



Agenda
Linn-Benton Loop TAC Meeting
Remote Only

Date: Tuesday, February 07, 2023
Time: 2:30 – 4:30 pm
Location: **Via Microsoft Teams by clicking [HERE](#)**
Meeting ID: 297 226 936 558
Passcode: Hge9n5
Mobile 1-Click Number
[+1 872-242-8088](#)
Phone Conference ID: 239 660 509#
Contact: Nick Meltzer, nmeltzer@ocwcog.org, 541-758-1911

1. **2:30 Call to Order, Chair and Vice Chair Elections** **Staff**
Consideration of two-year terms for Chair and Vice Chair
2. **2:35 Public Comment** **Chair**
3. **2:40 New Member Introduction and Orientation** **Staff**
Welcome new members and discuss role of Linn Benton Loop TAC.
4. **2:55 Minutes of November 01, 2022 (Attachment A)** **Chair**

Action Requested: Approval of meeting minutes.
5. **3:00 FY2023-25 Budget Discussion** **All**
Discussion on planning for FY2023-25 biennium and funding levels from partners. Fare update.

Action Requested: Discussion
6. **3:20 Budget and Ridership Reports (Attachments B1-B4, C)** **Barry Hoffman**
 - Quarterly budget (B1)
 - Year to date budget (B2)
 - Drawdown Reports (5307 and STIF) (B3-B4)
 - Ridership (C)
Action Requested: Information only.
7. **3:40 Summer Service Levels** **Barry Hoffman**
Discussion on Loop summer service levels

Action Requested: Discussion
8. **4:00 Updates and Other Business** **All**
 - Mobility Hub Update

The meeting location is accessible to persons with disabilities. Sign language, interpreter services or other accommodations can also be provided by contacting Ashlyn Muzechenko at least 48 hours prior to the meeting. Ashlyn can be reached at 541-812-2002 (TTY/TTD 711) or amuzechenko@ocwcog.org.

8. 4:30 **Adjournment**
Next meeting is May 02, 2023.

Chair

ATTENDANCE (FOR QUORUM PURPOSES)

TAC Members	Jurisdiction	Attendance
Sheldon Flom	Linn Benton Community College	
Sarah Bronstein	Oregon State University	
Barry Hoffman	City of Albany	
Tim Bates	City of Corvallis	
Reagan Maudlin	Linn County	
Brad Dillingham	Benton County	
Billy McGregor	Albany Area Metropolitan Planning Organization	
VACANT	Corvallis Area Metropolitan Planning Organization	
Andrew Koll	At Large Member	
Ken Bronson	At Large Member	
Mark Bernard	Oregon Department of Transportation	

Quorum: Official action may be taken by the Linn-Benton Loop TAC when a quorum is present. A quorum shall exist when the majority of appointed voting members are present. A majority is half plus one of the members appointed. If a member is unable to participate in a meeting, that member may designate an alternate to participate in his/her place. The alternate should declare their status at the start of the meeting.

- Loop Technical Advisory Committee Bylaws, Section 6: Meetings, Subsection f: Quorum

LINN-BENTON Loop TAC Meeting
Teleconference
Tuesday, November 01, 2022
2:30 – 4:45

DRAFT MINUTES

TAC Members	Representing	
Billy McGregor	AAMPO	Yes
Steve Dobrinich	CAMPO	Yes
Sheldon Flom	LBCC	Yes
Sarah Bronstein	OSU	Yes
Barry Hoffman	City of Albany	Yes
Tim Bates	City of Corvallis	Yes
Brad Dillingham	Benton County	Yes
Mark Volmert	Linn County	Yes
Mark Bernard	ODOT	No
Ken Bronson	At-Large	Yes
Andrew Koll	Member at-large	Yes

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Guests: Jeff Babbitt, Tiffany Plemmons, Reagan Mauldin, Kristin Preston, Tracy McMillian

Staff: Transportation Program Manager Nick Meltzer, Operations Supervisor Emma Chavez, Assistant Planner Katie Trebes, CWACT Planner Steph Nappa, CED Administrative Assistant Ashlyn Muzechenko

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order and Agenda Review	<p>The group conducted introductions as there were new faces to the TAC.</p> <p>Staff Steve Dobrinich noted that agenda items #4 and #5 were going to be swapped.</p> <p>Mark Volmert requested to add a preliminary discussion on the FY2023-25 budget to the agenda. The STIF application process is going to happen in the next few weeks, and the budget needs to be balanced and agreed upon with the TAC members.</p> <p>Sheldon Flom wanted to add an agenda item to do a wrap up from last year's financial report that would work as a guide for the current year.</p>	<p>The Chair Brad Dillingham called the meeting to order at 2:31 pm.</p> <p>Consensus to approve the agenda with the following additions:</p> <p>Swapping agenda items #5 and #4, adding an agenda item to discuss the FY2023-25 budget, and adding an item to discuss last year's financial report.</p>
2. Public Comment	There were no members of the public who wished to provide public comments.	There were no public comments.
3. Minutes of May 03, 2022 (Attachment A) Action: Approval of Minutes	<p>Mark Volmert noted that the minutes looked excellent and thanked staff for putting them together. Volmert moved for the minutes to be approved with a second from Sheldon Flom.</p> <p>Sarah Bronstein noted that she attended the May meeting coming in a few minutes late but should be noted as present in the meeting minutes.</p> <p>Mark Volmert noted to add Ken Bronson to the minutes as well as he was present.</p>	<p>The May 03, 2022, minutes were approved with corrections.</p> <p>Mark Volmert moved, and Sheldon Flom seconded.</p>
4. Benton, Lincoln, and Linn Counties	Staff Katie Trebes passed this agenda topic on to the presenter, Tracy McMillian, with Nelson Nygaard.	

