



Agenda
Linn-Benton Loop Board Meeting
Hybrid Meeting

Date: Tuesday, November 29, 2022
Time: 3:00 – 5:00 pm
Location: **Hybrid Meeting: In-Person with Teams Call-In Available**
1400 Queen Avenue SE; Albany, OR 97322; ABC Conference Room (first floor)
Via Microsoft Teams: [CLICK HERE](#)
Meeting ID: 237 687 729 656
Passcode: LTrA82
Phone: [1-872-242-8088](tel:1-872-242-8088); 231096338#
Contact: Steve Dobrinich, CAMPO Transportation Planner, 541-223-7040

1. **3:00 Call to Order and Agenda Review** **Chair,
Commissioner
Pat Malone**

2. **3:05 Public Comment** **Chair**

3. **3:10 Minutes of June 13, 2022 (Attachment A)** **Chair**

Action Requested: Approval of meeting minutes

4. **3:15 Mobility Hubs Project Update (Attachment B)** **Steph Nappa**
Progress update on LBCC/OSU Mobility Hub Project.

Action Requested: Approval of letter of support

6. **3:40 5307 Capital Reserve Funding (Attachment C1&C2)** **Staff Nick
Meltzer, Barry
Hoffman**
Consideration of TAC recommendation to spend a portion of 5307 capital reserve funds on Transit Operations Facility design and LBCC Mobility Hub design.

Action Requested: Approval of TAC recommendation

7. **4:10 Budget and Ridership Reports (Attachments D, E1-E2, F1-F2)** **Barry Hoffman**
 - Year to date budget (includes STIF)
 - Quarterly budget (includes STIF)
 - Drawdown Reports (includes STIF)
 - Ridership
Action Requested: Information only

8. **4:25 FY2022 End of Year Budget (Attachment G)** **Barry Hoffman/
Jeff Babbitt**

Action Requested: Information only

9. 4:40 Other Business

All

10. 5:00 Adjournment

Chair

- Next meeting February 28, 2023

ATTENDANCE (FOR QUORUM PURPOSES)

Board Member	Alternate	Jurisdiction	Attendance
Sheldon Flom		Linn Benton Community College	
Pat Malone		Corvallis Area Metropolitan Planning Organization	
Roger Nyquist		Albany Area Metropolitan Planning Organization	
Hal Brauner		At-Large Member (<i>non-voting position</i>)	

Quorum: Board business may be conducted provided a quorum of members, or their Alternates, are in attendance. A quorum consists of a majority (2) of the Board. Board members may participate telephonically or by other means of electronic communication, provided the meeting is called to order at a public noticed meeting place where the public can attend, hear, understand and/or read the comments of the members participating by telephonic or electronic means and the members so participating can fully hear, understand, and/or read the comments of the other members participating in the meeting.

- Loop Board Bylaws, Section 6: Meetings, Subsection c: Quorum

**Linn-Benton Loop Board Meeting
Teleconference
Tuesday, June 13, 2022
3:00 – 5:00pm**

MEETING MINUTES

Board Member	Jurisdiction	Attendance
Sheldon Flom	Linn Benton Community College	
Hal Brauner	At-Large Member (<i>non-voting position</i>)	Yes
Roger Nyquist	Albany Area Metropolitan Planning Organization	
Mark Volmert	Alternate to Commissioner Nyquist, Albany Area Metropolitan Planning Organization	Yes
Pat Malone	Corvallis Area Metropolitan Planning Organization	Yes

OCWCOG Staff: Jenny Glass, Steve Dobrinich, Emma Chavez, and Steph Nappa

Guests: Brad Dillingham, Tim Bates, Ken Bronson, Barry Hoffman, Reagan Maudlin, Mark Bernard

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order and agenda review. (3:03 pm)	<p>Mark Volmert requested to have the Chair Commissioner Pat Malone add an item to the end of the agenda to discuss fleet replacements and costs.</p> <p>Chair Commissioner Pat Malone added this under agenda item eight, "Other Business".</p>	<p>The Chair Commissioner Malone called the meeting to order at 3:02 pm.</p> <p>Updated agenda per Volmert's request as noted in discussion.</p>
2. Public Comment		There were no comments from the public.

<p>3. Minutes of February 22, 2022 (Attachment A)</p>	<p>Commissioner Malone commented that the minutes looked like they were in good shape. Mark Volmert addressed the chair, Commissioner Pat Malone, in order to give praise to Emma Chavez and other COG staff members on keeping exceptional minutes, especially with complex items.</p> <p>Volmert made a motion to approve the minutes as presented. Hal Brauner agreed with Volmert's previous comments and seconded the motion to approve the minutes as presented. The minutes were adopted by consensus.</p>	<p>Volmert motioned to approve the minutes as presented. Brauner seconded. Minutes approved by consensus.</p>
<p>4. Mobility Hubs Project Update (Attachment B)</p>	<p>Staff Steph Nappa provided an update on the Mobility Hub project. This project is funded through the State Transportation Improvement Fund (STIF) Discretionary program.</p> <p>Staff Nappa advised that project consultant is Parametrix, and listed the key partners as OSU, LBCC, and Transit Providers.</p> <p>Staff Nappa added that the state designated the Linn-Benton Community College (LBCC), and Oregon State University (OSU) Loop stops as key transit hubs because of the number of different transit services that connect at these locations.</p> <p>Nappa went on to explain that a mobility hub is a connection between transit and other modes of travel where multiple forms of transportation meet and where riders can make transfers. Nappa added that amenities like restaurants, bathrooms, package services, and wayfinding can also be added to mobility hubs to make them more well-rounded and practical.</p> <p>Staff Nappa moved on to discuss the project tasks as follows: 1. Conceptual design which is nearly complete. 2. Cost Estimate which staff will be applying for funding for construction in November of 2022, and 3. Full PS&E which will take place in June of 2023.</p>	

Staff Nappa added that pre-application meetings will begin on July 6th in order to prepare for land use approvals to do construction. She also notes that OSU has a campus planning committee that will be reviewing the conceptual design and once it approves it, they will move forward with the design process.

Mark Volmert asked a question regarding the COG's current contract, having two parts. The first highlighting conceptual design, and the second, full engineering design which would focus on onsite utilities, and other factors.

Staff Steph Nappa confirmed stating that the final project with completed designs will start construction in June.

Mark Volmert added that having the preapplications with Albany and OSU, is essential. It is important to get all information up front, so the designers have a full understanding of local requirements and to make sure all the utilities are online and ready when need be.

Staff Steph Nappa agreed stating that the consultant has already done the site survey and have all utility locations prepped as conceptual designs are being finished.

Staff Steph Nappa shared the LBCC site through the graphic on screen explaining that there will be four bus bays, with a longer bay on the end that articulated buses could use in the future.

Mark Volmert asked Staff Nappa about the use of bathrooms, food carts, and wayfinding utilities at the OSU and LBCC Locations.

Staff Steph Nappa confirmed that besides a bathroom facility at LBCC those services wouldn't be offered, however utilities will be included so they potentially could be added in the future.

Mark Volmert added that LBCC should be aware that adding a bathroom will cost around \$300,000 or \$400,000 and cautioned adding this expensive proposition.

Staff Steph Nappa added that having this bathroom is because of the later services that will be offered, some as late as 10:00 pm. The security team at LBCC was requesting that a bathroom be put into place so that there wouldn't be as many visitors to Takena Hall during those late hours. Additionally, there are already plumbing and electrical facilities running into the space provided so it would be easy to add it later on if needed.

Hal Brauner noted that leaving the space for restrooms make sense if we're not able to fund them immediate, they could be put in later.

Mark Bernard stated that the costs for the restroom being added to the Albany Transit Station relate to utilities. Bernard went on stating that it's bound by approval or exclusion by the National Environmental Policy Act that had sensitivity to a structure that is eligible for listing and the historic register there needed to be distance between the building and the multimodal center. The distance needed is 140 feet and the cost to stub out is \$40,000. Bernard also added that they are looking at about \$250,000 for that facility.

Mark Volmert asked Mark Bernard if the total cost of the project is \$250,000. Bernard answered that it is the cost of the last estimate for the structure. This includes it's move by flatbed to the sight and then craned. The total is around \$200,000 which is likely increase.

Barry Hoffman added that the estimate Mark Bernard was working with was an older estimate. Hoffman explained that there have been some updates form city engineering staff. The \$200,000 was the original cost for the bathroom itself, however the cost has increased and is now closer to \$350,000.

Mark Bernard added that the estimates need to be played out through a procurement. This is only from one vendor being used for the purpose of budget, and that vendor may not even be the appointee.

Staff Steph Nappa explained some to crosswalks and lights on the east side by Takena Hall would be expected. LBCC also requested to have art space to feature students' projects near Takena Hall.

Staff Steph Nappa moved on to discuss the OSU sight, which will go to the OSU campus planning committee on Wednesday for discussion. Staff Nappa added that the current bus stop is on SW 15th and will be moving to Jefferson Street when the mobility hub is complete. Additionally, all the transit will be consolidated in that one location on Jefferson. Which is also used by Coast to Valley Express, and the airport shuttle.

Mark Volmert asked about the meetings with OSU and the City of Corvallis due to the different changes that need to be made with moving this transportation stop.

Staff Steph Nappa confirmed the meetings and stated that they are seeking campus planning approval first, an then it will go to the City of Corvallis next for approval.

Chair Malone asked if the OSU design work is as far along as LBCC. Staff Steph Nappa responded that both colleges designs are currently aligned. Staff Nappa added that there is quite a bit more bike parking at the OSU site. She also noted that there will be space for bike parking as well as future bikeshare or scooter share.

	<p>Barry Hoffman asked for thoughts on a joint design grant with two separate constructions asks for OSU and LBCC. This would mean they would be built separately and designed together.</p> <p>Staff Steph Nappa explained that in order to ease the STIF process, the construction grants will be submitted separately.</p> <p>Chair Commissioner Pat Malone asked if there was enough funding to do both projects.</p> <p>Staff Steph Nappa responded that is a Mark Bernard question, however she believes they are positive there is enough funding.</p> <p>Mark Bernard answered that as he told the project development team, doing this planning really sets everything up for future approvals. Regarding amounts, Bernard noted that it will depend, contingencies will most likely be built in for time and cost recognition.</p> <p>Mark Volmert added that there are two separate grants for the STIF and that this project could be eligible for both.</p>	
<p>5. Budget and Ridership Reports:</p> <ul style="list-style-type: none"> • Year to date budget (Attachment C) • Quarterly Budget (Attachment D) • Drawdown Budget (Attachment E) • Ridership (Attachment F) 	<p>Barry Hoffman shared the budget page, which is Attachment C. He noted that this was the rolling budget that was pulled on April 25th, which is the full year's expenditures and revenues. He went on to advise that bus fares were anticipated to bring in \$13,000 and they actually brought in \$29.00, since they weren't charging for bus fares. He then added that despite increased cost vehicle fuel is going to wind up in a fine position for the fiscal year because they budgeted high for this item in preparation for the Loop expansion. Additionally, vehicle maintenance has been high, and will continue to be high, but it will come in close to budget. Barry Hoffman added that the \$81,000 is available to be received but was not budgeted for. Barry Hoffman noted how fuel has impacted the budget, for example in one quarter they spent \$21,000 on fuel. Hoffman adds that as a reminder they didn't plug</p>	

money into operations, just into capital projects. Hoffman continued on to discuss the period budget for February, March, and April (Attachment D) followed by 5307 and STIF drawdowns (Attachment E).

Mark Volmert asked for clarification on the reserve funding, particularly from STIF funding. He went on to state that Linn and Benton counties provide a biannual allocation of \$675,000 to the Loop, and AAMPO and CAMPO have generally increased their 5307 funding by about 5%. Volmert added that the budget will need to be discussed earlier than usual this year. He went on to state that the budget discussions need to happen at the Loop governing body level, with all the funding partners in preparation for the STIF application deadlines in December.

Barry Hoffman responded that the remaining STIF funds are still being tracked and he will explain how much is being drawn down once that is finalized

Barry Hoffman moved on to review the ridership reports (Attachment F) and noted what is different this time around. He stated that the report is showing what the ridership by each route looks like. Hoffman then shared what the whole ridership board looks like. Ridership increased considerably in April which jumped up about 4,500 passengers.

