Shop and Ride Shopper Shuttle	0	0
1	Corridor Routes	Route 11	11.7	15.2	Route 1X	2.3	2.8				
1	Corridor Routes	Route 2	11.9	14.4	Route 50X	1.3	2.4				
1	Corridor Routes	Route 8	9.8	13.5	Route 20X	1.6	2.3				
1	Corridor Routes	Route 5	11.4	13.2	Route 80X	2.3	0.9				
1	Corridor Routes	Route 13	9.6	13	REGIONAL DEVIATED-FIXED ROUTE	FY22 Q1	FY23 Q1				
1	Corridor Routes	Route 18	8.6	12.1	Route 45	1.5	1.7				
1	Corridor Routes	Route 9	9.2	10.8							
1	Corridor Routes	Route 17	8.1	10.4							
2	Coverage Routes	Route 16	8.5	12.1							
2	Coverage Routes	Route 23	10.4	8							
2	Coverage Routes	Route 7	7.0	7.8							
2	Coverage Routes	Route 6	4.9	6.3							
2	Coverage Routes	Route 14	4.2	6.2							
2	Coverage Routes	Route 12	3.4	4.5							
2	Coverage Routes	Route 27	4.0	3.5							
2	Coverage Routes	Route 26	2.6	2.6							

LOCAL SATURDAY				REGIONAL EXPRESS SATURDAY			DEMAND-RESPONSE SATURDAY				
		Route	FY22 Q1	FY23 Q1		FY22 Q1	FY23 Q1		FY22 Q1	FY23 Q1	
1	Corridor Routes	Route 21	15.1	20.7	Route 40X	3.8	5.5		LIFT ADA	1.7	1.9
1	Corridor Routes	Route 19	15.8	18.6	Route 10X	2.1	2.8		LIFT DD53	1.4	1.8
1	Corridor Routes	Route 3	11.2	16.1	Route 30X	1	2				
1	Corridor Routes	Route 2	13.0	15.6	Route 20X	1.2	1.8				
1	Corridor Routes	Route 13	10.1	15.5							
1	Corridor Routes	Route 11	11.7	15.4							
1	Corridor Routes	Route 5	12.2	13.8							
1	Corridor Routes	Route 4	11.1	13.7							
1	Corridor Routes	Route 9	8.0	10.2							
1	Corridor Routes	Route 8	7.3	9.5							
1	Corridor Routes	Route 18	6.4	8.2							
1	Corridor Routes	Route 17	6.2	8.1							
2	Coverage Routes	Route 16	7.6	8.1							
2	Coverage Routes	Route 7	6.4	7.4							
2	Coverage Routes	Route 6	2.9	3.3							

LOCAL SUNDAY				DEMAND-RESPONSE SUNDAY			
		Route	FY22 Q1*	FY23 Q1		FY22 Q1	FY23 Q1
1	Corridor Routes	Route 21	11.7	23.6	LIFT ADA	1.8	1.7
1	Corridor Routes	Route 19	6.0	18.7	LIFT DD53	1	1
1	Corridor Routes	Route 2	9.0	17			
1	Corridor Routes	Route 5	9.6	15.2			
1	Corridor Routes	Route 8	5.6	12.4			
1	Corridor Routes	Route 4	5.3	12.2			
1	Corridor Routes	Route 11	3.7	12.1			
1	Corridor Routes	Route 3	6.9	11.8			
1	Corridor Routes	Route 13	3.6	11.2			
1	Corridor Routes	Route 9	4.3	10			
1	Corridor Routes	Route 17	5.1	9			
2	Coverage Routes	Route 7	3.2	5.5			

*Sunday service began on September 5, 2021, therefore, FY22 Q1 numbers only include the month of September.

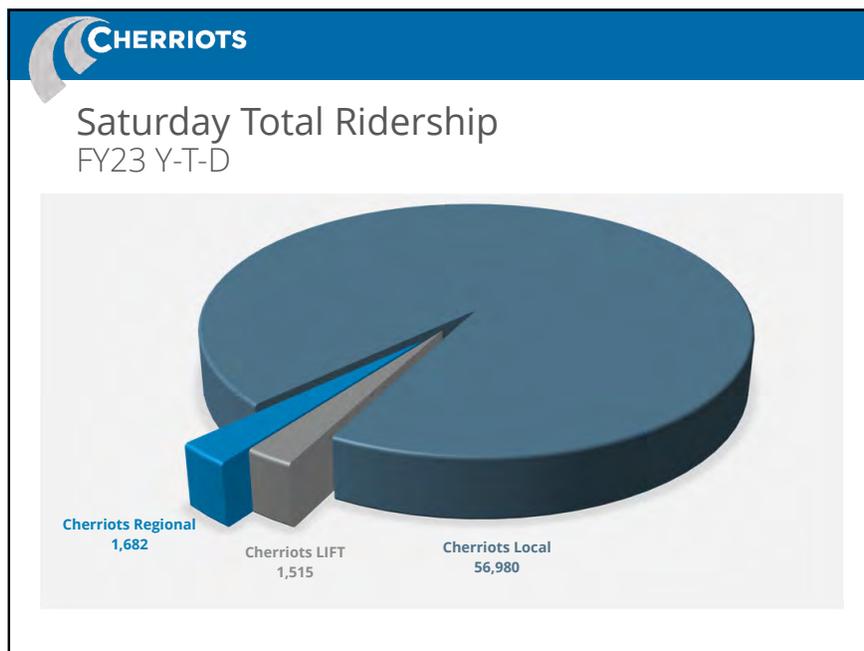
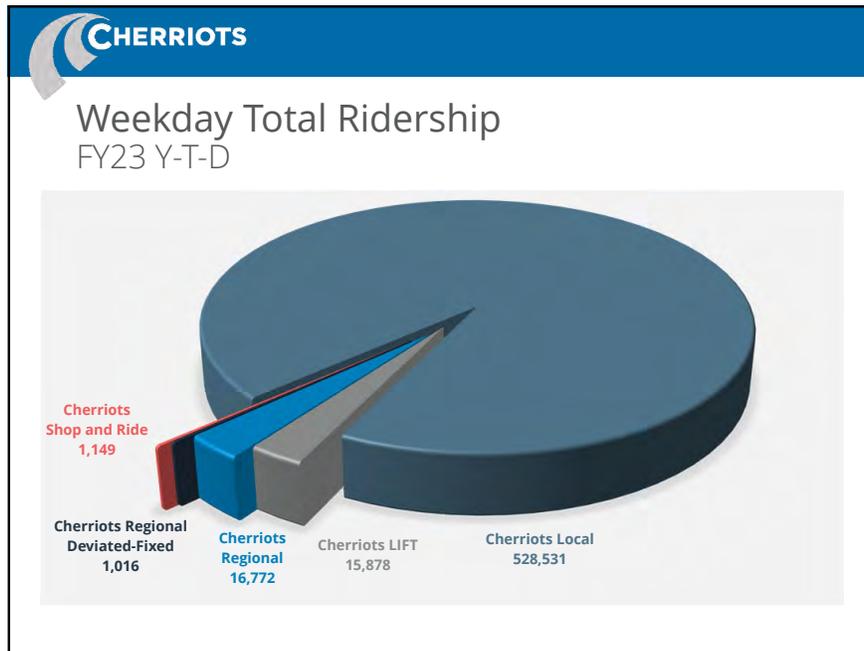
FY23 Q1 Performance Report