<p>Coordinated Plans (Attachment B)</p> <p>Action: Information Only</p>	<p>Tracy McMillian noted that this presentation will provide an overview of the coordinated plan effort, and what is left to do with the project. McMillian noted that this plan has a particular focus on improving mobility for senior, people with disabilities, low-income individuals, students, and veterans. The plan is required to be updated every 3 to 5 years.</p> <p>Tracy McMillian noted that Nelson Nygaard is updating the 2017 plan. As of today, the committee received a draft of the plan to review and afterwards Nelson Nygaard will be able to move forward to finalizing the plans by the end of November. McMillian noted that the three counties captured in the plan, Linn, Benton, and Lincoln have an aging population, a growing rural population, and a significant number of people traveling into the counties for employment.</p> <p>McMillan discussed identified needs in the plan include service improvements; marketing, customer service, outreach; and human resources. McMillian noted that these needs were identified through stakeholder outreach, and focus groups across the counties. There is also a need to reduce language and cultural barriers across all of the three counties.</p> <p>Specifically for Benton County there are needs for local and regional connection that serve rural communities, balancing appears for free or reduced fare programs, and to increase reach and availability of transit agency information.</p> <p>Specific Lincoln County needs included expanding service to areas with higher demand and to those that have requested service; as well as infrastructure, capital, and technology needs.</p>	
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	<p>Additionally funding and operating services, internet unreliability, and needs revolving around riders facing technology barriers.</p> <p>Linn County specific needs include serving a larger geographic area, while balancing transportation needs of denser cities; balancing appeal of free or reduced programs; and improving frequency and reliability of services. Finally, funding for transportation services that are needed.</p> <p>McMillian then moved on to the list of potential strategies for coordinated plans. These include:</p> <ul style="list-style-type: none"> • (1) Seek funding to sustain existing levels of public transit services within the county. • (2) Expand access to and convenience of public transportation through expansion of an or improvements to existing services. • (3) Improve access to jobs, health care, education and other basic needs for older adults, people with disabilities, low-income households, veterans, and youth. • (4) Support and increase pool of paid and volunteer drivers. • (5) Pursue opportunities for collaboration and coordination for public transportation and health/human services at the local and regional levels. • (6) Expand efforts to inform seniors, people with disabilities, low-income households, veterans, youth, limited English speaking populations and the general public of available public transportation services. • (7) Establish mechanisms for routine monitoring of plan implementation and for coordination with land use transportation planning occurring in the county and region. <p>Tracy McMillian noted that next steps for the coordinated plan is to identify partnerships, funding opportunities and timelines for</p>	
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	<p>implementing. The final coordinated plan will be finished by the end of November.</p> <p>Mark Volmert asked about the demographics relating to the STIF plans, and definitions for those demographics. He noted that there is a big margin of error for rural areas in east Linn County and wondered if this had been accounted for.</p> <p>Tracy McMillian answered stating the demographic information was reviewed by COG staff and was approved by them. McMillian also noted Nelson Nygaard wasn't aware of any disagreements from ODOT on demographic terms.</p> <p>Volmert noted that ODOT just needs to be informed of the demographic information collected.</p> <p>Volmert asked about the past previous plans, which have all listed the highest priority was to fund existing services.</p> <p>Tracy McMillian noted that this was seen in previous plans, and it wasn't the highest priority, however it still a very high priority.</p> <p>Volmert asked about regional strategies, and how it relates to the last plan.</p> <p>Tracy McMillian noted that the task was to look at prior plans and build upon them.</p> <p>Staff Nick Meltzer added that the 2018 plan was a stand-alone document and can be sent to McMillian for Nelson Nygaard's use.</p>	
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	<p>Ken Bronson, speaking on behalf of the Linn County transit ... noted that the number one priority is to maintain funding of existing services.</p>	
<p>5. Mobility Hubs Project (Attachment C)</p> <p>Action: Discussion and request for letter of support</p>	<p>Staff Steph Nappa introduced the agenda topic along with a slide show explaining the project updates. Nappa added that there is a letter of support request for this project for the next STIF discretionary funding cycle.</p> <p>Staff Steph Nappa noted that the 2021 STIF Discretionary grant was to complete the 60% design for the two mobility hub sites, one on OSU campus and the other on Linn-Benton Community College Campus, this will be completed in June of 2023.</p> <p>Staff Steph Nappa added that the current project estimate is \$3 million including contingency. Nappa noted that the project needs a local match but can be broken into phases in order for it to be more attainable.</p> <p>Staff Steph Nappa noted that the LBCC design has been scaled back, although it still is very extensive and will be future proofed to be ready for electric buses. Nappa also added that both the OSU and the Linn Benton Sites are future proofed, and both will have the same shelter structures.</p> <p>Mark Volmert recognized a thanks to COG and AAMPO for keeping this project going and stepping forward. Volmert posed a question regarding the STIF rules, and how the COG would be eligible for the funds as they would need to have an ownership interest in the property. Mark Volmert noted that this would mean that OCWCOG wouldn't be eligible.</p> <p>Staff Nick Meltzer noted that when checking in with Jennifer Boardman at ODOT she didn't say that the COG was ineligible to</p>	<p>Loop TAC members agreed to send the recommendation of approval to the Loop Policy Board.</p>