Hoffman adds that during COVID the ridership numbers were down in the 1,000's however coming back from COVID, and seeing the numbers jump to the 4,000's during the month of April is encouraging.

Barry Hoffman noted that Saturday ridership has remained strong and constant, except for the lockdown months of the COVID term.

	<p>Mark Volmert questioned Hoffman about outreach to chambers of commerce and larger employers to inform about the new services offered.</p> <p>Pat Malone noted he had a similar thought, regarding the new equipment, and being more aggressive during the fall to reach out to participants to try and gain more riders. Malone also mentioned that using the rising fuel costs to the advantage of the buses could be a potential bargaining chip to increase service.</p> <p>Staff Steve Dobrinich added that at the COG there were discussions regarding marketing and how to practice better strategies and marketing techniques this summer.</p> <p>Commissioner Pat Malone suggested to at least advise Corvallis Transit about what the COG and Loop TAC were planning regarding marketing strategies.</p> <p>Commissioner Pat Malone requested that Barry Hoffman send out the annual chart regarding the ridership numbers to all LOOP Members.</p>	
6. 5307 Capital Reserve Funding	<p>Barry Hoffman noted that this agenda item relates to 5307 capital reserve funds the Loop has available for spending. Hoffman asked what good uses could be for this capital money.</p> <p>The Loop Tac provided a priority list for what the 5307 Reserve funds could be used for. Staff Steve Dobrinich introduced the items that were on the list:</p> <ol style="list-style-type: none"> 1. Transit Operations Facility (Bus Barn) 2. Electric Bus Preparation 3. Contingency funds 4. Bus Purchase 5. Bus Stop amenities 6. Operations 7. Mobility Hubs (Likely to target STIF discretionary) 	

Mark Volmert added that himself and Sheldon Flom felt it is helpful to have this list, but there is no rush to do anything, there is plenty of time to spend this money.

Hal Brauner confirmed this is more of a parking list.

Staff Steve Dobrinich added that with some of those items there would have to be additional investigation for more project details.

When asked about the bus purchase option on the list.

Staff Steve Dobrinich advised that the TAC didn't specifically say that the bus purchase would be diesel or electric however it was noted that there would be benefits of an electric bus.

Mark Volmert added that there was a specific discussion at the TAC to be prepared, as the federal government is moving with an emphasis towards having electric battery.

Tim Bates confirmed Mark Volmert's recollection of the TAC meeting's discussion and added that it is necessary to have a consultant when planning out electric purchases and charging infrastructure. Bates also added that an important part of getting an electric bus is having the charging stations already set up with the local power company, as you cannot just go fill it with gas like you can with a diesel bus.

Commissioner Pat Malone asked Tim Bates to talk more about the electric bus charging system.

Tim Bates noted that with electric buses there can be special chargers for the buses that only work with certain brands. However, Corvallis is using Gillig Electric buses, which don't have their own specific charger, and can use the company "Charge Point" which is what Corvallis is going to do. Bates also noted that with Electric buses, the issues don't tend to be with the busses, it

	<p>actually ends up being the charges. To combat this, Corvallis bought three charges for their two buses as a redundancy. CTS is not getting any fast-charging stations at this point but would consider doing so when closer to 50</p> <p>5 of the fleet is electrified. CTS can continue sharing info as they switch over to electric buses. CTS does not have plans to buy any more diesel buses.</p>	
<p>7. City of Albany Statewide Transportation Improvement Fund (STIF) Procedures (Attachment G)</p>	<p>Barry Hoffman introduced this agenda topic and discussed Attachment G. Hoffman noted that this discussion was a long time coming. Hoffman noted that as part of the cleanup for the extra pile of operating funds, it was requested that the standard operating procedures be presented to explain how internally the grants are handled. Specifically, the operating funds in question were 5307 and STIF Discretionary.</p> <p>Mark Volmert asked Barry Hoffman about the ODOT requirement regarding specific processes where STIF Funding is separated out.</p> <p>Barry Hoffman added that staff has been working with both counties to ensure there is a percentage separated and that both counties are happy with that percentage.</p>	
<p>8. Other Business</p>	<p>Human Services-Public Transportation Coordinated Plan (Attachment H)</p> <p>Staff Steve Dobrinich advised that COG is staffing this project for the Benton, Linn, and Lincoln Counties, and Katie Trebes is the point person with Nelson Nygard as the contractor. Staff Dobrinich noted that there will be three separate county wide coordinated plan between transit providers. Currently, the project team is moving the project forward. Staff Steve Dobrinich noted that the goal is to have the final three documents finished by November.</p> <p>Mark Volmert added that he and Hal Brauner have been involved in past coordinated plan updates. He noted that the concept is to have a draft plan by November in order for the counties and transit</p>	

	<p>agencies to be prepared for the STIF and 5310 application solicitations.</p> <p>Volmert noted that the timeline for this project cannot slip, and asked Staff Steve Dobrinich if there was a project meeting last week. Mark Volmert also added that by the end of this week the funding overview is due. Volmert stated that there cannot be slippage on this schedule.</p> <p>Staff Steve Dobrinich added that he didn't have an answer to where the project team is on the schedule. Staff Dobrinich did note that he had shared Volmert's comments regarding the importance of the schedule from the last TAC meeting with Katie. Staff Steve Dobrinich will reach out to Katie as well to check on the timelines of the necessary meetings.</p> <p>Mark Volmert shared with all board members that there has been talk about a regional plan that was important emphasis from ODOT staff as it has been their priority for a long time, and it hasn't been completed yet. Volmert added that they need to have a regional plan for the three counties as it is very important.</p> <p>Barry Hoffman added that every grant application has at the very least a check box noting that it has an existing transportation coordinated, and at the very most it will ask to attach the transportation coordinated plan.</p> <p>Mark Volmert confirmed stating, not only STIF grants, but every application for all grants asks for what page of the existing transportation coordinated plan the project is included on.</p> <p>Van Buren Bridge Project Barry Hoffman advised that this agenda topic is just to keep conversation open as there was concern on his end that the Van Buren Bridge Project was going to detrimentally effect the Loop Service. While the project has affected the Loop service to some</p>	
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degree, the impact on service (aside from OSU game days) has been minimal. Ultimately, it was a big concern that has become a minor concern.

Commissioner Pat Malone was hoping to hear an update on the bridge project regarding the timetable on the temporary new bridge. However, everyone will have to stay tuned for that information.

TAC At-Large Members

Mark Volmert noted that this would have to be tabled for the next meeting when Commissioner Roger Nyquist would be here. The Loop Policy Board has the opportunity to take a look at the transportation at-large members for Linn County. Volmert also noted that a reappointment for Ken Bronson would be his suggestion as they have worked together for 12 years, and Bronson has 17 years in transportation experience, as well as is a user of public transit, and other qualifications mentioned by Mark Volmert.

Loop Marketing Efforts

Commissioner Pat Malone noted that this was talked about briefly earlier in this meeting but asked for any other questions or comments about promoting the Loop services.

Staff Steve Dobrinich added information about Loop outreach that had taken place in February 2022. There were Loop ads that appeared as digital slides on the OSU and LBCC campus. There was also information shared on Instagram. Staff Dobrinich noted that this could be a pickup point as marketing strategies move forward.

Mark Volmert noted that general public outreach is always more difficult, which is what is needed in order to entice the public and gain ridership.

Commissioner Pat Malone asked a question regarding the Loop having funds for marketing and PR in their budget.

Barry Hoffman answered stating that Loop doesn't necessarily have these funds in their operating budget, however, they do have advertising and publication as an expense line that could be recoupable expenses.

Commissioner Pat Malone also noted that there is a real opportunity now to get the word out to a wider population that it is time to look at the bus again, especially with the new service.

Ken Bronson requested concentrated effort to promote all regional transit. Mark Volmert raised the question of who would help with marketing outreach planning.

Fleet Replacements and Costs – Agenda Item Added to Meeting

Mark Volmert noted that the LOOP has acquired two new buses in the range of \$525,000. Volmert also added that there is the old El Dorado bus, that needs updated in order to meet all the federal standards, and the replacements would be more than \$525,000.

Mark Volmert brings the concerned question to the group of how the Loop would be paying for that expense. ODOT has just released a list of vehicles, and 24 programs received vehicles totaling \$11,819,000. The Linn shuttle and the Lebanon program each got a bus.

Volmert addressed the Board members and asked if Albany applied for these funds, as they have a \$600,000 bus that needs replaced.

Barry Hoffman answered stating that the short answer is no, Albany did not apply to that.

	<p>Mark Volmert inquired as to why Albany did not apply for that grant, as their needed bus update is around \$600,000.</p> <p>Barry Hoffman's answer was they just didn't apply to it.</p> <p>Mark Volmert also mentioned that this isn't the first time that this has happened.</p> <p>Commissioner Pat Malone noted that one way to proceed would be for Mark Volmert and Barry Hoffman to continue this conversation after the meeting.</p> <p>Mark Volmert responded stating that the conversation with Albany has occurred multiple times, and he would be willing to have it again. However, Volmert noted that there is a nine-year-old bus that needs replacement. With those funds, ODOT would have paid 85%. He went on to note that twenty-four programs received \$11,819,000. This would mean that ODOT could have funded 85% of the \$600,000 that is needed to replace the bus.</p> <p>Mark Volmert addressed Barry Hoffman when asking how the money was going to be found.</p> <p>Barry Hoffman answered stating that one of the issues that comes up is the match for the vehicles which is not nothing.</p> <p>Mark Volmert added that Hoffman could use STIF funding as a match.</p> <p>Barry Hoffman noted that the STIF funding they have is for operations.</p> <p>Mark Volmert stated that the specific STIF funding could be used for match if there is a small tweak in the plan.</p>	
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Barry Hoffman noted that could work, and he hears Volmert's concerns and suggestions. However, when the Loop purchased the two \$525,000 buses, most of the match money was spent. Hoffman added that there isn't a bank of match money built up yet to replace the 2009 El Dorado bus.

Mark Volmert inquired if Barry Hoffman had asked Benton County or Linn County whether STIF funds could be used for match.

Barry Hoffman stated that he had not asked either county about STIF funds being used for match.

Mark Volmert noted that this is an eligible expense as he has spoken the STIF members as long as the plans were tweaked by commissioners and ODOT.

Mark Volmert noted that money is located in the STIF account and just has to be moved over to the capital account and the commissioners with approval of the advisory committee, could do that if that is what the group wants to do.

Hal Brauner asked if there is a new opportunity to do this, or if the time has already passed in order to take advantage of this grant opportunity from ODOT.

Mark Volmert noted that this has been done before, and once again the money wasn't applied for. Volmert also mentioned that the next time this opportunity will come up will be 2 years from now.

Hal Brauner addressed the issue has already gone by, so next time we will need to make sure to act. Brauner noted that there isn't anything we can do this time around, except for keep meeting on this topic and make sure to take advantage of this opportunity next time it comes up.

	Staff Jenny Glass noted that since grant opportunities are very time consuming, she advised Barry to have a conversation with the COG about support they can offer. Volmert responded that this a is a short and simple application.	
9. Adjournment	The next Loop Board meeting is scheduled for August 30, 2022	The meeting was adjourned by Commissioner Pat Malone at 4:34pm



1400 Queen Avenue SE, Suite 205 • Albany, Oregon 97322
(541) 967-8551 • FAX (541) 967-4651 • TTY/TDD 711

November 1, 2022

Dear STIF Review Committee,

The Linn-Benton Loop Policy Board is writing in support of Oregon Cascade West Council of Government's (OCWCOG) application for the 23-25 STIF Discretionary grant to complete design and construct two mobility hubs, one at Oregon State University (OSU) and one at Linn-Benton Community College (LBCC). This grant will continue the work of a current STIF-funded project which has completed preliminary design and cost estimates for the mobility hubs.

The Linn-Benton Loop serves both of the planned mobility hub locations with our service connecting Corvallis and Albany. We have expanded our service hours and frequency following our Service Development Plan and believe enhanced transit amenities are the next step in supporting the transit riders in our region.

The sites will share many of the same improvements, including covered shelters, electronic reader boards, space for future micromobility parking, and prepared conduit for future electric bus charging. The OSU site will relocate multiple existing transit stops in to one centralized location and improve the streetscape for cyclists and pedestrians. The LBCC site will create dedicated bus bays and provide a public restroom facility. Each of these amenities will support future growth of the Linn-Benton Loop as well as our partner transit providers across the region.