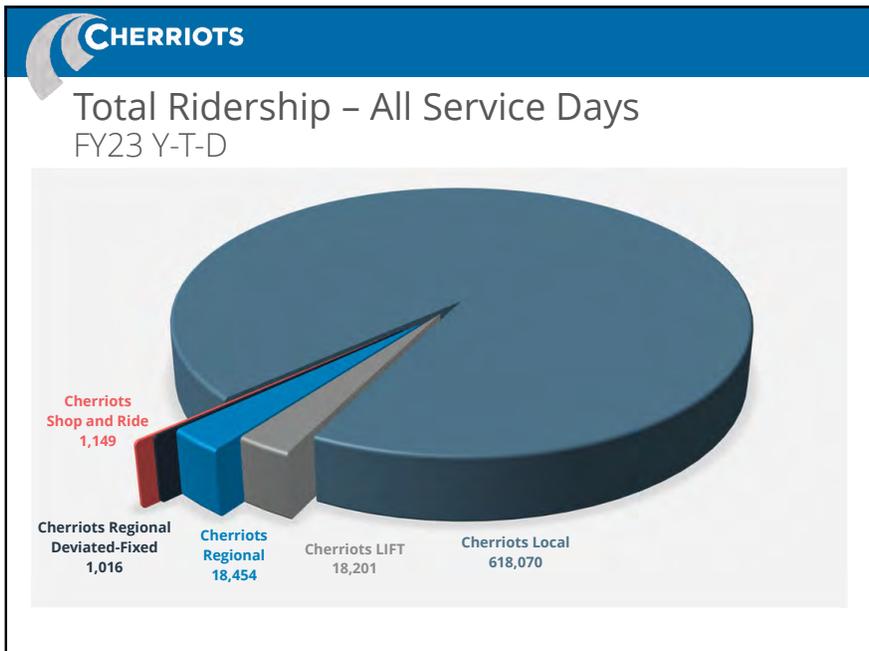
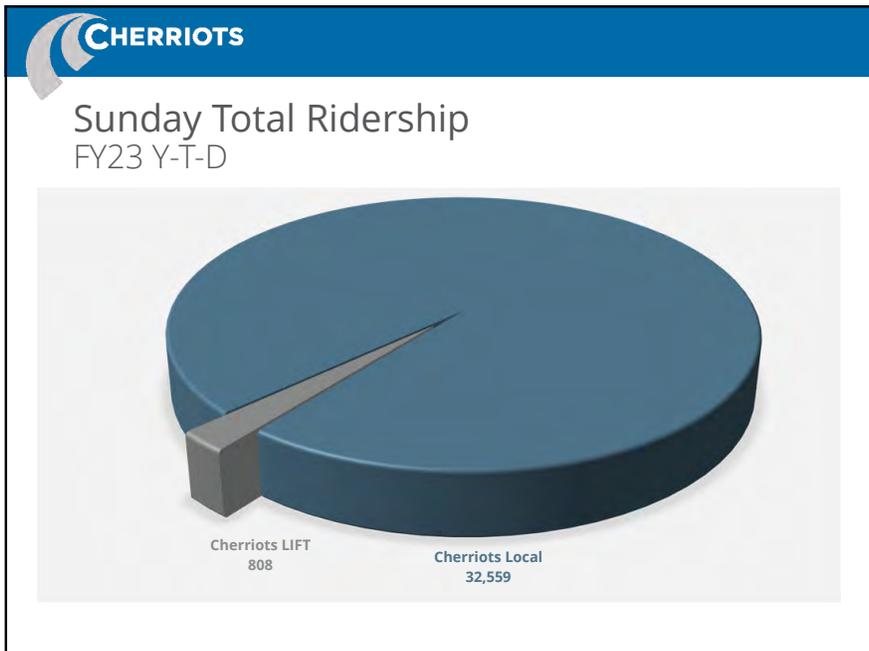
July – September 2022