	<p>apply, as there is a partnership in building the project, as LBCC and OSU are working to prepare to take ownership and make those necessary actions.</p> <p>Mark Volmert added that Oregon Administrative rule 7320440080 rule states that the applicant signs that they have ownership of the property and if you don't, you are not eligible. Volmert added that a letter is needed from Karen Criswell before an application is submitted. That way eligibility is confirmed before application submittal. Mark Volmert added that OSU and LBCC should be the applicants, as the two universities are eligible for the STIF Discretionary grants. Staff Nick Meltzer noted staff will follow up with ODOT and will get something in writing in order to get clarification.</p> <p>Mark Volmert noted that the full amount on a statewide basis is about \$24 million, which means that \$3 million is quite a large ask, and the funding may need to be on a scalable basis.</p> <p>Staff Nick Meltzer asked about a dual application or having the two colleges submitting their application separately.</p> <p>Mark Volmert noted this is something that should be up to the colleges.</p> <p>Staff Steph Nappa noted that Jennifer Boardman with ODOT mentioned that it should be two tasks on the same application. Nappa asked the TAC members if there was a preference on which site gets moved forward first if it comes down to it?</p> <p>Mark Volmert noted that in previous years it was discussed only moving one forward per year due to cost.</p>	
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	<p>Sarah Bronstein noted that she cautions pitting one project against another in competitive grant application. Bronstein noted that telling a story of how the Loop exists through partnership to serve the region may be helpful to include as part of an application narrative.</p> <p>Brad Dillingham noted that a big piece of the STIF is to fill in the gaps where jurisdictions overlap.</p> <p>Sheldon Flom added the route to take is probably the regional one, as there are so many people involved.</p> <p>Nick Meltzer noted that it would be difficult to have to pick one project or the other to push forward.</p> <p>Staff Steph Nappa added that another route to go would be to go after federal money and do a joint application with Albany incorporating the Transit Operations Facility, as with federal money, the bigger the project the better.</p> <p>Mark Volmert noted that federal fund wouldn't come in time for the 2023 STIF discretionary cycle. Volmert also raised caution to give the choice to decide on which project to go first to ODOT.</p> <p>Steph Nappa noted that the draft letter of support is looking for recommendations before it is sent to the Loop Governing Board.</p> <p>Mark Volmert added that this isn't a conditional letter of support, and he would have a hard time supporting this project if it isn't eligible for grant money. Nappa noted that the changes could be made in the beginning of the letter as to who is applying if the situation calls for it.</p>	
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	<p>The Loop TAC members decided that the bulk of the letter does capture the general idea that needed to be said, pending the corrections suggested by Mark Volmert, and any necessary changes of the applicant from COG to the Colleges.</p> <p>Sarah Bronstein noted that in OSU's letter of support they will have it listed on how staff time will be used for project management as part of the match requirement.</p> <p>Staff Steph Nappa noted that LBCC is doing the same.</p> <p>Reagan Maudlin noted that if other funding sources come through STIF funds can be redacted and used for other projects.</p>	
<p>6. 5307 Capital Funding (Attachment D)</p> <p>Action: Discussion</p>	<p>Barry Hoffman introduced Attachment D, which is the memo presented to the TAC members. Hoffman noted this has been discussed over the past year, and instead of adding to the pile of operations funds, the Loop now has a capital reserve fund.</p> <p>Barry Hoffman noted there were a few projects that came forward as possible options to be funded with the capital funds.</p> <p>Nick Meltzer added that there are more needs than funding available, and the Loop TAC members have been tasked with recommending priority to the Loop Governing Board. Staff Meltzer noted that the table in the Attachment D memo, is a proposed split of the funds with money set aside for Transit Operations Facility (TOF) design, Stop improvements, LBCC mobility hub, and future bus purchases or TOF construction.</p> <p>Barry Hoffman noted that Staff Nick Meltzer asked if these projects could be appropriate uses of the 5307 funds. Hoffman stated that the FTA noted that the design parts are all approved</p>	<p>Sarah Bronstein made a motion for the group to support to spend 5307 funds to support the two projects Transit Operations Facility design and LBCC Mobility Hub. Ken Bronson Seconded, Barry Hoffman and Sheldon Flom were recused.</p> <p>Mark Volmert added an addendum to request the board, to request ATS to spend \$264,000 on bus stop improvements. Ken</p>

	<p>with 5307 funds, but regarding construction, there needs to be ownership before those funds could be used.</p> <p>Sheldon Flom asked about the capital funding differences between the two tables. He noted that he sees \$736,000 in one place and \$920,000 in another location. Staff Nick Meltzer noted that the approximate \$736,000 is the federal 5307 funds and that they require a 80/20 match. With the 20% match include the total amount is approximately the \$920,738.</p> <p>Barry Hoffman added that funds start ticking and are set to go stale about 5 years after the funding was allocated. Since the first year this funding was allocated was FY2020, they won't be stale until fiscal year 2025. Hoffman also noted that the oldest funds need to be spent first.</p> <p>Sarah Bronstein noted that as a TAC it should be discussed what the criteria are for projects where funds would be dedicated towards. Bronstein noted that examples would be if there wasn't another source of funding, and/or an expenditure that amplifies other investment over time even though this could be a one-time expense.</p> <p>Mark Volmert added that he agrees with Bronstein. Volmert doesn't believe it is burning a hole in his pocket, meaning this isn't something that needs to be allocated today. Mark Volmert noted that he would like to leverage funds, so opportunities aren't missed.</p> <p>Mark Volmert noted that vehicles are relatively easy to fund, and he would be hesitant to put this funding towards that purpose. Volmert went on to state that constructing a transit operation facilities is very difficult to fund generally.</p>	<p>Bronson seconded. The motion carried.</p>
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	<p>Barry Hoffman added that the city is attempting to build a new transit operation facility for the transit systems, and if Loop is going to be using the TOF, then this is a one-time opportunity to contribute to the project, as well as the one-time opportunity to contribute to the mobility hub as well.</p> <p>Staff Nick Meltzer added that the TAC could support these two projects and discuss the others at a later time. .</p> <p>Sheldon Flom asked about the design and if it needed to be complete for the facility completed in order to apply for construction grants.</p> <p>Barry Hoffman noted that technically no, however without design plans, it is a lot harder to sell the project and get the funding.</p> <p>Mark Volmert agreed with Barry Hoffman, in order to get money, there needs to be a project that is potentially shovel ready.</p> <p>Barry Hoffman noted that 5307 Funds could be used for the project in question, however it is needed more in construction rather than in the design phase.</p> <p>Mark Volmert offered the idea of using the money (\$264,000) from the Loop account which would free up the same amount in the 5307 ATS account which could be pledged towards bus stops.</p> <p>Barry Hoffman noted that it would be better said to free up funds than to pledge them to another capital project.</p>	
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	<p>Mark Volmert stated that the more pressing project is expanding service for ATS, as the bus facility that Hoffman is trying to fund at \$8million is a long way off from shovel ready. Volmert noted that expanding service at ATS, which is what Hoffman pledged to do, cannot be done without additional improvements or additions of bus stops.</p> <p>Sarah Bronstein added that the TAC's role is to identify what to do with the funding, however it may not be wise to horse trade with the ATS budget.</p> <p>Mark Volmert noted that the last half hour was spent discussing regional needs in the coordinated plan, which specifically addressed increasing service and connections to other colleges and important areas. Volmert noted that leveraging funds can get the TOF improvements moving forward.</p> <p>Sheldon Flom asked for clarification regarding Volmert's idea to use the 5307-fund money for the design, which would free up the other money from ATS, was that previously committed to build bus stops?</p> <p>Mark Volmert agreed with Sheldon Flom's summary.</p> <p>Sheldon Flom noted that we cannot require ATS to allocate this money towards bus stops.</p> <p>Mark Volmert added that he understands, the caution but if there was a gentlewoman's/gentleman's agreement to allocate the funds and leverage the approximate \$700,000 funds this would make the most sense.</p>	
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	<p>Reagan Maudlin asked about clarification regarding ATS’s STIF project. Is this the project that is being considered by the STIF committee right now?</p> <p>Mark Volmert noted there are two phases, and the first part is funded (around \$300,000), but the seconded isn’t funded yet as it is in an ODOT right of way that needs to be acquired and would be more than \$300,000 to secure.</p> <p>Reagan Maudlin noted there are already some methods in place to help fund the first phase of that project, so it was helpful to confirm this was the same project.</p> <p>Mark Volmert noted that this first phase would be in the city right of way, and the second phase is concerning either ODOT right of way or private right of way that will still need to be acquired with a new funding source.</p> <p>Sarah Bronstein made a motion for the group to support to spend 5307 funds to support the Transit Operations Facility design and LBCC Mobility Hub and send a recommendation to the Board. Ken Bronson Seconded, Barry Hoffman and Sheldon Flom were recused. Mark Volmert added an addendum to request the board, to request that ATS spend \$264,000 on bus stops improvements. Ken Bronson seconded. The motion carried.</p>	
<p>7. Budget and Ridership Reports (Attachment E, F1-F2, G1-G2)</p> <p>Action: Information Only</p>	<p>Barry Hoffman introduced this agenda topic and noted that last week they were down 5 drivers out of 10. Hoffman noted that despite the driver shortfall, the ridership is going strong, and there is an upward trend happening.</p> <p>Barry Hoffman added that they are internally coming up with strategies to keep LBCC students informed with events,</p>	