We look forward to the construction of these important transit facilities, and strongly support OCWCOG's application for STIF Discretionary funding. This project will facilitate future transit expansion and electrification, and will improve the experience of accessing existing transit services. We feel the mobility hubs meet the criteria of the STIF Discretionary program and will be a long-term benefit to the statewide transit network.

TO: Linn-Benton Loop Technical Advisory Committee
 VIA: Barry Hoffman, Transit Manager
 DATE: October 24, 2022 for the November 1, 2022 Loop TAC Meeting

SUBJECT: FTA 5307 Linn-Benton Loop Capital Funds

Action Requested:

Discussion and Board recommendation for Loop Capital Funds.

Discussion:

Yearly, both AAMPO and CAMPO are contributing FTA Section 5307 capital funding toward Linn-Benton Loop. At the end of the current fiscal year, and after all eligible expenses for FY 2020-21 are reimbursed, the City of Albany is projecting a balance of approximately \$736,000 of Loop Capital Funds at the FTA.

The FTA allows “one year plus four” from the time the funds are allocated before they become stale. We have now arrived at a point where we need to decide where best to dedicate these one-time capital funds.

We have been reimbursing Loop Operations from the unreimbursed 5307 operating funds that had built up over several years leading up to 2020. The current projection indicates that beginning in Fall 2023 we will need to resume contributing to 5307 operations funds again.

Options Moving Forward

There are more competing requests for Capital 5307 funding than there is available funding.

Design of the Transit Operations Facility

The City of Albany is currently in Design for a Transit Operations Facility. This facility is being designed to accommodate the ATS and Loop fleet and operations now, and into the future. It seems appropriate for the design cost to be split between ATS 5307 capital funds, and Loop 5307 capital funds. Roughly using 264,525 each from ATS and Loop for design.

Table 1. Transit Operations Facility Cost Overview

Design - Total Cost	793,000
AAMPO 5303	118,164
AAMPO 5303 - 10.27% Match	13,524
5307 grant	529,050
5307 - 20% match	132,262
	793,000

Construction of the T.O.F.:

Construction of the T.O.F., The total cost to construct the T.O.F. was last estimated at 7 million dollars. We plan to apply to various grant sources for most of the funding, but likely we'll need to cobble together several federal grants 5339, 5307, etc to complete this project. The remaining \$470,000 of Loop Capital 5307 funds could be programmed as a small contribution to the construction of the T.O.F.

Bus Replacements:

The city of Albany plans for bus replacement and matching funds. Loop buses are eligible to be replaced in 12 years or 500,000 miles whichever comes first. Our oldest (2010 ARRA) buses are just now reaching eligibility for replacement. Buses are projected to cost between \$900,000 and \$1,100,000 each moving forward. AT 80% federal, and 20% local Match one bus uses \$720,000 of federal capital funding combined with \$180,000 local match. The remaining Capital funds could be pledged to replace a portion of a bus.

Some energy efficient buses are now being offered at 90/10 match rate, which means each bus uses less local match funds but uses more federal capital per bus. We apply to many different sources for buses (including STIF, STIF Formula, 5339, 5309, etc.) but we must keep in mind that the only guaranteed capital funding we receive is the 5307 capital funds.

Linn-Benton Community College Mobility Hub:

There has been a request from AAMPO to use some of the buildup of 5307 capital funds to assist with finishing the design phase of the Mobility Hub planned for LBCC. We have asked the FTA, and this is an eligible expense. Certainly, the Hub will benefit the riders and drivers of the Loop system.

Using 5307 capital toward the construction of the Mobility hub is more complicated. The FTA has let us know that in the future, if we wish to use FTA funding for construction on property that we do not own, we'll need to ensure satisfactory continuing control of the property for the duration of the facility's useful life. This can be in the form of a long-term lease, or other agreement. But FTA will need to review and bless the agreement before 5307 capital construction funding can be used.

Other capital projects:

Other capital projects may become a priority for funding. Bus Stops and amenities are one example. Some portion of 5307 capital could be dedicated to future capital needs.

Discussion:

Staff proposed one option for spending capital funds, in Table 2 below.

Table 2. Loop Capital Spending Overview

<i>Potential Option for 5307 Loop Capital Funding</i>		
Item	Total	Local Match
Capital Reserves*	\$ 920,738.00	\$ 184,147.60
TOF Design	\$ (264,525.00)	\$ (52,905.00)
Stop Improvements	\$ (100,000.00)	\$ (20,000.00)
LBCC Mobility Hub	\$ (94,000.00)	\$ (18,800.00)
Future Bus Purchase/ TOF Construction	\$ (450,000.00)	\$ (90,000.00)
Remainder	\$ 12,213.00	
*Total: 20% local match, 80% federal		

Staff requests the TAC make a recommendation for the Board to prioritize which projects receive funding from the 5307 Capital that has been allocated.

MEMORANDUM

Oregon Cascades West Council of Governments
1400 Queen Avenue SE, Suite 205
Albany, Oregon 97322



Date: November 21st, 2022
To: Linn Benton Loop Governing Board
From: Steve Dobrinich, OCWCOG Transportation Planner
Re: FTA 5307 Linn-Benton Loop Capital Funds – Update from TAC mtg

Purpose

This memo summarizes the recommendation for using FTA 5307 Capital reserve funds made by the Linn Benton Loop Technical Advisory Committee (TAC) during the November 1, 2022 meeting.

TAC Recommendation

Funding Recommendation

The Linn Benton Loop TAC recommended putting capital reserve funds towards two projects - Transit Operations Facility Design and LBCC Mobility Hub Design. The table below captures the funding recommendation.

<i>Item</i>	<i>5307 funds</i>	<i>Local Match</i>	<i>Total</i>
Loop Capital Reserves	\$736,590	\$184,148	\$920,738
Transit Operations Facility Design	\$264,525	\$66,131	\$330,656
LBCC Mobility Hub Design	\$94,000	\$23,500*	\$117,500
Total TAC Recommendation	\$358,525	\$89,631	\$448,156
Remainder	\$378,065	\$94,516	\$472,581

*\$225,000 match already identified

Addendum to Funding Recommendation

An addendum to the funding recommendation above was added to the approval motion. The addendum asks the Board to request that the Albany Transit System (ATS) put \$264,000 towards bus stop improvements. This roughly equals the amount the TAC is recommending for the Transit Operations Facility design.

Remaining Funds

Following the TAC recommendation there is a total of \$378,065 in 5307 capital reserve funds remaining (\$472,581 including match). Future discussions will focus on how to spend the remainder with possible options including, but not limited to, the projects listed below.

<i>Item</i>	<i>5307 funds</i>	<i>Local Match</i>	<i>Total</i>
Remaining Capital Reserve funds	\$378,065	\$94,516	\$472,581
Stop Improvements*	\$80,000	\$20,000	\$100,000
Future Bus Purchase/ TOF Construction	\$288,295	\$72,074	\$360,369
Remainder	\$9,770	\$2,443	\$12,213

*Note, the addendum to the TAC recommendation requesting ATS put \$264,000 towards bus stop improvements may impact the need to include this line item for 5307 reserve funding

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FROM 2023 01 TO 2023 03

ACCOUNTS FOR:	ORIGINAL	TRANFRS/ ADJSTMNTS	REVISED	ACTUALS	ENCUMBRANCES	AVAILABLE	PCT
213 PUBLIC TRANSIT	APPROP		BUDGET			BUDGET	USED
21340105 213 LINN-BENTON LOOP							
21340105 420045 FTA SECTION 5307	-237,000	0	-237,000	.00		-237,000.00	.0%
21340105 428200 LBCC PARTNERSHIP	-131,900	0	-131,900	-131,900.00		.00	100.0%
21340105 428205 OSU PARTNERSHIP	-131,900	0	-131,900	-131,900.00		.00	100.0%
21340105 435000 BUS FARES	-30,000	0	-30,000	.00		-30,000.00	.0%
21340105 435006 CHARGES FOR SERVICE: LOOP	-592,400	0	-592,400	-157,812.00		-434,588.00	26.6%
21340105 480100 INTEREST	0	0	0	-95.77		95.77	.0%
21340105 499050 BEGINNING BALANCE	0	0	0	-143,915.16		143,915.16	.0%
21340105 510010 WAGES & SALARIES	315,200	-32,489	282,711	79,431.08		203,280.19	28.1%
21340105 520010 TEMPORARY EMPLOYEES	45,000	39,332	84,332	1,862.34		82,469.51	2.2%
21340105 530010 OVERTIME	20,000	15,616	35,616	2,539.44		33,076.19	7.1%
21340105 540050 UNEMPLOYMENT CLAIMS	0	-7,866	-7,866	.00		-7,866.00	.0%
21340105 560001 EMPLOYER MEDICAL	179,600	8,580	188,180	30,764.78		157,414.81	16.3%
21340105 560005 EMPLOYER DENTAL	14,600	2,796	17,396	2,103.36		15,293.05	12.1%
21340105 560008 EMPLOYER VISION	5,500	764	6,264	820.75		5,443.41	13.1%
21340105 560010 EMPLOYER PAID BENEFITS	29,100	2,472	31,572	6,279.22		25,293.04	19.9%
21340105 560012 EMPLOYER PAID DEFERRED COM	2,100	441	2,541	429.29		2,111.96	16.9%
21340105 560014 EMPLOYER PAID LTD/LIFE/AD&	3,300	229	3,529	640.07		2,888.47	18.1%
21340105 560016 EMPLOYER PAID WORKER'S COM	22,300	3,758	26,058	4,314.74		21,743.07	16.6%
21340105 560018 EMPLOYER PAID OREGON WBF	4,000	1,962	5,962	32.99		5,929.31	.6%
21340105 560020 PERS	110,600	27,077	137,677	25,113.49		112,563.50	18.2%
21340105 560030 HRA VEBA	12,400	-19,917	-7,517	.00		-7,516.95	.0%
21340105 600115 INSURANCE & BONDS	6,200	-122	6,078	6,280.07		-201.74	103.3%
21340105 600400 CONTRACTUAL SERVICES	4,200	908	5,108	74.12		4,424.18	13.4%
21340105 602300 SOFTWARE LICENSE FEES	700	700	1,400	.00		1,400.00	.0%
21340105 610005 ADVERTISING & PUBLICATIONS	1,100	1,051	2,151	.00		2,122.00	1.3%
21340105 610075 CREDIT CARD FEES	500	500	1,000	.00		1,000.00	.0%
21340105 610100 DUPLICATION & FAX	1,500	642	2,142	46.28		2,095.23	2.2%
21340105 610130 EDUCATION & TRAINING	800	-305	495	525.00		-30.00	106.1%
21340105 610405 MATERIALS & SUPPLIES	3,000	-4,256	-1,256	518.00		-4,316.17	243.7%
21340105 610420 MEETINGS & CONFERENCES	600	600	1,200	.00		1,200.00	.0%
21340105 610425 MEMBERSHIPS & DUES	1,100	350	1,450	.00		1,450.00	.0%
21340105 610545 PRINTING & BINDING	1,600	1,600	3,200	.00		3,200.00	.0%
21340105 610750 UNIFORMS	1,000	-803	197	.00		-92.12	146.8%
21340105 610800 VEHICLE FUEL CHARGES	92,500	17,648	110,148	13,322.12		84,552.76	23.2%
21340105 630000 ELECTRICITY	1,500	1,500	3,000	.00		3,000.00	.0%
21340105 630005 NATURAL GAS	200	-6	194	11.32		146.66	24.6%
21340105 630010 TELEPHONE	3,000	2,108	5,108	164.66		4,943.44	3.2%
21340105 630400 WATER SERVICE	800	62	862	325.68		536.57	37.8%