Ridership Totals

FY23 Q1

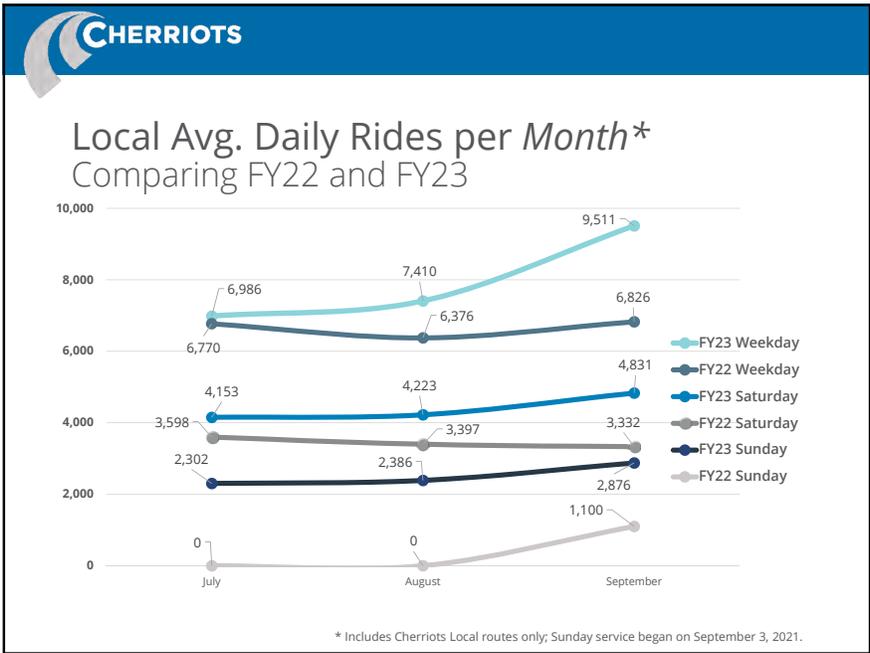


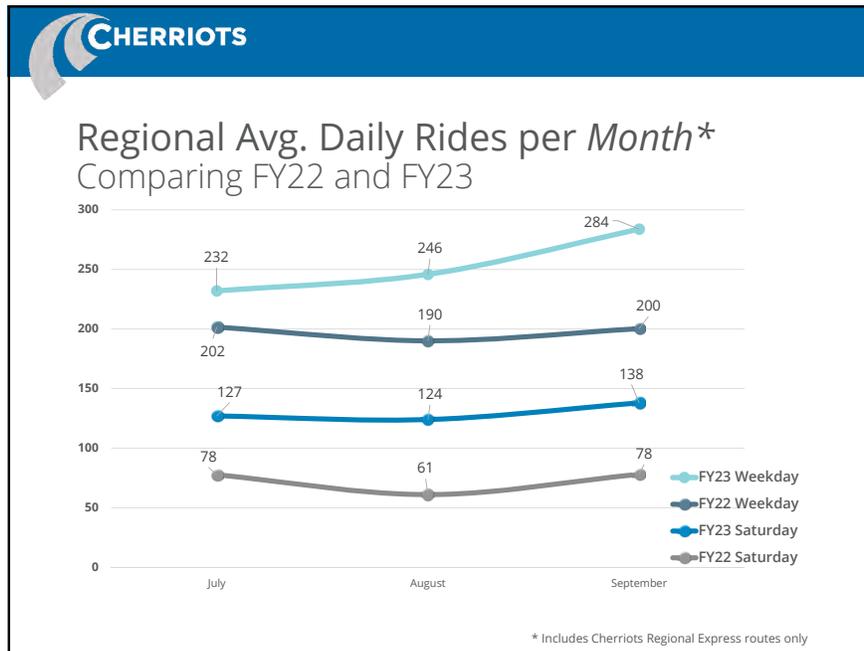




Ridership Averages

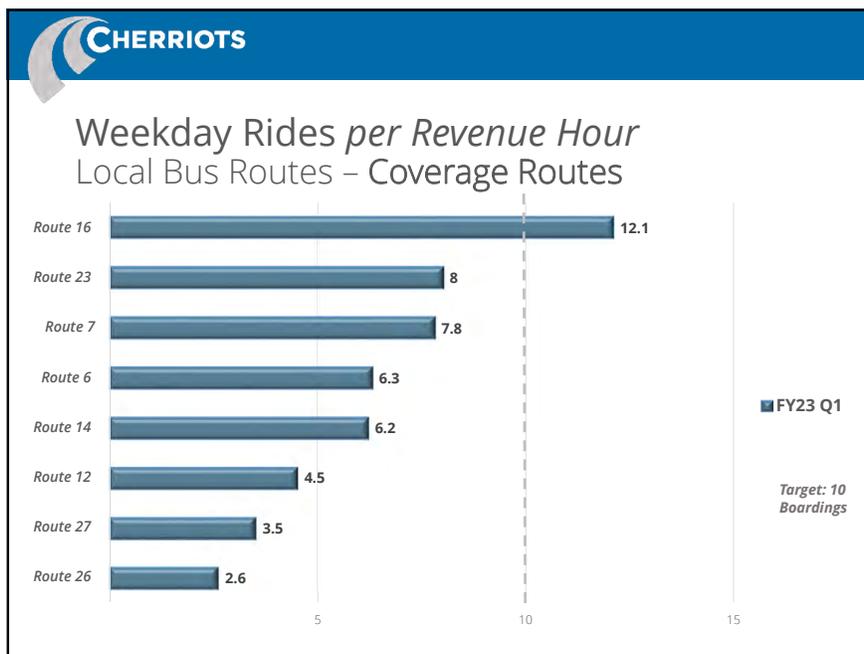
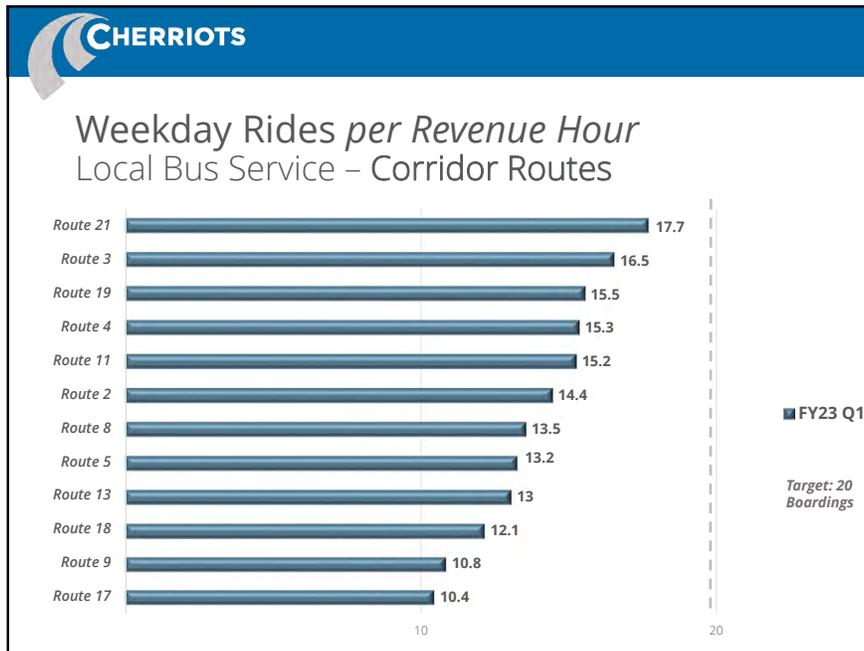
FY23 Q1