	<p>interruptions, or delays. The city started using Everbridge and will be able to push out notifications to riders about service interruptions.</p> <p>Staff Nick Meltzer added that with the Seamless Transit Project, with real time information, there are 80 to 150 people a day checking the real time progress of the Linn-Benton Loop.</p> <p>Mark Volmert had a question regarding the routes that serve the public rather than LBCC and providing that information to members of this group.</p> <p>Barry Hoffman noted that they have the data, however it just needs to be pulled apart.</p> <p>Sarah Bronstein asked a question regarding guidance on commuting approaches to fares. The Loop went fareless due to the pandemic and the public has decided that the Loop is fareless. Is this going to remain the case or will fares be reintroduced at some point?</p> <p>Mark Volmert added that it has already been free to college students. However, in reference to the general public, it should be referred to ATS on whether they remain fareless.</p> <p>Brad Dillingham had a question regarding student transportation being fareless, as it was paid for by the schools, and additionally, what the funding source would be to extend the fareless rides.</p> <p>Barry Hoffman noted that ideally fares will be discussed on the upcoming meeting with Albany City Council on December 12th. The presentation will cover ATS service expansion and Hoffman hopes to include a discussion on fares as well. Hoffman noted that</p>	
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	<p>the city could say that there needs to be a fare on ATS, which would allow for the call a ride to have fares started again too. The funding so far that has been helping with the no fares was from the STIF.</p> <p>Ken Bronson added that the possible abuse of the transit situation is the reason that the Linn Shuttle has always had a \$1-dollar fare.</p> <p>The group will be deferring to ATS's decision regarding fares.</p>	
<p>8. Updates and Other Business</p>	<p>Sheldon Flom wanted to see the end of the year budget which is being sent out to all Loop TAC members. This was not covered during the meeting as the group ran over time.</p> <p>Mark Volmert had a question regarding the first quarter report, and how it relates to the 2023-2025 budgets. Volmert added that there needs to be a get together to discuss the budgets for 2023-2025. Reagan Mauldin and Brad Dillingham noted that they would be willing to participate, and asked who would be in charge of putting this meeting together.</p> <p>Mark Volmert noted that the El Dorado Bus needs to be replaced and asked if the plan is to request STIF Discretionary funds for that. Barry Hoffman confirmed and stated that he was told by manufactures to budget around \$900,000 for a 40-foot diesel hybrid bus. Which would call for upwards of \$180,000 in local match.</p> <p>Staff Steve Dobrinich noted that he will send an email to the group members regarding the Oregon travel study, and the request outlined in Attachment H for community partners to help spread the word about the study.</p>	

	Mark Volmert asked about having email updates as the season moves forward and could potentially have an early meeting to talk about the 2023-25 Loop budget.	
9. Adjournment	The next Loop TAC meeting is scheduled for February 07, 2023.	Meeting adjourned at 4:45 pm by Chair Brad Dillingham

01/27/2023
16:40:26

City of Albany, OR
FLEXIBLE PERIOD REPORT
PP 06

PAGE 1
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FROM 2023 04 TO 2023 06