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FROM 2023 01 TO 2023 03

ACCOUNTS FOR:	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
213 PUBLIC TRANSIT							
21340105 630405 SEWER SERVICE CHARGES	0	-270	-270	80.47		-350.81	-29.8%
21340105 630410 STORMWATER SERVICE CHARGES	200	35	235	46.35		188.50	19.7%
21340105 650015 MAINT: COMMUNICATION EQUIP	600	-1,930	-1,330	.00		-2,834.16	-113.1%
21340105 652800 SAFETY IMPROVEMENTS	0	-338	-338	.00		-338.34	.0%
21340105 653600 MAINT: VEHICLE	89,400	-9,956	79,444	10,813.53		55,165.12	30.6%
21340105 655100 MAINT: BUILDING	4,000	-257	3,744	900.00		2,187.00	41.6%
21340105 660100 CS: BUILDING MAINTENANCE	4,000	0	4,000	999.99		3,000.01	25.0%
21340105 660200 CS: CENTRAL SERVICE	3,500	0	3,500	875.01		2,624.99	25.0%
21340105 660210 CS: FINANCE	20,900	0	20,900	5,225.01		15,674.99	25.0%
21340105 660211 CS: CITY MANAGER'S OFFICE	12,000	0	12,000	3,000.00		9,000.00	25.0%
21340105 660212 CS: MAYOR & COUNCIL	1,300	0	1,300	324.99		975.01	25.0%
21340105 660214 CS: HUMAN RESOURCES	8,700	0	8,700	2,175.00		6,525.00	25.0%
21340105 660215 CS: LABOR RELATIONS	500	0	500	125.01		374.99	25.0%
21340105 660225 CS: EMERGENCY MGMT/SAFETY	1,500	0	1,500	375.00		1,125.00	25.0%
21340105 660400 CS: EQUIPMENT REPLACEMENT	27,000	0	27,000	6,750.00		20,250.00	25.0%
21340105 660500 CS: FLEXIBLE SPENDING ADMI	200	180	380	.00		380.31	.0%
21340105 660700 CS: INFORMATION TECHNOLOGY	8,100	0	8,100	2,025.00		6,075.00	25.0%
21340105 660701 CS: PHONE SYSTEM REPLACE	100	0	100	24.99		75.01	25.0%
21340105 660800 CS: IT EQUIPMENT REPLACEME	500	0	500	125.01		374.99	25.0%
21340105 662500 PW: ADMINISTRATION	50,800	0	50,800	12,700.02		38,099.98	25.0%
21340105 665400 PHYSICAL EXAMS & MEDICALS	600	325	925	.00		925.00	.0%
21340105 670600 SAFETY RECOGNITION PROGRAM	100	100	200	.00		200.00	.0%
21340105 690000 RESERVE: OPERATING	5,200	0	5,200	.00		5,200.00	.0%
21340105 700170 FTA 5307 - SAFETY 1%	0	-374	-374	.00		-374.17	.0%
TOTAL 213 LINN-BENTON LOOP	0	52,448	52,448	-343,458.75		364,500.72	%
21340106 213 LINN-BENTON LOOP STIF							
21340106 428120 STIF - LINN COUNTY	-324,000	0	-324,000	.00		-324,000.00	.0%
21340106 428125 STIF - BENTON COUNTY	-324,000	0	-324,000	.00		-324,000.00	.0%
21340106 499050 BEGINNING BALANCE	-81,500	0	-81,500	-.21		-81,499.79	.0%
21340106 630506 CHARGES FOR SERVICE: LOOP	592,400	114,680	707,080	157,812.00		549,268.00	22.3%
21340106 670000 MISCELLANEOUS EXPENDITURES	0	-3,185	-3,185	.00		-3,184.52	.0%
21340106 690000 RESERVE: OPERATING	137,100	0	137,100	.00		137,100.00	.0%
TOTAL 213 LINN-BENTON LOOP STIF	0	111,495	111,495	157,811.79		-46,316.31	%
TOTAL PUBLIC TRANSIT	0	163,943	163,943	-185,646.96		318,184.41	%
TOTAL REVENUES	-1,852,700	0	-1,852,700	-565,623.14		-1,287,076.86	
TOTAL EXPENSES	1,852,700	163,943	2,016,643	379,976.18		1,605,261.27	

**Linn-Benton Loop FTA Section 5307 Grant Funds Remaining
(Last Updated 10/24/22)**

<u>Grant Year</u>	<u>Project</u>	<u>Match Ratio</u>	<u>Remaining Project Funds</u>	<u>FTA Match Required</u>	<u>Local Match Required</u>
18-19	FTA 5307 - Operations	50:50	933,866	466,933	466,933 as of 2/1/22
	Drawdown - 2/2/22		766,308	(83,779)	(83,779)
	Drawdown - 3/23/22		614,484	(75,912)	(75,912)
	Drawdown - 5/20/22		555,044	(29,720)	(29,720)
	Drawdown - 7/7/22		491,692	(31,676)	(31,676)
	Drawdown - 7/26/22		361,858	(64,917)	(64,917)
	Drawdown - 10/20/22		184,146	(88,856)	(88,856)
	SUBTOTAL		184,146	92,073	92,073
19-20	FTA 5307 - Operations	50:50	587,000	293,500	293,500 as of 2/1/22
	FTA 5307 - Preventive Maintenance	80:20	60,875	48,700	12,175 as of 2/1/22
	SUBTOTAL		647,875	342,200	305,675
20-21	FTA 5307 - Capital Project - TBD*	80:20	449,138	359,310	89,828 as of 2/1/22
	SUBTOTAL		449,138	359,310	89,828
21-22	FTA 5307 - Capital Project - TBD*	80:20	471,600	377,280	94,320 as of 7/1/22
	SUBTOTAL		471,600	377,280	94,320
GRAND TOTAL			1,752,759	1,170,863	581,896

*Funds have been awarded, but the Linn-Benton Loop has not yet obligated the funds. These funds will be obligated when the Loop has determined the projects to assign the funding too.

**Linn-Benton Loop STIF Funds Remaining
(Last Updated 10/24/22)**

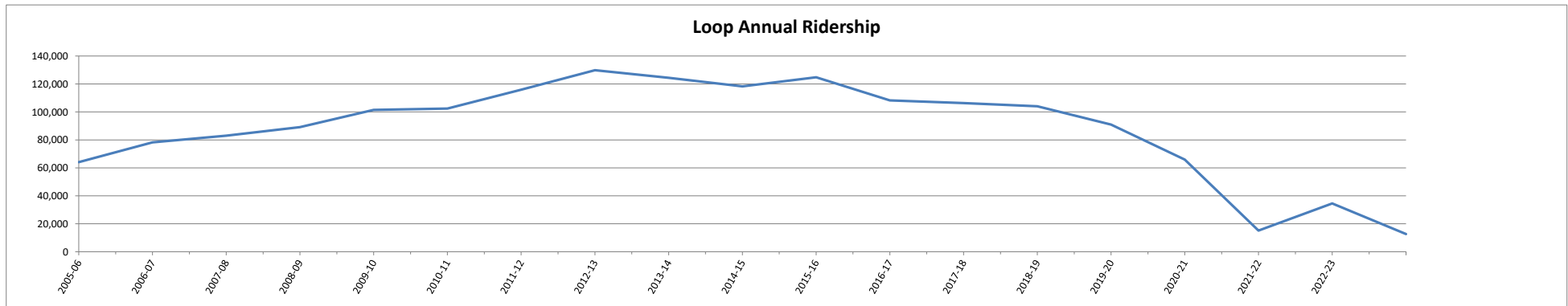
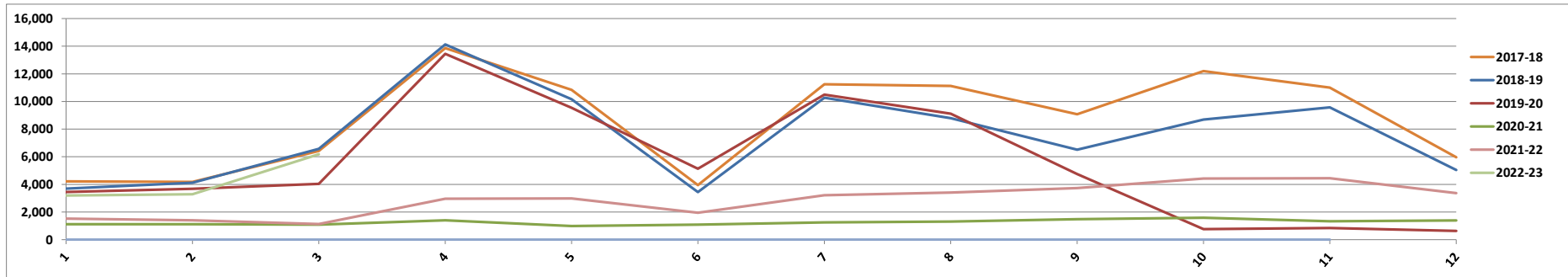
<u>Fiscal Year</u>	<u>Project</u>	<u>Remaining Project Funds</u>
21-22/22-23	STIF - Benton County	\$675,000
	Drawdown 11/10/21	(\$14,450)
	Drawdown 2/8/22	(\$37,475)
	Drawdown 4/25/22	(\$90,105)
	Drawdown 7/26/22	(\$83,880)
	Drawdown 10/24/22	(\$78,906)
	SUBTOTAL	\$370,184
21-22/22-23	STIF - Linn County	\$675,000
	Drawdown 12/21/21	(\$5,075)
	Drawdown 2/8/22	(\$28,100)
	Drawdown 4/25/22	(\$108,855)
	Drawdown 7/26/22	(\$83,880)
	Drawdown 10/24/22	(\$78,906)
	SUBTOTAL	\$370,184
GRAND TOTAL		\$740,368

LINN-BENTON LOOP
WEEKDAY RIDERSHIP
AM COMM/CONNECTOR/HRT TO HUB/SAT
2022 -2023

Attachment F1

MONTH	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	+/-	Ratio
July	2,794	3,260	3,237	3,319	3,692	3,975	6,391	4,709	4,781	5,911	6,036	6,045	6,106	5,512	3,606	4,223	3,690	3,450	1,121	1,522	3,195	1,673	52.4%
Aug.	2,859	2,249	3,143	3,663	3,912	4,140	5,245	3,599	4,261	6,502	5,977	5,331	4,798	4,562	3,430	4,174	4,122	3,680	1,121	1,405	3,284	1,879	57.2%
Sept.	2,425	2,812	3,526	4,240	4,920	4,992	5,614	5,125	6,442	8,303	7,293	6,621	6,751	5,228	6,314	6,418	6,570	4,034	1,085	1,130	6,179	5,049	81.7%
Oct.	6,973	8,460	7,934	10,139	11,093	11,539	14,446	13,013	13,527	16,046	16,490	16,516	18,648	15,384	13,712	13,861	14,128	13,447	1,398	2,966		1,568	52.9%
Nov.	4,800	5,342	6,705	8,422	8,681	8,640	9,643	10,056	11,917	13,440	12,245	12,095	11,667	11,153	11,557	10,843	10,156	9,539	986	2,984		1,998	67.0%
Dec.	3,178	3,412	3,145	3,717	3,338	3,310	5,646	5,393	5,625	5,598	4,600	6,418	7,496	5,860	4,163	3,946	3,442	5,129	1,082	1,946		864	44.4%
Jan.	6,021	5,895	6,530	7,684	8,204	9,075	10,557	11,888	12,667	12,462	14,039	13,599	13,391	11,979	10,439	11,241	10,276	10,500	1,245	3,212		1,967	61.2%
Feb.	6,666	6,175	5,868	7,990	8,299	9,152	9,589	10,608	11,415	13,078	13,188	10,736	12,417	10,205	11,126	11,122	8,787	9,113	1,313	3,404		2,091	61.4%
March	4,736	5,714	5,907	6,801	7,096	7,232	7,830	9,314	10,529	10,733	9,846	9,521	10,281	10,350	9,270	9,072	6,510	4,743	1,482	3,734		2,252	60.3%
April	6,766	6,836	7,172	7,886	8,952	10,437	11,054	11,963	13,566	14,659	14,149	13,926	13,892	11,548	11,365	12,197	8,687	762	1,586	4,419		2,833	64.1%
May	5,902	6,206	6,764	8,885	9,237	9,753	9,219	10,487	13,261	14,507	13,320	12,161	11,885	10,555	11,700	11,001	9,570	845	1,335	4,445		3,110	70.0%
June	3,937	3,955	4,185	5,474	5,575	6,927	6,201	6,225	7,922	8,604	7,202	7,311	7,461	5,883	9,616	5,961	5,039	632	1,392	3,366		1,974	58.6%
Sub Total*	57,057	60,316	64,116	78,220	82,999	89,172	101,435	102,380	115,913	129,843	124,385	118,280	124,793	108,219	106,298	104,059	90,977	65,874	15,146	34,533	12,658	-21,875	-172.8%
Saturday	0	0	0	0	1,938	2,643	2,931	3,325	3,804	4,459	4,108	3,977	3,923	3,376	3,629	3,871	3,894	3,078	1,886	2,303		-2,303	18.1%
Grand Total	57,057	60,316	64,116	78,220	84,937	91,815	104,366	105,705	119,717	134,302	128,493	122,257	128,716	111,595	109,927	107,930	94,871	68,952	17,032	36,836		19,804	53.8%