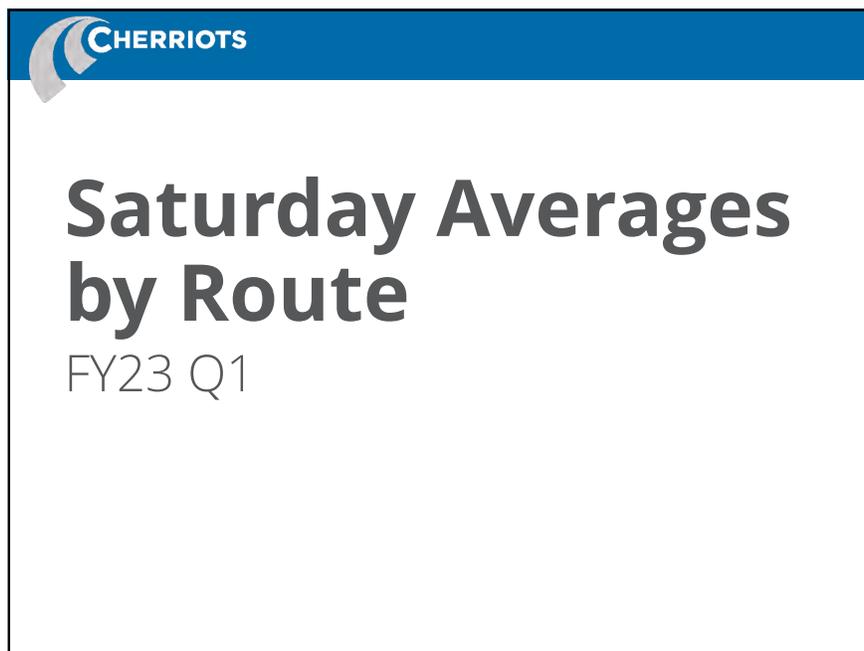
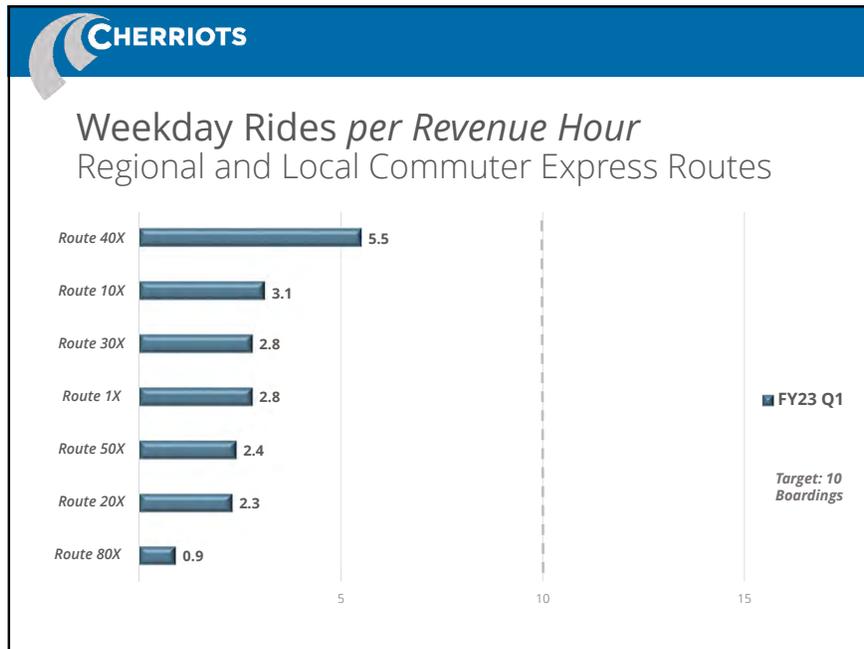


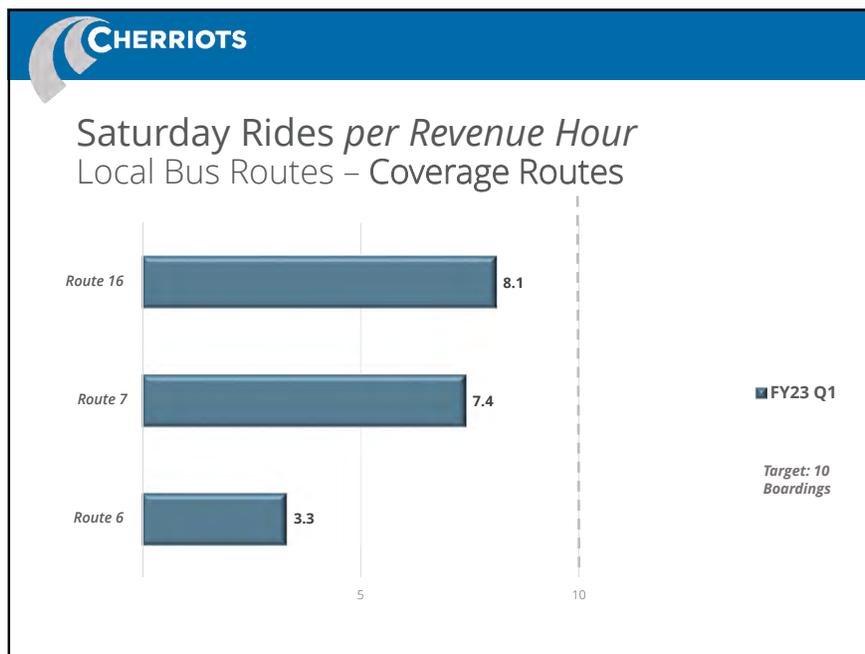
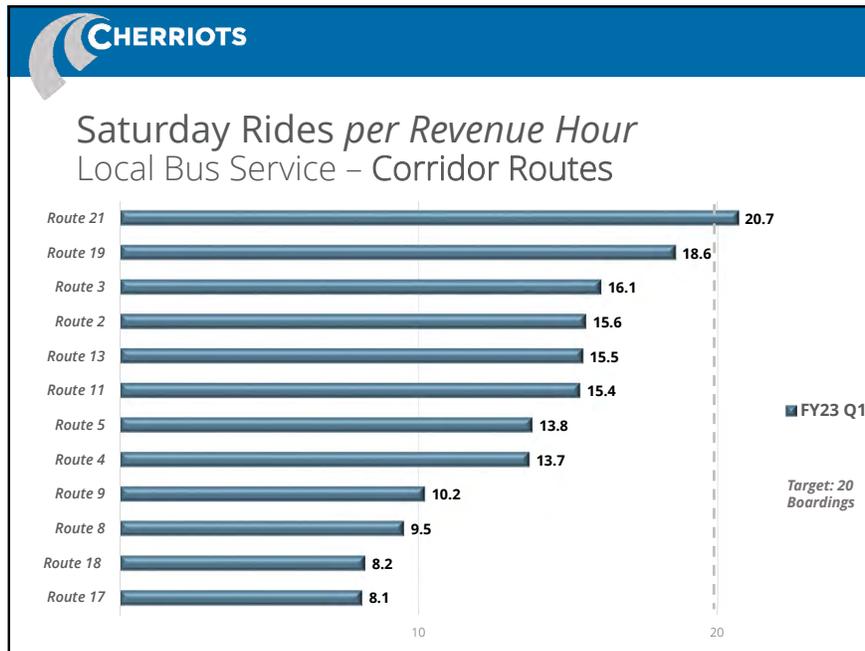