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	-237,000	0	-237,000	-88,856.00		-148,144.00	37.5%
21340105 428200 LBCC PARTNERSHIP	-131,900	0	-131,900	.00		-131,900.00	.0%
21340105 428205 OSU PARTNERSHIP	-131,900	0	-131,900	.00		-131,900.00	.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	.00		-592,400.00	.0%
21340105 510010 WAGES & SALARIES	315,200	0	315,200	83,511.76		231,688.24	26.5%
21340105 520010 TEMPORARY EMPLOYEES	45,000	0	45,000	1,436.45		43,563.55	3.2%
21340105 530010 OVERTIME	20,000	0	20,000	5,067.64		14,932.36	25.3%
21340105 560001 EMPLOYER MEDICAL	179,600	0	179,600	33,199.94		146,400.06	18.5%
21340105 560005 EMPLOYER DENTAL	14,600	0	14,600	2,256.26		12,343.74	15.5%
21340105 560008 EMPLOYER VISION	5,500	0	5,500	872.25		4,627.75	15.9%
21340105 560010 EMPLOYER PAID BENEFITS	29,100	0	29,100	6,743.83		22,356.17	23.2%
21340105 560012 EMPLOYER PAID DEFERRED COM	2,100	0	2,100	469.53		1,630.47	22.4%
21340105 560014 EMPLOYER PAID LTD/LIFE/AD&	3,300	0	3,300	671.51		2,628.49	20.3%
21340105 560016 EMPLOYER PAID WORKER'S COM	22,300	0	22,300	4,743.36		17,556.64	21.3%
21340105 560018 EMPLOYER PAID OREGON WBF	4,000	0	4,000	31.10		3,968.90	.8%
21340105 560020 PERS	110,600	0	110,600	25,968.72		84,631.28	23.5%
21340105 560030 HRA VEBA	12,400	0	12,400	14,320.67		-1,920.67	115.5%
21340105 600115 INSURANCE & BONDS	6,200	0	6,200	.00		6,200.00	.0%
21340105 600400 CONTRACTUAL SERVICES	4,200	0	4,200	741.74		3,492.26	16.9%
21340105 602300 SOFTWARE LICENSE FEES	700	0	700	.00		700.00	.0%
21340105 610005 ADVERTISING & PUBLICATIONS	1,100	0	1,100	900.00		200.00	81.8%
21340105 610075 CREDIT CARD FEES	500	0	500	.00		500.00	.0%
21340105 610100 DUPLICATION & FAX	1,500	0	1,500	138.90		1,361.10	9.3%
21340105 610130 EDUCATION & TRAINING	800	0	800	.00		800.00	.0%
21340105 610405 MATERIALS & SUPPLIES	3,000	0	3,000	299.76		2,700.24	10.0%
21340105 610420 MEETINGS & CONFERENCES	600	0	600	.00		600.00	.0%
21340105 610425 MEMBERSHIPS & DUES	1,100	0	1,100	.00		1,100.00	.0%
21340105 610545 PRINTING & BINDING	1,600	0	1,600	.00		1,600.00	.0%
21340105 610750 UNIFORMS	1,000	0	1,000	80.50		1,000.00	.0%
21340105 610800 VEHICLE FUEL CHARGES	92,500	0	92,500	32,498.08		62,980.00	31.9%
21340105 630000 ELECTRICITY	1,500	0	1,500	.00		1,500.00	.0%
21340105 630005 NATURAL GAS	200	0	200	28.06		171.94	14.0%
21340105 630010 TELEPHONE	3,000	0	3,000	231.70		2,768.30	7.7%
21340105 630400 WATER SERVICE	800	0	800	339.29		460.71	42.4%
21340105 630405 SEWER SERVICE CHARGES	0	0	0	80.93		-80.93	.0%
21340105 630410 STORMWATER SERVICE CHARGES	200	0	200	46.35		153.65	23.2%
21340105 650015 MAINT: COMMUNICATION EQUIP	600	0	600	.00		266.76	55.5%

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FROM 2023 04 TO 2023 06

ACCOUNTS FOR:	ORIGINAL APPROP	TRANFRS/ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
213 PUBLIC TRANSIT							
21340105 653600 MAINT: VEHICLE	89,400	0	89,400	33,656.88		56,483.42	36.8%
21340105 655100 MAINT: BUILDING	4,000	0	4,000	900.00		3,100.00	22.5%
21340105 660100 CS: BUILDING MAINTENANCE	4,000	0	4,000	1,000.07		2,999.93	25.0%
21340105 660200 CS: CENTRAL SERVICE	3,500	0	3,500	874.93		2,625.07	25.0%
21340105 660210 CS: FINANCE	20,900	0	20,900	5,224.93		15,675.07	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	325.07		974.93	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	124.93		375.07	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	0	200	.00		200.00	.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	25.07		74.93	25.1%
21340105 660800 CS: IT EQUIPMENT REPLACEMENT	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	0	600	275.00		325.00	45.8%
21340105 670600 SAFETY RECOGNITION PROGRAM	100	0	100	.00		-20.00	120.0%
21340105 690000 RESERVE: OPERATING	5,200	0	5,200	.00		5,200.00	.0%
TOTAL 213 LINN-BENTON LOOP	0	0	0	195,379.24		-191,999.60	.0%
21340106 213 LINN-BENTON LOOP STIF							
21340106 428120 STIF - LINN COUNTY	-324,000	0	-324,000	-78,906.00		-245,094.00	24.4%
21340106 428125 STIF - BENTON COUNTY	-324,000	0	-324,000	-78,906.00		-245,094.00	24.4%
21340106 499050 BEGINNING BALANCE	-81,500	0	-81,500	.00		-81,500.00	.0%
21340106 630506 CHARGES FOR SERVICE: LOOP	592,400	0	592,400	.00		592,400.00	.0%
21340106 690000 RESERVE: OPERATING	137,100	0	137,100	.00		137,100.00	.0%
TOTAL 213 LINN-BENTON LOOP STIF	0	0	0	-157,812.00		157,812.00	.0%
TOTAL PUBLIC TRANSIT	0	0	0	37,567.24		-34,187.60	.0%
TOTAL REVENUES	-1,852,700	0	-1,852,700	-246,668.00		-1,606,032.00	
TOTAL EXPENSES	1,852,700	0	1,852,700	284,235.24		1,571,844.40	