Regular extended service began, Sept18



LINN-BENTON LOOP
LBCC PASS PROGRAM
2018 - 2019

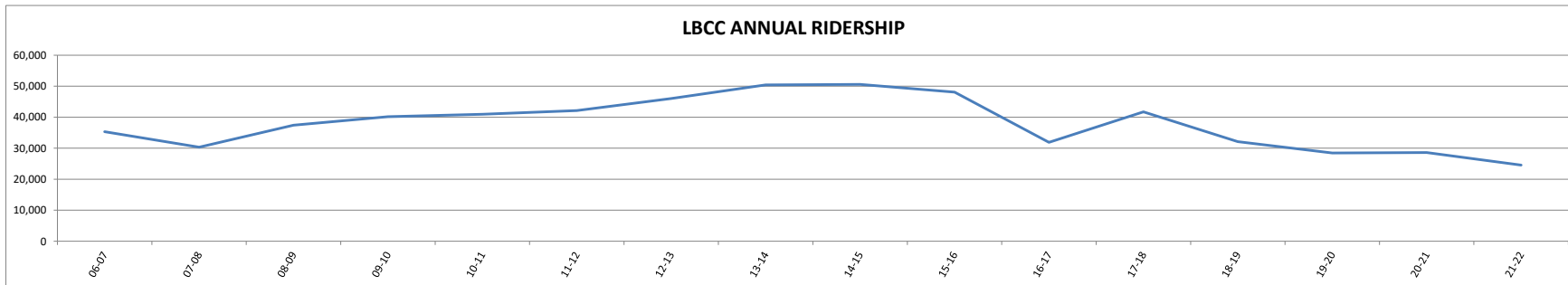
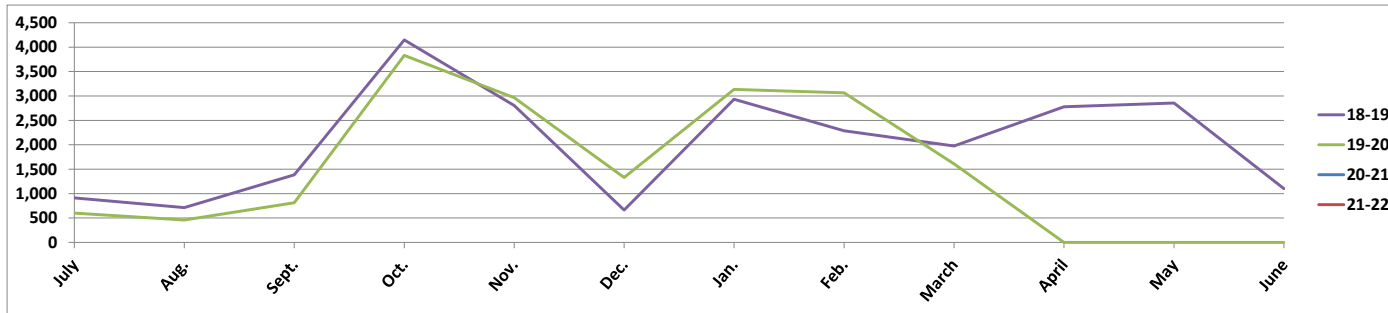
MONTH	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	+/-	Ratio	
July	792	1,124	1,056	856	818	1,166	1,587	1,134	1,384	1,419	1,309	1,262	1,244	821	619	684	912	599	0		-599	0.0%	
Aug.	737	422	706	731	732	981	1,146	573	791	1,322	1,158	940	911	1,008	577	591	713	458	0		-458	0.0%	
Sept.	454	777	960	1,774	1,741	1,668	1,259	1,489	2,087	2,279	2,169	737	1,588	1,133	1,542	1,297	1,384	813	0		-813	0.0%	
Oct.	4,155	6,251	4,411	5,373	6,314	6,374	7,050	6,695	6,574	7,500	7,074	4,947	7,217	5,789	3,950	3,991	4,148	3,831	0		-3,831	0.0%	
Nov.	2,921	3,396	3,564	4,598	4,892	4,544	4,692	5,376	5,655	6,169	5,599	3,719	5,092	2,945	3,356	3,120	2,803	2,966	0		163	5.5%	
Dec.	1,326	1,706	1,071	1,175	1,151	773	2,135	1,873	1,746	1,521	1,114	1,489	2,547	1,297	1,076	1,962	663	1,329	0		666	50.1%	
Jan.	3,500	4,046	3,538	3,810	4,365	4,500	4,949	5,795	6,187	5,098	5,913	3,936	5,381	4,276	2,883	3,030	2,931	3,134	0		203	6.5%	
Feb.	3,290	4,190	3,366	4,342	4,719	4,582	4,467	5,150	5,143	5,746	5,836	2,983	4,678	3,043	4,164	3,103	2,288	3,065	0		777	25.4%	
March	2,407	3,320	2,877	3,456	3,569	3,253	3,441	4,250	4,675	4,426	4,036	2,489	3,613	3,448	2,379	2,464	1,974	1,610	0		-364	-22.6%	
April	4,205	4,419	3,826	4,248	4,772	5,350	5,121	5,855	7,049	6,234	6,063	3,788	4,973	4,348	3,037	3,573	2,779	0	0		-2,779	-28.6%	
May	3,689	3,954	3,658	4,998	4,857	4,962	4,188	5,443	6,174	5,574	3,549	2,946	2,902	3,290	3,465	2,856	0	0	0		-2,856	0.0%	
June	1,582	1,707	1,310	2,055	2,249	2,798	2,124	2,422	2,632	2,703	2,265	2,046	1,547	1,104	1,586	1,314	1,100	0	0		-1,100	0.0%	
TOTAL	29,058	35,312	30,343	37,416	40,179	40,951	42,159	46,055	50,435	50,591	48,110	31,885	41,737	32,114	28,459	28,594	24,551	17,805	0		-6,746	-37.9%	
Sat	0	0	0	0%	232	356	535	683	791	760	627	594	525	425	554	609	486	376	0			-110	-29.3%
Grand Total	29,058	35,312	30,343	37,416	40,411	41,307	42,694	46,738	51,226	51,351	48,737	32,479	42,262	32,539	29,013	29,203	25,037	18,181	0		-6,856	-37.7%	

5 days averaged; passes not counted during Try Transit Week.

Sept 2002: College classes began approximately 2 weeks later than usual.

July 2003: Cut 4 runs.

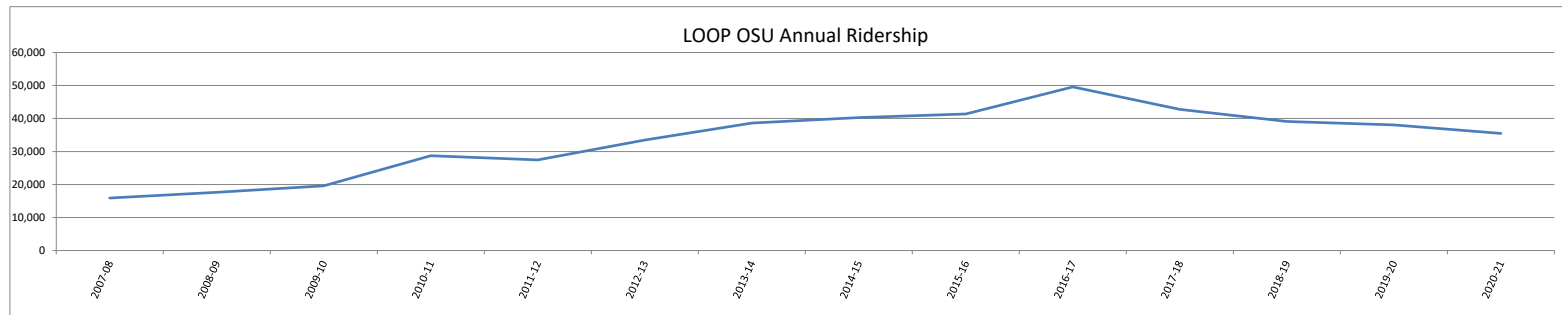
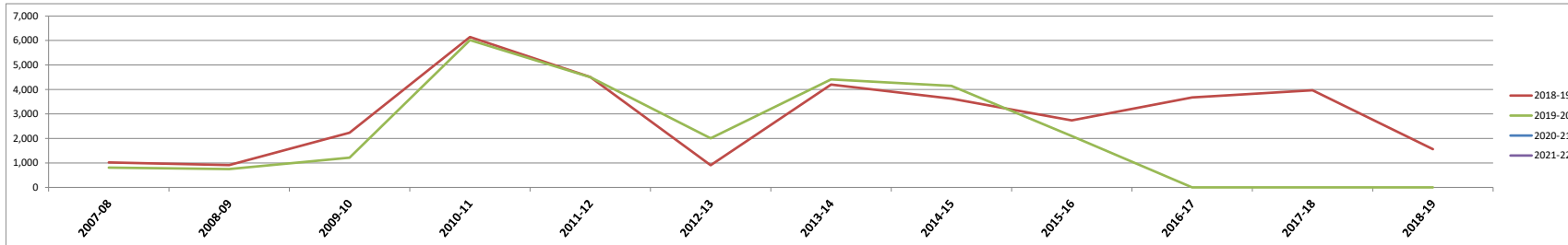
Jan. 2004: 2 snow days + MLK day.



LINN-BENTON LOOP
 OSU PASS PROGRAM
 2020-2021

MONTH	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	+/-	Ratio
July	153	467	1,126	849	1,786	1,001	837	1,301	1,652	1,783	1,826	1,366	970	873	1,017	810	0	0	-810	#DIV/0!
August	564	590	854	869	1,262	662	849	1,390	1,582	1,439	1,337	1,202	988	880	909	750	0	0	-159	-21.2%
Sept	532	1,007	1,171	1,089	1,217	1,191	1,685	2,250	2,140	1,242	2,033	1,875	2,428	2,236	2,232	1,212	0	0	-1,020	-84.2%
Oct	1,068	1,866	2,278	2,308	3,962	3,841	4,295	5,071	5,717	6,213	7,959	6,872	5,370	5,802	6,142	6,016	0	0	-126	-2.1%
Nov	1,073	1,648	1,870	1,863	2,629	2,720	3,971	4,237	4,020	4,448	5,190	4,381	4,435	4,644	4,507	4,503	0	0	-4	-0.1%
Dec	488	730	705	719	1,379	1,259	1,587	1,297	1,239	2,035	2,770	1,893	1,343	1,372	906	2,004	0	0	1,098	54.8%
Jan	1,068	2,254	1,607	2,175	3,345	3,418	4,099	3,749	4,711	5,084	5,658	5,399	3,934	4,612	4,199	4,411	0	0	212	4.8%
Feb	975	1,615	1,623	2,092	3,108	3,046	3,499	4,123	4,619	3,949	5,223	4,890	4,991	4,379	3,623	4,144	0	0	521	12.6%
Mar	832	1,230	1,320	1,546	2,185	2,553	2,986	3,080	3,111	3,206	4,235	4,345	3,505	3,318	2,734	2,096	0	0	-638	-30.4%
Apr	1,064	1,577	1,885	2,227	3,355	3,476	4,191	4,943	4,992	5,005	6,259	4,864	4,476	4,094	3,672	0	0	0	-3,672	0.0%
May	1,029	1,822	2,045	2,238	2,842	2,942	3,529	4,763	4,443	4,362	4,647	4,038	4,540	3,984	3,965	0	0	0	-3,965	0.0%
June	661	1,102	1,168	1,621	1,654	1,335	1,931	2,440	2,036	2,588	2,442	1,636	2,107	1,881	1,561	0	0	0	-1,561	0.0%
Sub Total	9,507	15,908	17,652	19,596	28,724	27,444	33,459	38,644	40,262	41,354	49,579	42,761	39,087	38,075	35,467	25,946	0	0	73,542	100.0%
Saturday	0	0%	502	400	592	600	639	834	814	743	771	771	581	709	600	512	0	0	-88	-17.2%
Grand Total	9,507	15,908	18,154	19,996	29,316	28,044	34,098	39,478	41,076	42,097	50,350	43,532	39,668	38,784	36,067	26,458	0	0	-9,609	-36.3%