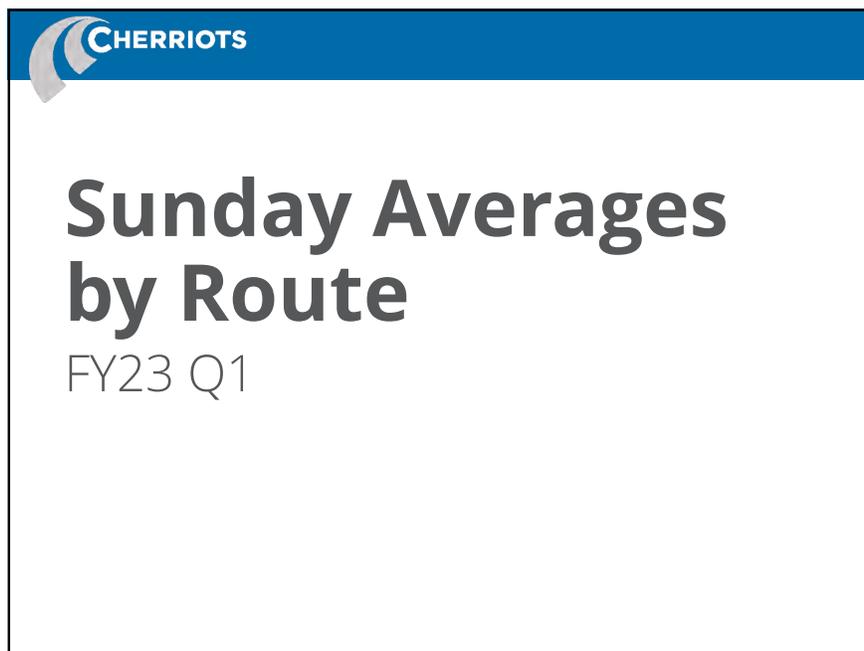
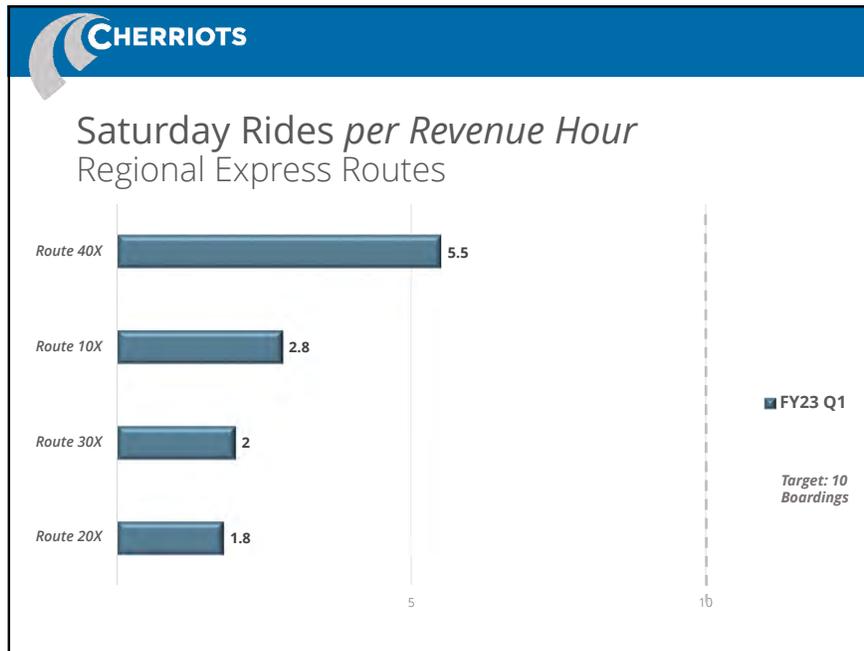
Weekday Averages by Route