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FROM 2023 01 TO 2023 06

ACCOUNTS FOR:	ORIGINAL APPROP	TRANFRS/ ADJSTMNTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
213 PUBLIC TRANSIT							
21340105 213 LINN-BENTON LOOP							
21340105 420045 FTA SECTION 5307	-237,000	163,138	-73,862	-88,856.00		14,994.00	120.3%
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	-12,966	-42,966	.00		-42,966.25	.0%
21340105 435006 CHARGES FOR SERVICE: LOOP	-592,400	-114,680	-707,080	-157,812.00		-549,268.00	22.3%
21340105 469015 MISCELLANEOUS REVENUE	0	262	262	.00		261.63	.0%
21340105 480100 INTEREST	0	468	468	-95.77		564.08	-20.5%
21340105 499000 BEGINNING BAL: PRIOR PER A	0	4	4	.00		4.00	.0%
21340105 499050 BEGINNING BALANCE	0	55,327	55,327	-143,915.16		199,242.24	-260.1%
21340105 510010 WAGES & SALARIES	315,200	-32,489	282,711	162,942.84		119,768.43	57.6%
21340105 520010 TEMPORARY EMPLOYEES	45,000	39,332	84,332	3,298.79		81,033.06	3.9%
21340105 530010 OVERTIME	20,000	15,616	35,616	7,607.08		28,008.55	21.4%
21340105 540050 UNEMPLOYMENT CLAIMS	0	-7,866	-7,866	.00		-7,866.00	.0%
21340105 560001 EMPLOYER MEDICAL	179,600	8,580	188,180	63,964.72		124,214.87	34.0%
21340105 560005 EMPLOYER DENTAL	14,600	2,796	17,396	4,359.62		13,036.79	25.1%
21340105 560008 EMPLOYER VISION	5,500	764	6,264	1,693.00		4,571.16	27.0%
21340105 560010 EMPLOYER PAID BENEFITS	29,100	2,472	31,572	13,023.05		18,549.21	41.2%
21340105 560012 EMPLOYER PAID DEFERRED COM	2,100	441	2,541	898.82		1,642.43	35.4%
21340105 560014 EMPLOYER PAID LTD/LIFE/AD&	3,300	229	3,529	1,311.58		2,216.96	37.2%
21340105 560016 EMPLOYER PAID WORKER'S COM	22,300	-6,859	15,441	9,058.10		6,382.94	58.7%
21340105 560018 EMPLOYER PAID OREGON WBF	4,000	1,962	5,962	64.09		5,898.21	1.1%
21340105 560020 PERS	110,600	27,077	137,677	51,082.21		86,594.78	37.1%
21340105 560030 HRA VEBA	12,400	-19,917	-7,517	14,320.67		-21,837.62	-190.5%
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	862.06		3,670.24	28.2%
21340105 602300 SOFTWARE LICENSE FEES	700	700	1,400	.00		1,400.00	.0%
21340105 610005 ADVERTISING & PUBLICATIONS	1,100	741	1,841	900.00		912.38	50.4%
21340105 610075 CREDIT CARD FEES	500	500	1,000	.00		1,000.00	.0%
21340105 610100 DUPLICATION & FAX	1,500	642	2,142	209.74		1,931.77	9.8%
21340105 610130 EDUCATION & TRAINING	800	-305	495	525.00		-30.00	106.1%
21340105 610405 MATERIALS & SUPPLIES	3,000	-3,203	-203	998.50		-3,743.54	*****%
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	161.00		-172.62	187.7%
21340105 610800 VEHICLE FUEL CHARGES	92,500	3,415	95,915	45,820.20		40,799.37	57.5%
21340105 630000 ELECTRICITY	1,500	1,500	3,000	.00		3,000.00	.0%
21340105 630005 NATURAL GAS	200	-6	194	44.84		113.14	41.8%

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FROM 2023 01 TO 2023 06

ACCOUNTS FOR:	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
213 PUBLIC TRANSIT							
21340105 630010 TELEPHONE	3,000	2,108	5,108	451.34		4,656.76	8.8%
21340105 630400 WATER SERVICE	800	62	862	664.97		197.28	77.1%
21340105 630405 SEWER SERVICE CHARGES	0	-270	-270	161.40		-431.74	-59.7%
21340105 630410 STORMWATER SERVICE CHARGES	200	35	235	92.70		142.15	39.5%
21340105 650015 MAINT: COMMUNICATION EQUIP	600	-1,930	-1,330	.00		-3,167.40	-138.2%
21340105 652800 SAFETY IMPROVEMENTS	0	-338	-338	.00		-338.34	.0%
21340105 653600 MAINT: VEHICLE	89,400	-10,227	79,173	44,826.54		21,621.59	72.7%
21340105 655100 MAINT: BUILDING	4,000	-257	3,744	1,800.00		1,287.00	65.6%
21340105 660100 CS: BUILDING MAINTENANCE	4,000	0	4,000	2,000.06		1,999.94	50.0%
21340105 660200 CS: CENTRAL SERVICE	3,500	0	3,500	1,749.94		1,750.06	50.0%
21340105 660210 CS: FINANCE	20,900	0	20,900	10,449.94		10,450.06	50.0%
21340105 660211 CS: CITY MANAGER'S OFFICE	12,000	0	12,000	6,000.00		6,000.00	50.0%
21340105 660212 CS: MAYOR & COUNCIL	1,300	0	1,300	650.06		649.94	50.0%
21340105 660214 CS: HUMAN RESOURCES	8,700	0	8,700	4,350.00		4,350.00	50.0%
21340105 660215 CS: LABOR RELATIONS	500	0	500	249.94		250.06	50.0%
21340105 660225 CS: EMERGENCY MGMT/SAFETY	1,500	0	1,500	750.00		750.00	50.0%
21340105 660400 CS: EQUIPMENT REPLACEMENT	27,000	0	27,000	13,500.00		13,500.00	50.0%
21340105 660500 CS: FLEXIBLE SPENDING ADMI	200	180	380	.00		380.31	.0%
21340105 660700 CS: INFORMATION TECHNOLOGY	8,100	0	8,100	4,050.00		4,050.00	50.0%
21340105 660701 CS: PHONE SYSTEM REPLACE	100	0	100	50.06		49.94	50.1%
21340105 660800 CS: IT EQUIPMENT REPLACEME	500	0	500	250.02		249.98	50.0%
21340105 662500 PW: ADMINISTRATION	50,800	0	50,800	25,400.04		25,399.96	50.0%
21340105 665400 PHYSICAL EXAMS & MEDICALS	600	200	800	275.00		525.00	34.4%
21340105 670600 SAFETY RECOGNITION PROGRAM	100	100	200	.00		80.00	60.0%
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	119,498	119,498	-147,330.94		238,802.85	%
21340106 213 LINN-BENTON LOOP STIF							
21340106 428120 STIF - LINN COUNTY	-324,000	-98,090	-422,090	-78,906.00		-343,184.00	18.7%
21340106 428125 STIF - BENTON COUNTY	-324,000	-98,090	-422,090	-78,906.00		-343,184.00	18.7%
21340106 499000 BEGINNING BAL: PRIOR PER A	0	0	0	.00		.21	.0%
21340106 499050 BEGINNING BALANCE	-81,500	3,185	-78,315	-.21		-78,315.27	.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	-81,500	-81,500	-.21		-81,499.58	%

**Linn-Benton Loop FTA Section 5307 Grant Funds Remaining
(Last Updated 1/30/23)**

<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)
	Drawdown - 1/30/23		-	(92,073)	(92,073)
	SUBTOTAL		-	-	-
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
	Drawdown - 1/30/23		35,432	(20,354)	(5,089)
	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			1,568,613	1,078,790	489,823

*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.