July 2004: Begin pass program
 Try Transit



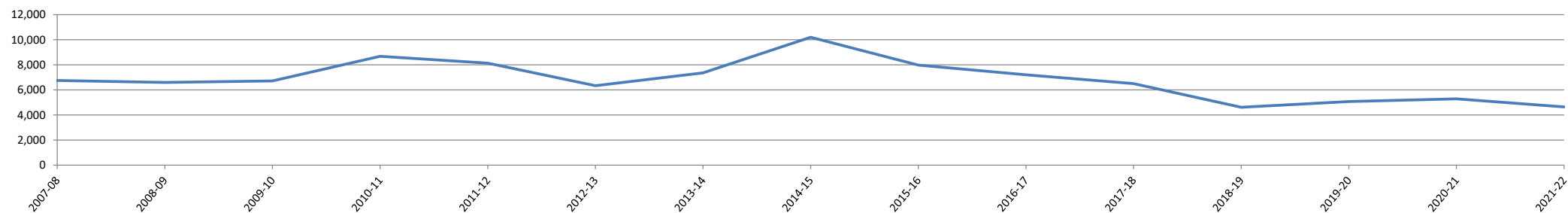
**LINN-BENTON LOOP
HEWLETT PACKARD
PASS PROGRAM
2020-21**

MONTH	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	+/-	Ratio
July	336	501	540	551	580	627	1,091	496	532	766	819	592	599	458	373	480	442	359	0		-359	#DIV/0!
Aug.	423	370	525	591	655	728	954	512	554	921	699	733	518	342	435	552	480	395	0		-85	-21.5%
Sept.	405	385	463	712	460	656	949	536	598	802	607	699	688	375	420	444	351	291	0		-60	-20.6%
Oct.	467	412	551	708	524	666	847	619	544	950	755	700	696	420	444	528	490	386	0		-104	-26.9%
Nov.	313	262	550	528	520	709	648	547	520	732	587	553	476	328	365	401	355	302	0		-53	-17.5%
Dec.	307	262	377	359	385	453	473	313	401	520	398	378	406	272	259	293	276	204	0		-72	-35.3%
Jan.	476	363	529	570	526	700	563	631	570	842	693	733	557	371	394	488	377	324	0		-53	-16.4%
Feb.	500	388	480	463	499	638	443	514	583	812	723	531	535	440	374	419	344	345	0		1	0.3%
March	572	432	695	465	595	819	448	617	800	858	684	635	570	438	444	397	398	68	0		-330	-485.3%
April	494	477	707	437	577	852	550	528	685	933	664	602	515	364	527	407	366	0	0		-366	0.0%
May	407	547	714	605	744	775	527	533	724	1,046	688	535	459	381	568	471	433	0	0		-433	0.0%
June	409	666	625	612	656	1,063	645	490	848	1,017	666	516	488	425	474	410	329	0	0		-329	0.0%
Sub Total	5,109	5,065	6,756	6,601	6,721	8,686	8,138	6,336	7,359	10,199	7,983	7,207	6,507	4,614	5,077	5,290	4,641	2,674	0		-2,243	-73.6%
Saturday	0	0	0	0	5	25	6	11	6	29	18	4	5	5	11	6	30	40			10	0.0%
Grand Total	5,109	5,065	6,756	6,601	6,726	8,711	8,144	6,347	7,365	10,228	8,001	7,211	6,512	4,619	5,088	5,296	4,671	2,714			2,714	-72.1%

July 2003: Cut 4 runs. Sept. 2003: Runs restored.



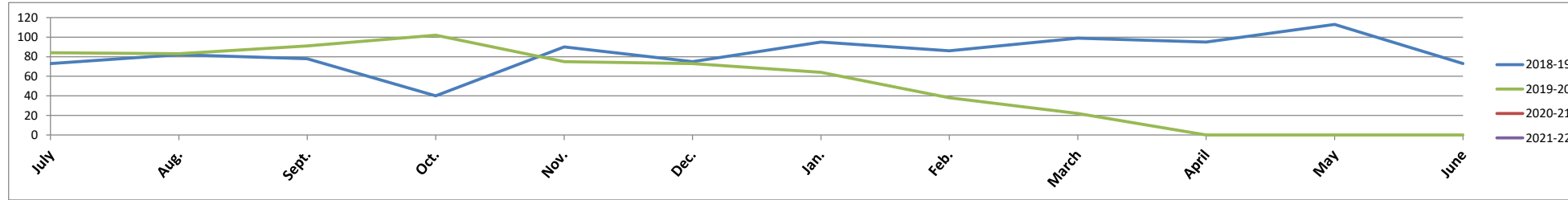
HP Loop Annual Ridership



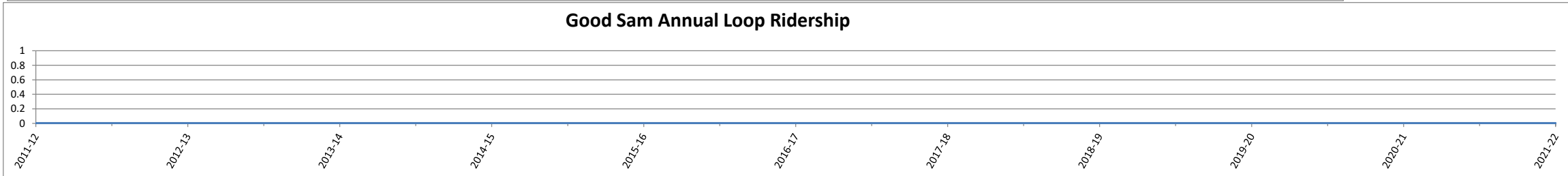
LINN-BENTON LOOP
SAMARITAN PASS PROGRAM
2019-2020

MONTH	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	+/-	Ratio
July		95	91	105	196	245	210	105	7	53	73	84	0		-84	#DIV/0!
Aug.		42	102	123	191	222	172	129	25	54	82	83	0		1	1.2%
Sept.		54	95	127	225	159	153	133	53	66	78	91	0		13	14.3%
Oct.		26	57	160	249	207	185	138	43	61	40	102	0		62	60.8%
Nov.	14	45	48	178	162	147	147	98	37	38	90	75	0		-15	-20.0%
Dec.	17	58	54	134	124	129	178	110	35	42	75	73	0		-2	-2.7%
Jan.	8	45	66	169	188	206	102	121	28	51	95	64	0		-31	-48.4%
Feb.	18	53	33	202	160	161	118	103	48	52	86	38	0		-48	-126.3%
March	15	57	59	220	160	189	99	84	22	54	99	22	0		-77	-350.0%
April	82	58	116	194	204	162	117	34	25	58	95	0	0		-95	0.0%
May	57	72	125	235	172	165	99	22	41	56	113	0	0		-113	0.0%
June	65	82	112	239	130	180	141	22	51	3	73	0	0		-73	0.0%
Sub Total	276	687	958	2,086	2,161	2,172	1,721	1,099	415	588	999	632			-462	-58.1%
Saturday	3	2	5	16	34	14	11	11	13	2	7	5			-840	-40.0%
Grand Total	279	689	963	2,102	2,195	2,186	1,732	1,110	428	590	1,006	637			-1,302	-57.9%

*This does not include the Saturday Loop.

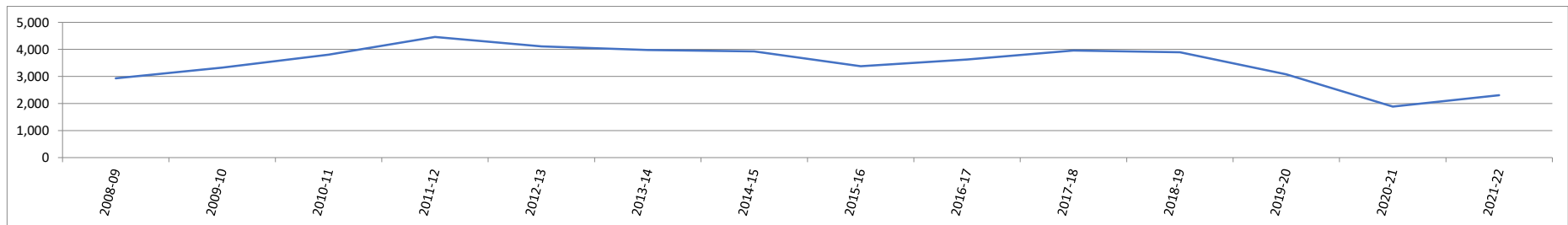
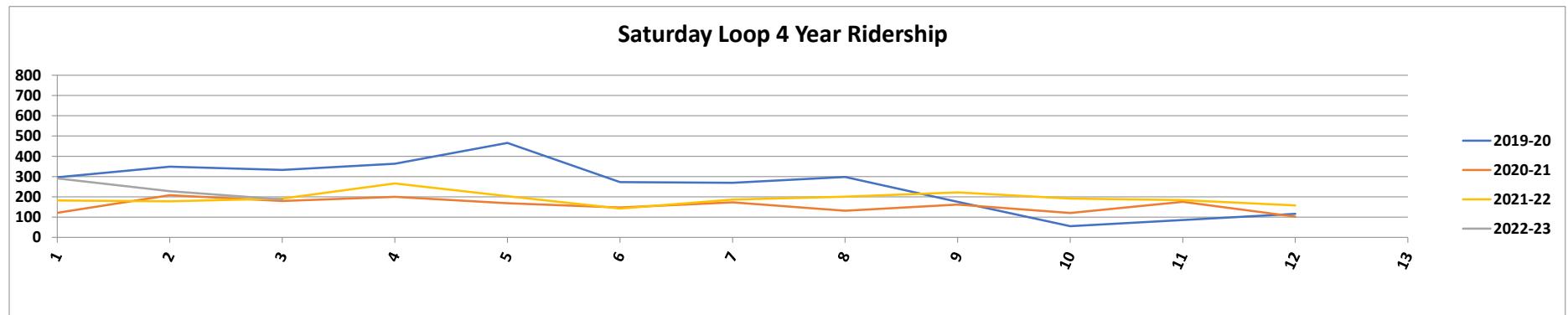


Good Sam Annual Loop Ridership



**LINN-BENTON LOOP
SATURDAY SERVICE
2022-2023**

MONTH	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	+/-	Ratio
July		93	147	160	250	356	252	262	274	195	315	291	405	296	121	182	291	109	37.5%
Aug.	90	245	241	227	235	339	267	400	353	325	219	262	309	349	208	178	228	50	21.9%
Sept.	185	229	227	209	294	323	494	324	317	247	259	388	259	333	179	191	187	-4	-2.1%
Oct.	212	171	239	303	349	497	321	307	436	375	407	310	332	363	200	266		-266	#DIV/0!
Nov.	165	217	334	388	350	366	318	444	346	282	334	308	320	466	168	203		-203	#DIV/0!
Dec.	199	226	184	161	180	353	407	232	244	239	333	328	239	273	147	142		-142	#DIV/0!
Jan.	160	175	358	356	331	354	265	309	344	314	206	289	308	269	173	186		-186	#DIV/0!
Feb.	177	235	235	264	345	369	377	227	298	251	258	343	310	298	131	201		-201	#DIV/0!
March	206	257	232	334	349	399	385	421	342	271	276	406	424	175	162	222		-222	#DIV/0!
April	176	253	242	320	472	337	294	323	295	333	362	296	335	55	120	191		-191	#DIV/0!
May	147	275	251	357	340	367	319	400	403	246	339	332	325	85	175	184		-184	#DIV/0!
June	221	267	241	246	309	399	409	328	271	298	321	405	328	116	102	157		-157	-13.7%
Totals	1,938	2,643	2,931	3,325	3,804	4,459	4,108	3,977	3,923	3,376	3,629	3,958	3,894	3,078	1,886	2,303	706	-1,597	-226.2%