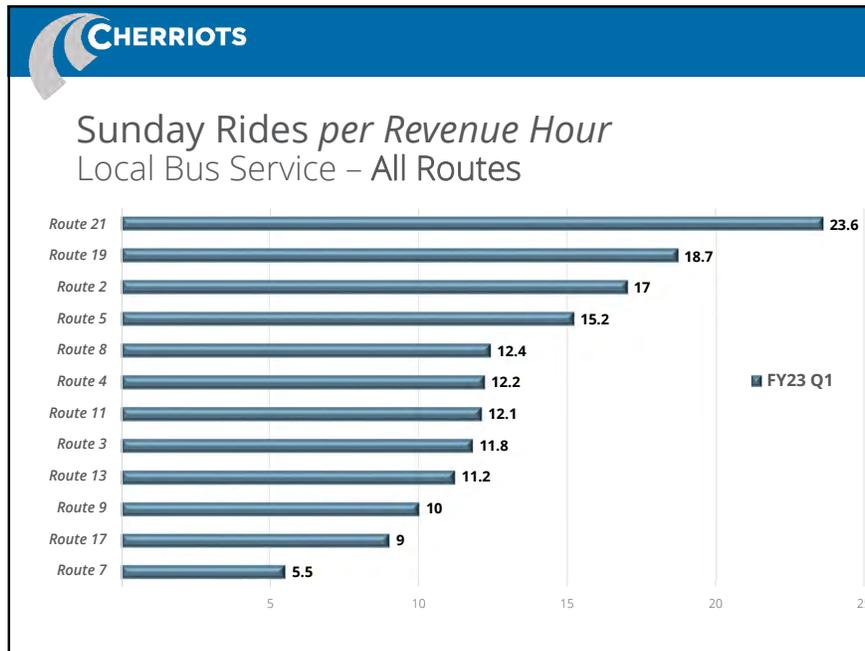
FY23 Q1





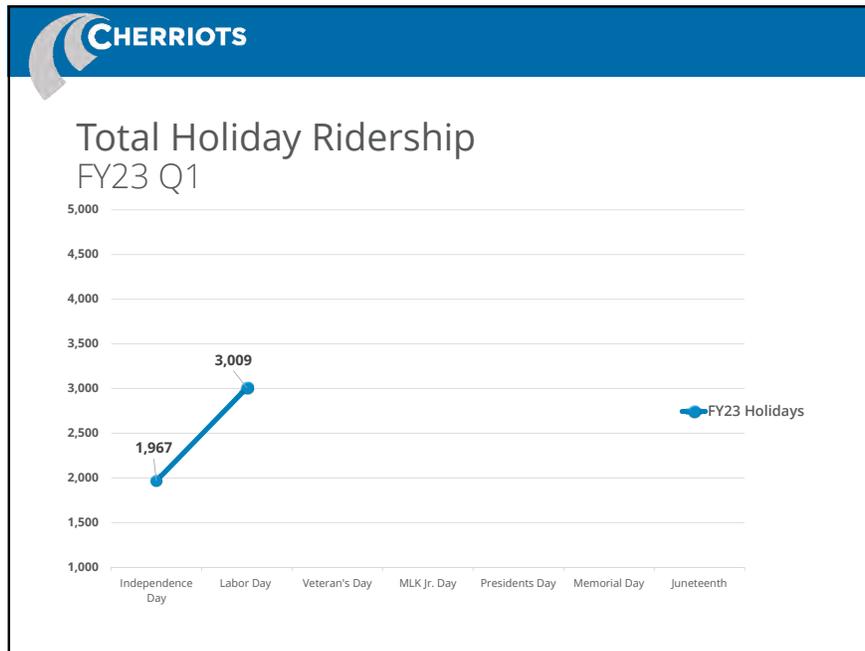






Holiday Ridership

FY23 Q1





To: Board of Directors

From: Denise LaRue, Chief Financial Officer

Thru: Allan Pollock, General Manager

Date: November 17, 2022

Subject: FY2023 First Quarter Finance Report

ISSUE

Shall the Board receive the First Quarter Finance Report for FY2022-23?

BACKGROUND AND FINDINGS

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

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

General Fund Revenues:

Passenger Fares are currently at 22% of the annual budget.

Federal Funding is currently at 0% of the annual budget, which is not unusual for the first quarter. The federal fiscal year ends on September 30, followed by a period of TRAMS (the federal grant processing system) being closed for a period of time. We receive and record funding when we request reimbursement of funds via drawdowns, which were processed in the last week of October, 2022.

Even though we have discontinued Advertising, we will continue to receive *Advertising Revenues* until the end of December 2022. Because the vendor had already sold

advertising past the contract expiration date of July 31, 2022, we have allowed on bus advertising until those ads sold reach the end of their contract date.

The District received 0% of the projected *Property Taxes* in the first quarter of the year. This amount reflects the last of payments credited to FY22 assessments and prior. The amount budgeted is the estimate for FY23 property taxes. The majority of the property taxes are received in November when tax payers take advantage of the largest discount offered to those who pay the tax by November 15.

Oregon State In-Lieu funds are higher than had been anticipated in the budget, coming in at 35%.

Interest on Investments is over budget for the first quarter, being at 50% of the annual budget.

Other revenues are at the 25% of budgeted revenues.

General Fund Expenditures:

The *Total Operating Expenditures* of the General Fund are slightly under budget at 22% of total annual budget. All divisions in the General Fund are at or below the anticipated 25% of total budget, ranging from 16% to 25% of annual budget expended.

Transportation Program Fund Revenues:

Passenger Fares are at 28% of annual budget, showing consistent growth as we emerge from the pandemic years.

Federal Funds has not been reimbursed yet due to the timing of the drawdown as previously discussed. We will see this revenue in November.

State Funds are slightly below the budget for the 1st quarter, with a drawdown processed at the end of October.

Transportation Fund Expenditures:

The *Total Transportation Programs Fund* expenditures are at 15% of annual budget. All programs are in line with the spending budget.

Capital Project Fund Revenues:

Total Capital Revenues in the Capital Project Fund are \$0 at the end of the first quarter, with the drawdowns for first quarter being processed at the end of October.

Capital Project Fund Expenditures:

Overall the *Capital Project Fund* expenditures are 1% of the annual approved budget.

The Finance Division expenses are for the Tyler Munis software implementation. The Technology and Program Management Division expenses are for the South Salem Transit Center. The Operations Division expenses are for the Program Data Integration Software.

FINANCIAL IMPACT

None. For informational purposes only.

RECOMMENDATION

Staff recommends that the Board receive and file this First Quarter Financial Report for FY2022-23.

PROPOSED MOTION

None.

**Salem Area Mass Transit District
Fiscal Year 2022-23 Financial Report**

**General Fund Revenues/Resources and
Expenses/Requirements Summary**

		FY2022-23 Adopted				
	Actual	1st Quarter Budget @ 9/30/22	and Amended Budget	% of Budget		
1	<u>Operating Revenues/Resources</u>				1	
2	Passenger Fares	393,364	\$ 437,165	\$ 1,748,658	22%	2
3	Federal Funding	55,408	4,833,887	19,335,549	0%	3
4	STIF Formula	1,418,135	1,378,459	5,513,835	26%	4
6	Advertising	51,011	-	-		6
7	Miscellaneous	33,873	112,539	450,157	8%	7
8	Property Taxes	43,537	3,545,413	14,181,650	0%	8
9	Oregon State In-Lieu	2,796,976	2,000,205	8,000,820	35%	9
10	Interest on Investments	140,637	70,639	282,554	50%	10
11	Renewable Gas Credits	52,345	54,000	216,000	24%	11
12	Operating Revenues/Resources Total	4,985,286	\$ 12,432,307	\$ 49,729,223	10%	12
13	<u>Operating Expenses/Requirements</u>				13	
14	General Manager/Board/Strategic Init.	\$ 346,858	\$ 341,700	\$ 1,366,781	25%	14
15	Administration	256,738	297,378	1,189,487	22%	15
16	Finance	409,549	438,660	1,754,571	23%	16
17	Marketing & Communications	510,011	620,529	2,482,037	21%	17
18	Operations	6,282,833	6,813,033	27,252,024	23%	18
19	Deputy General Manager	553,978	848,487	3,393,942	16%	19
20	Technology and Program Management	425,953	470,097	1,880,392	23%	20
21	Unallocated General Administration	276,620	312,711	1,250,856	22%	21
22	Operating Expenses/Requirements Total	\$ 9,062,540	\$ 10,142,595	\$ 40,570,090	22%	22