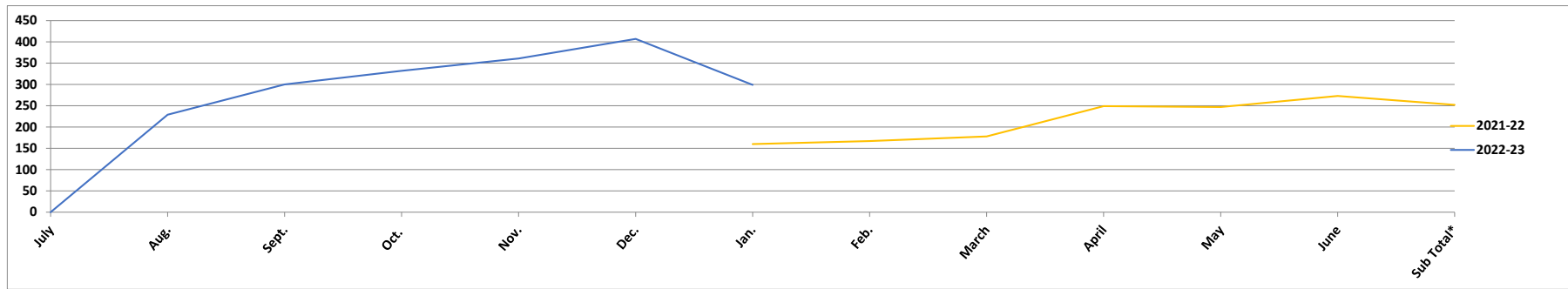
**Linn-Benton Loop STIF Funds Remaining
(Last Updated 1/27/23)**

<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)
	Drawdown 1/27/23	(\$89,809)
	SUBTOTAL	\$280,375
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)
	Drawdown 1/27/23	(\$89,809)
	SUBTOTAL	\$280,375
GRAND TOTAL		\$560,750

AM US 20 commuter
Weekday Ridership
2022 -2023

AM US 20 Commuter

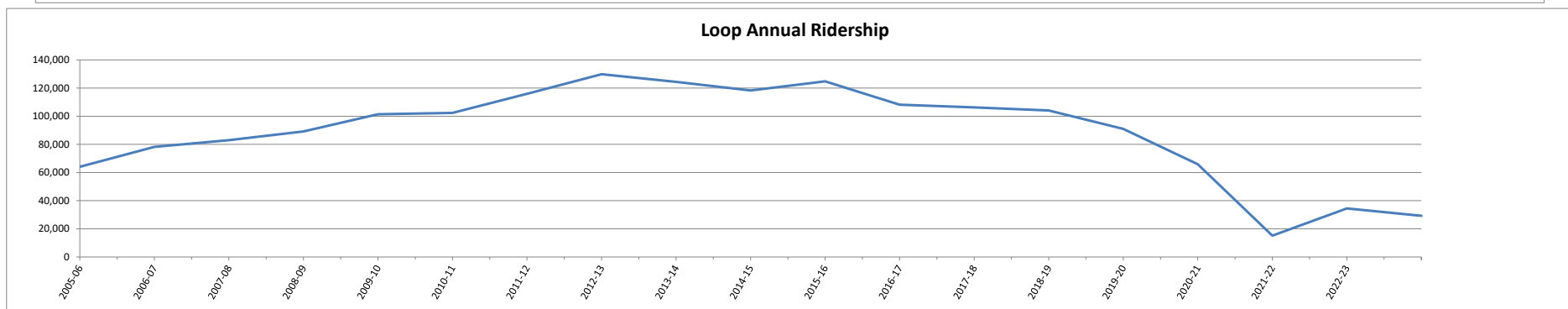
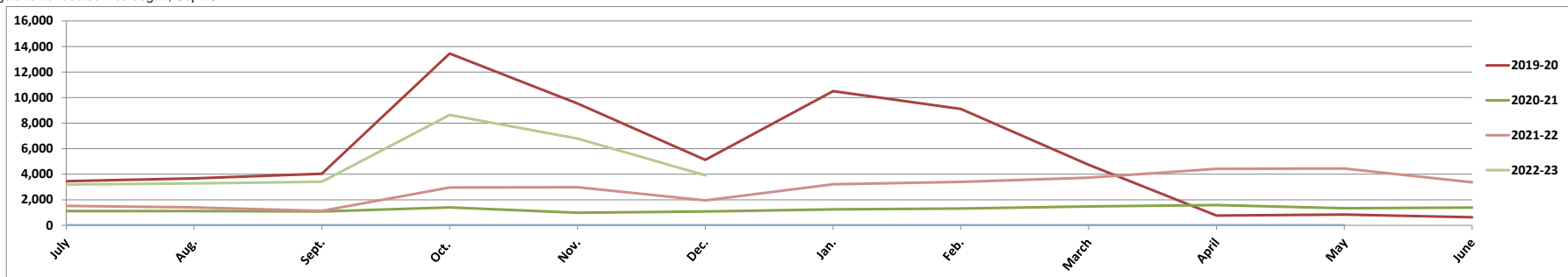
MONTH	2021-22	2022-23																			+/-	Ratio
July		229																			0	#DIV/0!
Aug.		300																			0	#DIV/0!
Sept.		332																			0	#DIV/0!
Oct.		361																			0	#DIV/0!
Nov.		407																			0	#DIV/0!
Dec.	160	299																			160	#DIV/0!
Jan.	167																				167	#DIV/0!
Feb.	178																				178	#DIV/0!
March	249																				0	#DIV/0!
April	247																				0	#DIV/0!
May	273																				0	#DIV/0!
June	252																				0	#DIV/0!
Sub Total*	1,526	1,928	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!
Grand Total	1,526	1,928	0	0																	0	#DIV/0!