LINN-BENTON LOOP

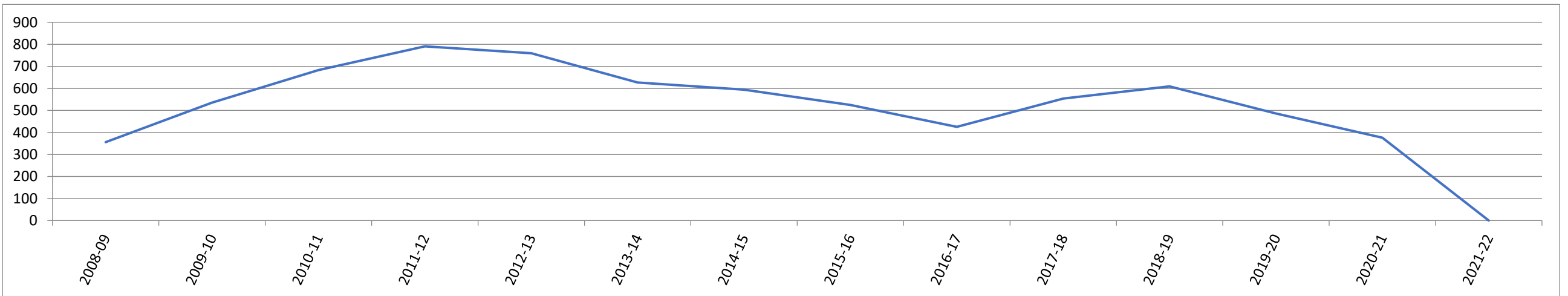
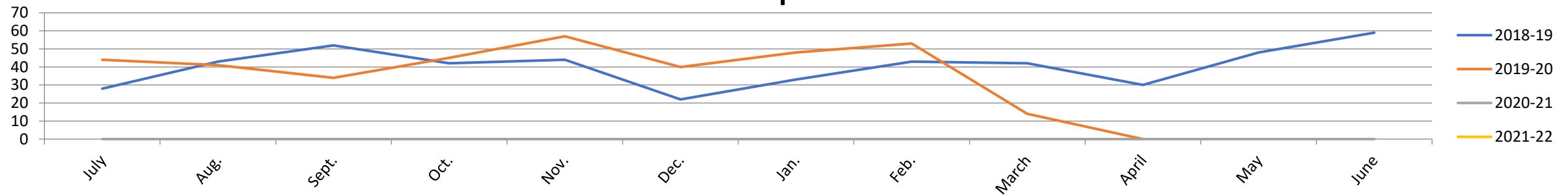
LBCC PASS PROGRAM

SATURDAY SERVICE 2019-2020

MONTH	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	+/-	Ratio
July		8	16	18	37	44	56	51	35	19	36	35	28	44	0		-44	#DIV/0!
Aug.	12	2	30	31	33	48	28	48	42	36	18	30	43	41	0		-2	-4.9%
Sept.	17	18	31	22	35	44	56	43	35	27	29	48	52	34	0		-18	-52.9%
Oct.	22	12	23	46	72	66	38	48	56	39	58	62	42	45	0		3	6.7%
Nov.	28	16	50	74	69	75	55	70	57	41	43	61	44	57	0		13	22.8%
Dec.	33	37	50	41	40	84	57	32	37	23	54	41	22	40	0		18	45.0%
Jan.	19	24	74	66	92	69	61	61	43	34	33	36	33	48	0		15	31.3%
Feb.	19	43	48	70	82	68	53	31	45	41	54	42	43	53	0		10	18.9%
March	23	54	50	95	84	72	68	52	40	31	47	76	42	14	0		-28	-200.0%
April	19	58	53	85	86	63	39	63	52	54	64	35	30	0	0		-5	-16.7%
May	13	42	58	83	92	45	50	59	48	40	52	54	48	0	0		-6	-12.5%
June	27	42	52	52	69	82	66	36	35	40	66	89	59	0	0		-59	#DIV/0!
Totals	232	356	535	683	791	760	627	594	525	425	554	609	486	376	0		-123	-32.7%

Oct. Try Transit Week

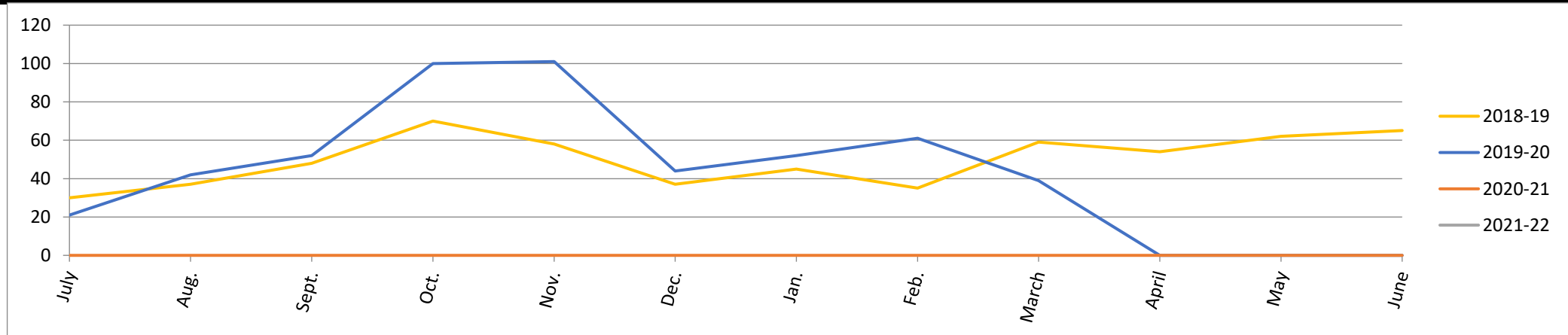
Saturday Loop LBCC Pass
3 Year Ridership



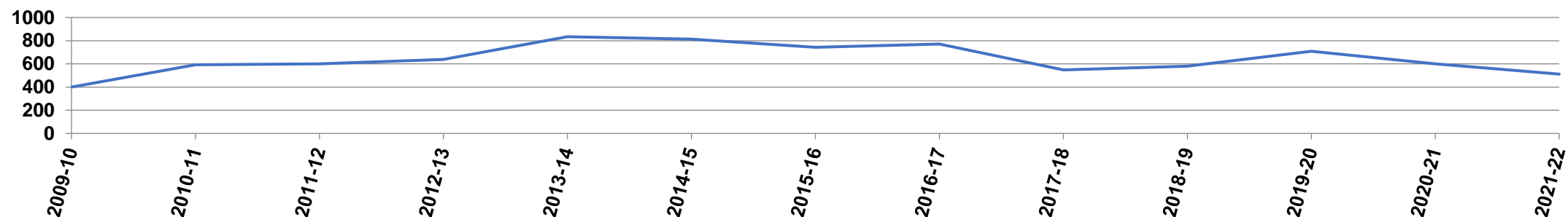
LINN BENTON LOOP OSU PASS PROGRAM SATURDAY SERVICE 2019-2020

MONTH	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	+/-	Ratio
July		19	35	27	21	37	38	40	34	39	43	35	30	21	0		-21	#DIV/0!
Aug.	15	37	46	28	47	37	45	75	42	58	23	41	37	42	0		5	11.9%
Sept.	50	23	30	32	69	62	123	72	64	41	33	72	48	52	0		4	7.7%
Oct.	48	24	44	59	65	125	89	51	80	50	66	73	70	100	0		30	30.0%
Nov.	52	24	50	53	78	65	54	98	92	38	47	36	58	101	0		43	42.6%
Dec.	45	30	27	32	18	47	74	43	52	37	54	81	37	44	0		7	15.9%
Jan.	69	28	89	92	59	68	50	71	61	71	35	65	45	52	0		7	13.5%
Feb.	64	36	48	51	62	69	70	37	55	10	54	73	35	61	0		26	42.6%
March	45	40	43	62	48	81	98	78	80	66	57	76	59	39	0		-20	-51.3%
April	43	28	52	57	81	60	61	72	72	61	61	49	54	0	0		5	0.0%
May	25	53	73	83	60	91	52	48	88	35	53	53	62	0	0		9	0.0%
June	46	58	55	24	31	92	60	58	51	42	55	55	65	0	0		0	0.0%
Totals	502	400	592	600	639	834	814	743	771	548	581	709	600	512			-109	-17.2%

Oct. Try Transit Week

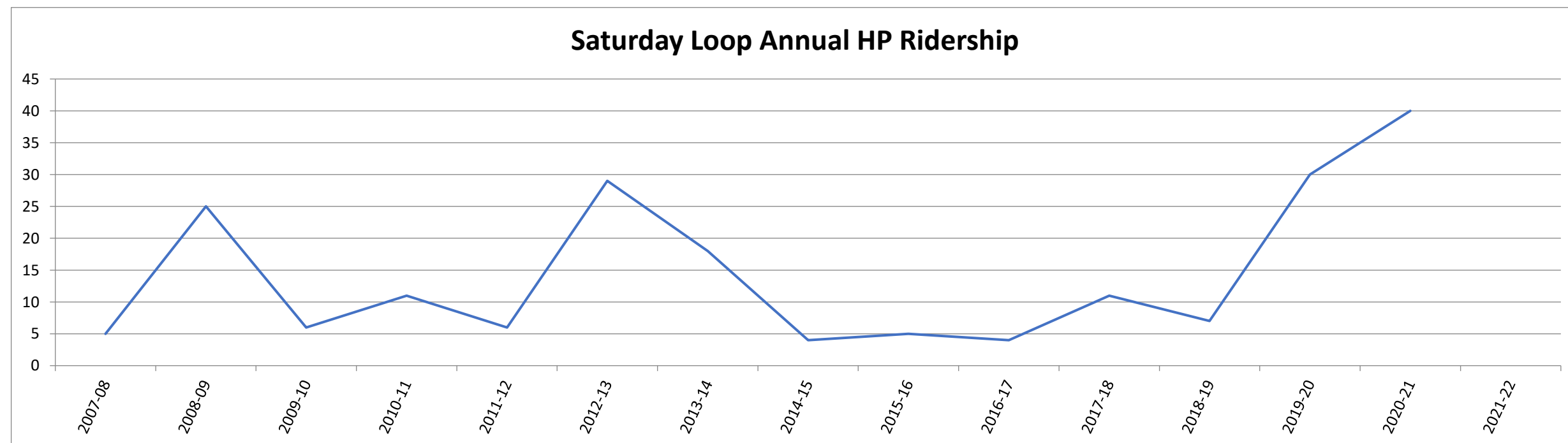


Saturday Loop OSU Annual Ridership



LINN BENTON LOOP HP PASS PROGRAM SATURDAY SERVICE 2021-2022

MONTH	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	+/-	Ratio
July		0	0	0	0	0	1	3	2	2	2	1	1	9	0		0	#DIV/0!
Aug.	0	0	0	1	0	0	7	0	3	0	2	0	0	9	0		9	100.00%
Sept.	1	0	0	3	0	0	2	0	0	2	3	0	0	8	0		8	100.00%
Oct.	2	0	0	2	0	1	3	1	0	0	0	0	4	3	0		-1	-33.33%
Nov.	0	1	1	2	0	0	3	0	0	0	0	3	1	8	0		7	87.50%
Dec.	2	3	0	1	0	0	0	0	0	0	2	0	0	2	0		2	100.00%
Jan.	0	5	4	0	0	1	1	0	0	0	2	0	6	0	0		-6	0.00%
Feb.	0	4	0	0	1	3	0	0	0	0	0	0	0	1	0		1	100.00%
March	0	6	0	0	0	6	0	0	0	0	0	0	6	0	0		-6	0.00%
April	0	3	0	2	3	4	0	0	0	0	0	0	0	0	0		0	0.00%
May	0	2	1	0	2	9	0	0	0	0	0	2	3	0	0		-3	#DIV/0!
June	0	1	0	0	0	5	1	0	0	0	0	1	9	0	0		-9	#DIV/0!
Totals	5	25	6	11	6	29	18	4	5	4	11	7	30	40		23	25.00%	