**Salem Area Mass Transit District
Fiscal Year 2022-23 Financial Report**

Transportation Programs Fund Revenues/Resources and Expenses/Requirements Summary		Actual	FY2022-23 Adopted		% of Budget
			1st Quarter Budget @ 9/30/22	and Amended Budget	
1	Transportation Fund Revenues/Resources				
2	Passenger Fares	\$ 76,474	\$ 68,265	\$ 273,069	28%
3	Federal Funds	-	724,635	2,898,533	0%
4	State Funds	983,359	1,171,839	4,687,361	21%
5	Interest on Investments	1,385	1,467	5,871	24%
6	Transportation Fund Revenues/Resources Total	\$ 1,061,218	\$ 1,966,206	\$ 7,864,834	13%
7	Transportation Fund Expenses/Requirements				
8	Communication	\$ 76,563	\$ 142,348	\$ 569,300	13%
9	Operations	1,697,226	2,618,552	10,474,047	16%
10	Technology and Program Management	77,956	331,863	1,327,449	6%
11	Transportation Fund Expenses/Requirements Total	\$ 1,851,745	\$ 3,092,763	\$ 12,370,796	15%

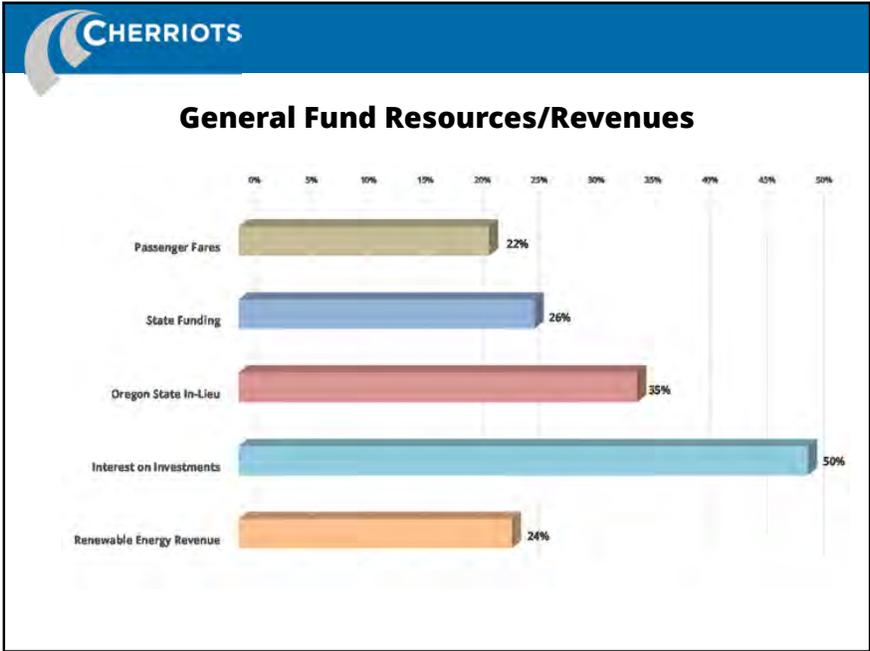
**Salem Area Mass Transit District
Fiscal Year 2022-23 Financial Report**

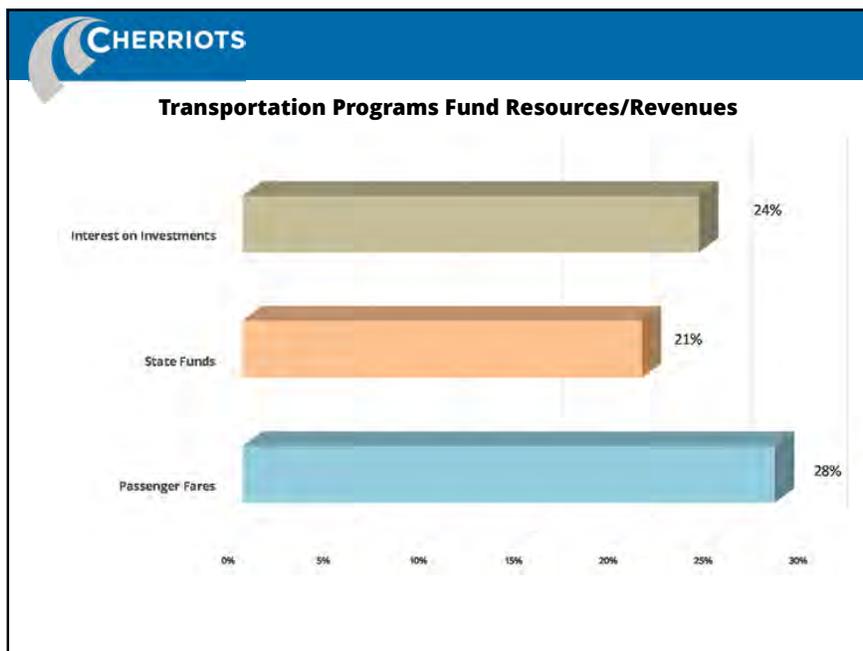
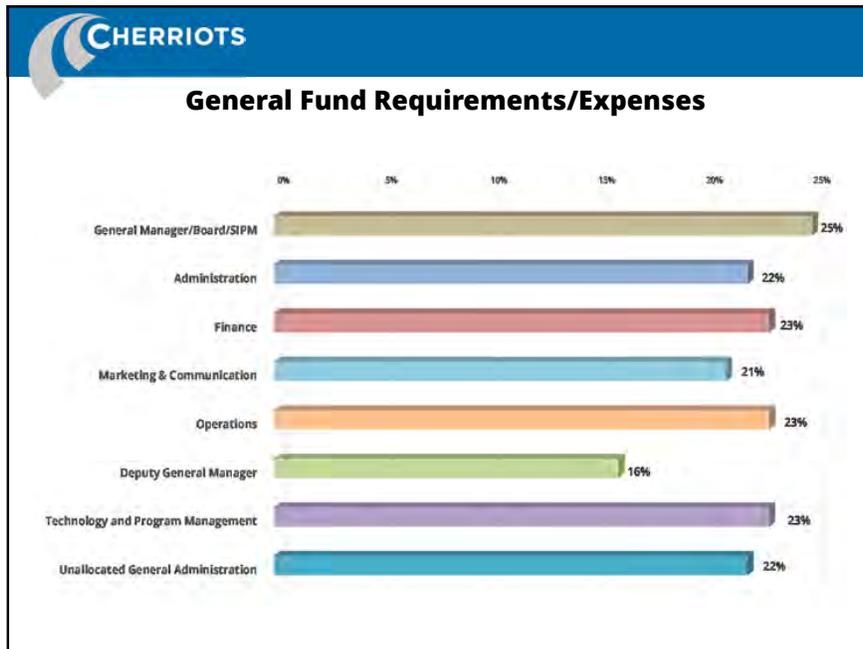
Capital Project Fund Revenues/Resources and Expenses/Requirements Summary		Actual	FY2022-23 Adopted		% of Budget
			1st Quarter Budget @ 9/30/22	and Amended Budget	
1	Capital Revenues/Resources				
2	Federal Funding	-	5,017,932	20,071,693	0%
3	State Funding	-	254,484	1,017,941	0%
4	Capital Revenues/Resources Total	\$ -	\$ 5,272,416	\$ 21,089,634	0%