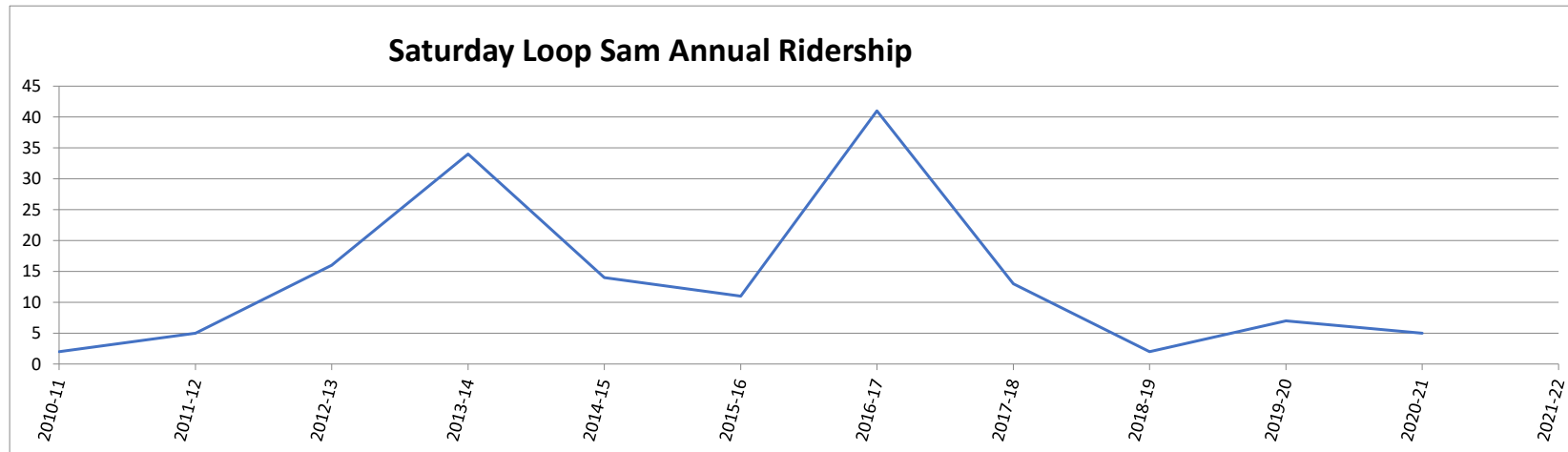


LINN-BENTON LOOP

SAMARITAN PASS PROGRAM SATURDAY SERVICE 2021-2022

MONTH	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	+/-	Ratio
July	0	0	2	0	0	3	2	2	2	0	3	1	0		0	#DIV/0!
Aug.	0	0	0	0	4	4	1	6	1	0	0	0	0		0	0.00%
Sept.	0	0	0	0	3	0	1	6	0	0	1	0	0		-1	0.00%
Oct.	0	0	2	0	3	2	2	3	0	0	0	1	0		1	100.00%
Nov.	1	0	0	2	3	3	0	10	4	0	1	3	0		2	66.67%
Dec.	0	0	0	3	3	1	0	1	4	0	0	0	0		0	0.00%
Jan.	1	0	1	5	3	0	0	1	0	0	0	0	0		0	0.00%
Feb.	0	0	0	0	0	0	0	1	0	0	0	0	0		0	0.00%
March	1	0	0	4	5	0	0	3	0	2	0	0	0		0	0.00%
April	0	0	0	0	4	1	2	4	0	0	0	0	0		0	0.00%
May	0	0	0	1	5	0	2	3	2	0	0	0	0		0	0.00%
June	0	2	0	1	1	0	1	1	0	0	2		0		-2	0.00%
Totals	3	2	5	16	34	14	11	41	13	2	7	5		5	-0.4	

Oct. Try Transit Week



11/01/2022
14:38:05

City of Albany, OR
FLEXIBLE PERIOD REPORT
PP 06

PAGE 1
glflxprt

FROM 2022 01 TO 2022 13

ACCOUNTS FOR:	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
213 PUBLIC TRANSIT							
21340105 213 LINN-BENTON LOOP							
21340105 420045 FTA SECTION 5307	-225,000	0	-225,000	-388,138.00		163,138.00	172.5%
21340105 428200 LBCC PARTNERSHIP	-128,100	0	-128,100	-128,100.00		.00	100.0%
21340105 428205 OSU PARTNERSHIP	-128,100	0	-128,100	-128,100.00		.00	100.0%
21340105 435000 BUS FARES	-13,000	0	-13,000	-33.75		-12,966.25	.3%
21340105 435006 CHARGES FOR SERVICE: LOOP	-566,500	0	-566,500	-451,820.00		-114,680.00	79.8%
21340105 469015 MISCELLANEOUS REVENUE	0	0	0	-261.63		261.63	.0%
21340105 480100 INTEREST	0	0	0	-468.31		468.31	.0%
21340105 499000 BEGINNING BAL: PRIOR PER A	0	0	0	-4.00		4.00	.0%
21340105 499050 BEGINNING BALANCE	-5,500	0	-5,500	-60,827.08		55,327.08	*****%
21340105 510010 WAGES & SALARIES	302,000	32,489	334,489	334,488.73		.00	100.0%
21340105 520010 TEMPORARY EMPLOYEES	45,000	-39,332	5,668	5,668.15		.00	100.0%
21340105 530010 OVERTIME	20,000	-15,616	4,384	4,384.37		.00	100.0%
21340105 540050 UNEMPLOYMENT CLAIMS	0	7,866	7,866	7,866.00		.00	100.0%
21340105 560001 EMPLOYER MEDICAL	156,200	-8,580	147,620	147,620.41		.00	100.0%
21340105 560005 EMPLOYER DENTAL	12,700	-2,796	9,904	9,903.59		.00	100.0%
21340105 560008 EMPLOYER VISION	4,800	-764	4,036	4,035.84		.00	100.0%
21340105 560010 EMPLOYER PAID BENEFITS	28,100	-2,472	25,628	25,627.74		.00	100.0%
21340105 560012 EMPLOYER PAID DEFERRED COM	2,000	-441	1,559	1,558.75		.00	100.0%
21340105 560014 EMPLOYER PAID LTD/LIFE/AD&	3,200	-229	2,971	2,971.46		.00	100.0%
21340105 560016 EMPLOYER PAID WORKER'S COM	21,500	-3,758	17,742	28,358.96		-10,616.77	159.8%
21340105 560018 EMPLOYER PAID OREGON WBF	2,100	-1,962	138	137.70		.00	100.0%
21340105 560020 PERS	106,300	-27,077	79,223	79,223.01		.00	100.0%
21340105 560030 HRA VEBA	12,400	19,917	32,317	32,316.95		.00	100.0%
21340105 600115 INSURANCE & BONDS	5,600	122	5,722	5,721.67		.00	100.0%
21340105 600400 CONTRACTUAL SERVICES	4,200	-908	3,292	3,291.71		.00	100.0%
21340105 602300 SOFTWARE LICENSE FEES	700	-700	0	.00		.00	.0%
21340105 610005 ADVERTISING & PUBLICATIONS	1,100	-1,051	49	358.74		-309.62	730.3%
21340105 610075 CREDIT CARD FEES	500	-500	0	.00		.00	.0%
21340105 610100 DUPLICATION & FAX	1,500	-642	858	858.49		.00	100.0%
21340105 610130 EDUCATION & TRAINING	800	305	1,105	1,105.00		.00	100.0%
21340105 610405 MATERIALS & SUPPLIES	3,000	4,256	7,256	6,202.54		1,053.13	85.5%
21340105 610420 MEETINGS & CONFERENCES	600	-600	0	.00		.00	.0%
21340105 610425 MEMBERSHIPS & DUES	1,100	-350	750	750.00		.00	100.0%
21340105 610545 PRINTING & BINDING	1,600	-1,600	0	.00		.00	.0%
21340105 610750 UNIFORMS	1,000	803	1,803	1,803.12		.00	100.0%
21340105 610800 VEHICLE FUEL CHARGES	92,500	-17,648	74,852	89,085.28		-14,233.39	119.0%
21340105 630000 ELECTRICITY	1,500	-1,500	0	.00		.00	.0%
21340105 630005 NATURAL GAS	200	6	206	205.61		.00	100.0%

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FROM 2022 01 TO 2022 13

ACCOUNTS FOR:	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
213 PUBLIC TRANSIT							
21340105 630010 TELEPHONE	3,000	-2,108	892	891.90		.00	100.0%
21340105 630400 WATER SERVICE	800	-62	738	737.75		.00	100.0%
21340105 630405 SEWER SERVICE CHARGES	0	270	270	270.34		.00	100.0%
21340105 630410 STORMWATER SERVICE CHARGES	200	-35	165	165.15		.00	100.0%
21340105 650015 MAINT: COMMUNICATION EQUIP	600	1,930	2,530	2,529.66		.00	100.0%
21340105 652800 SAFETY IMPROVEMENTS	0	338	338	338.34		.00	100.0%
21340105 653600 MAINT: VEHICLE	89,300	9,956	99,256	99,527.31		-270.82	100.3%
21340105 655100 MAINT: BUILDING	4,000	257	4,257	4,256.50		.00	100.0%
21340105 660100 CS: BUILDING MAINTENANCE	3,800	0	3,800	3,800.00		.00	100.0%
21340105 660200 CS: CENTRAL SERVICE	3,300	0	3,300	3,300.00		.00	100.0%
21340105 660210 CS: FINANCE	19,900	0	19,900	19,900.00		.00	100.0%
21340105 660211 CS: CITY MANAGER'S OFFICE	11,500	0	11,500	11,500.00		.00	100.0%
21340105 660212 CS: MAYOR & COUNCIL	1,300	0	1,300	1,300.00		.00	100.0%
21340105 660214 CS: HUMAN RESOURCES	8,800	0	8,800	8,800.00		.00	100.0%
21340105 660215 CS: LABOR RELATIONS	500	0	500	500.00		.00	100.0%
21340105 660225 CS: EMERGENCY MGMT/SAFETY	1,400	0	1,400	1,400.00		.00	100.0%
21340105 660400 CS: EQUIPMENT REPLACEMENT	27,000	0	27,000	27,000.00		.00	100.0%
21340105 660500 CS: FLEXIBLE SPENDING ADMI	200	-180	20	19.69		.00	100.0%
21340105 660700 CS: INFORMATION TECHNOLOGY	7,900	0	7,900	7,900.00		.00	100.0%
21340105 660701 CS: PHONE SYSTEM REPLACE	100	0	100	100.00		.00	100.0%
21340105 660800 CS: IT EQUIPMENT REPLACEMENT	500	0	500	500.00		.00	100.0%
21340105 662500 PW: ADMINISTRATION	49,200	0	49,200	49,200.00		.00	100.0%
21340105 665400 PHYSICAL EXAMS & MEDICALS	600	-325	275	400.00		-125.00	145.5%
21340105 670600 SAFETY RECOGNITION PROGRAM	100	-100	0	.00		.00	.0%
21340105 700170 FTA 5307 - SAFETY 1%	0	374	374	374.17		.00	100.0%
TOTAL 213 LINN-BENTON LOOP	0	-52,448	-52,448	-119,498.14		67,050.30	%
21340106 213 LINN-BENTON LOOP STIF							
21340106 428120 STIF - LINN COUNTY	-324,000	0	-324,000	-225,910.00		-98,090.00	69.7%
21340106 428125 STIF - BENTON COUNTY	-324,000	0	-324,000	-225,910.00		-98,090.00	69.7%
21340106 499000 BEGINNING BAL: PRIOR PER A	0	0	0	-.21		.21	.0%
21340106 499050 BEGINNING BALANCE	0	0	0	-3,184.52		3,184.52	.0%
21340106 630500 CHARGES FOR SERVICE: LOOP	566,500	-114,680	451,820	451,820.00		.00	100.0%
21340106 670000 MISCELLANEOUS EXPENDITURES	0	3,185	3,185	3,184.52		.00	100.0%
21340106 690000 RESERVE: OPERATING	81,500	0	81,500	.00		81,500.00	.0%
TOTAL 213 LINN-BENTON LOOP STIF	0	-111,495	-111,495	-.21		-111,495.27	%
TOTAL PUBLIC TRANSIT	0	-163,943	-163,943	-119,498.35		-44,444.97	%
TOTAL REVENUES	-1,714,200	0	-1,714,200	-1,612,757.50		-101,442.50	
TOTAL EXPENSES	1,714,200	-163,943	1,550,257	1,493,259.15		56,997.53	