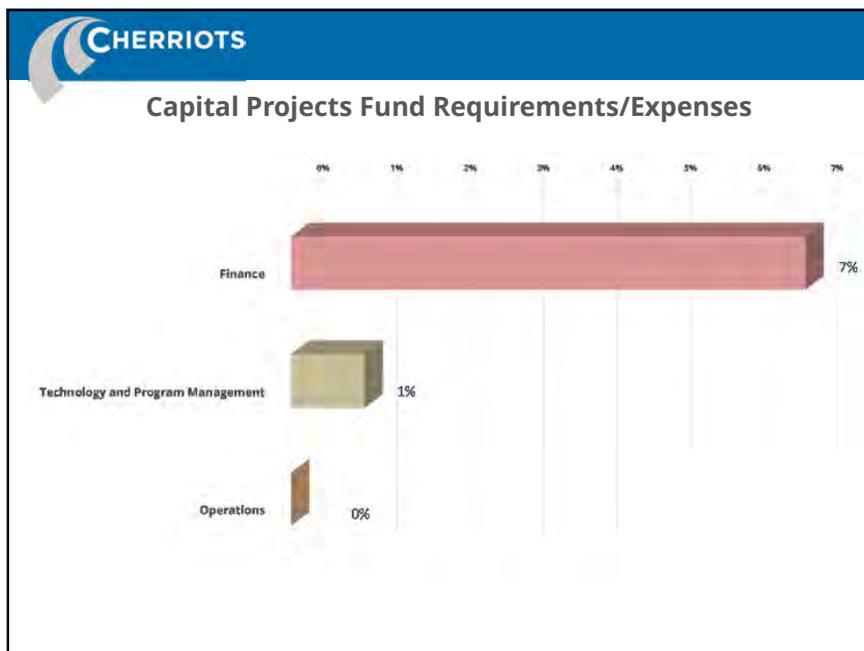
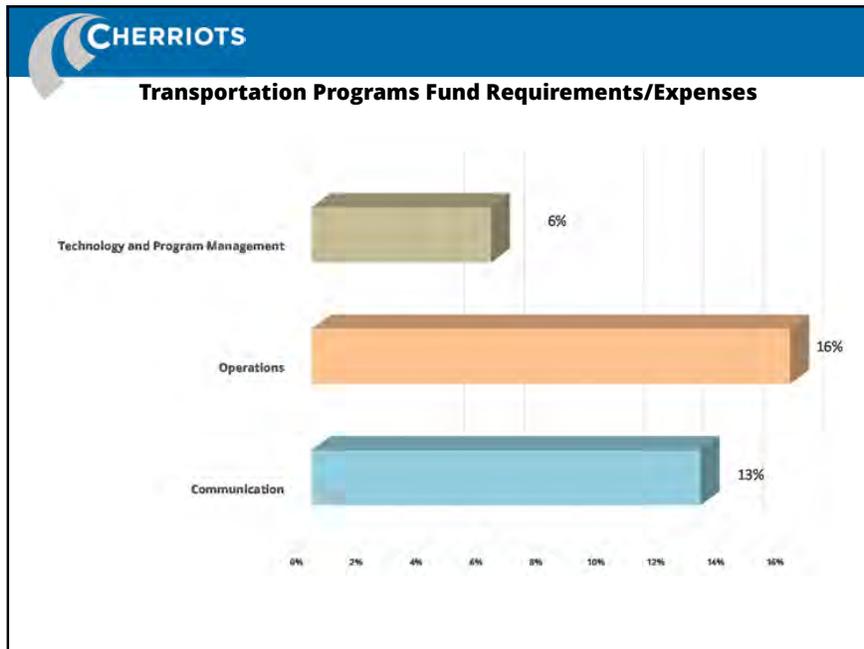
Capital Expenses/Requirements Summary by Division					
5	Division				
6	Finance	\$ 32,104	\$ 122,698	\$ 490,791	7%
7	Technology & Program Management	86,406	1,550,415	6,201,640	1%
8	Operations	32,944	5,141,670	20,566,692	0%
9	Capital Expenses/Requirements Total	\$ 151,454	\$ 6,814,783	\$ 27,259,123	1%

First Quarter Financial Report

July 1, 2022 - September 30, 2022









•May I answer any questions?





To: Board of Directors

From: Allan Pollock, General Manager

Date: November 17, 2022

Subject: Board Member Committee Report

ISSUE

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

BACKGROUND AND FINDINGS

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

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