Linn-Benton Loop
 Weekday Ridership
 AM Comm/connector/hrt to hub/sat
 2022 -2023

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	4,621	6,751	5,228	6,314	6,418	6,570	4,034	1,085	1,130	3,409	2,279	66.9%
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	8,640	5,674	65.7%
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	6,798	3,814	56.1%
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	3,921	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	29,247	-5,286	-18.1%
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, Septz



**Linn-Benton Loop
LBCC PASS
Program 2018 -
2019**

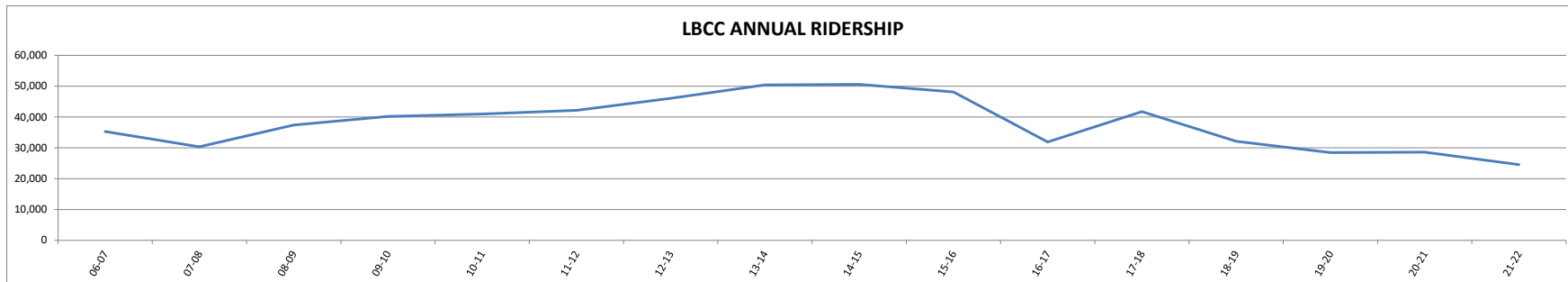
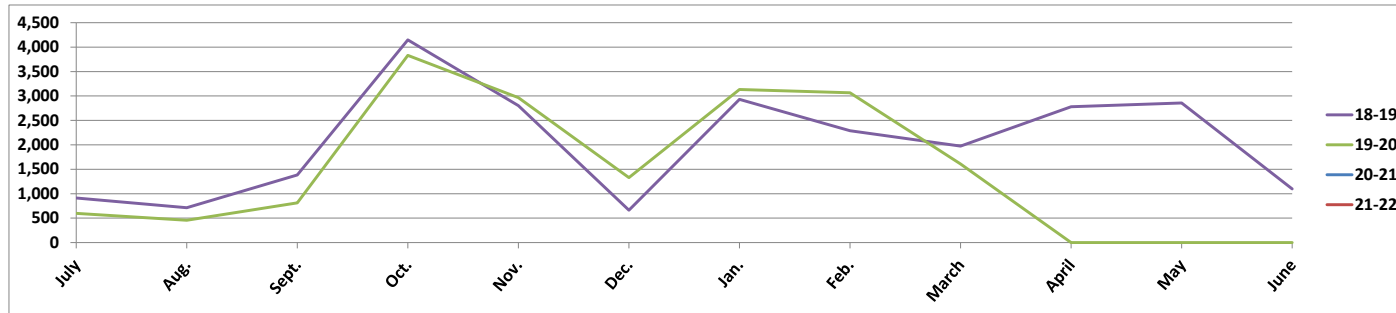
MONTH	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	+/-	Ratio	
July	792	1,124	1,056	856	818	1,166	1,587	1,134	1,384	1,419	1,309	1,262	1,244	821	619	684	912	599	0		-599	0.0%	
Aug.	737	422	706	731	732	981	1,146	573	791	1,322	1,158	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	6,512	6,174	5,574	3,549	2,946	2,902	3,290	3,465	2,856	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.

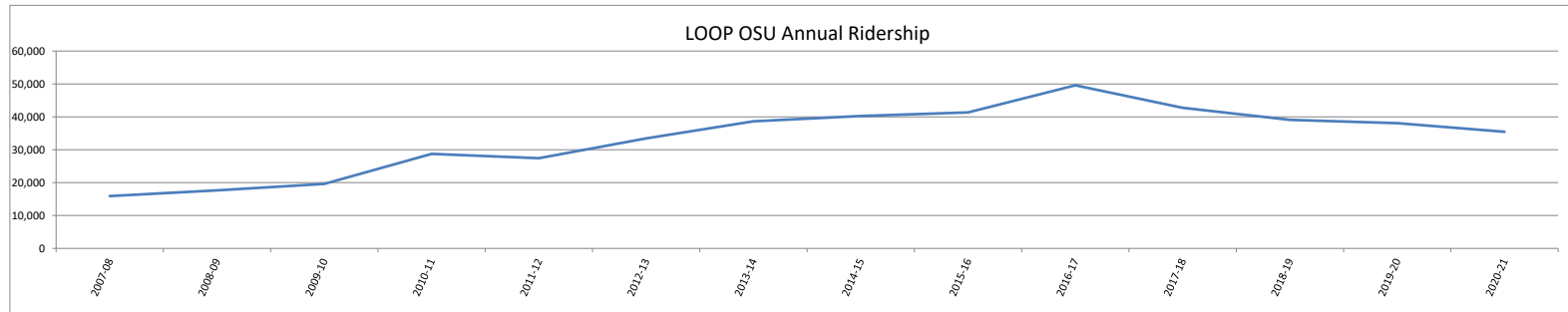
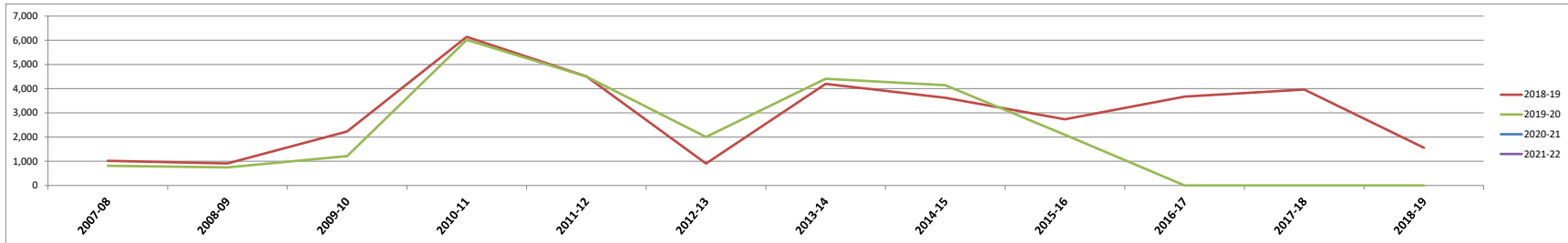
Jan. 2004: 2 snow days + MLK day.



**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	1,682	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



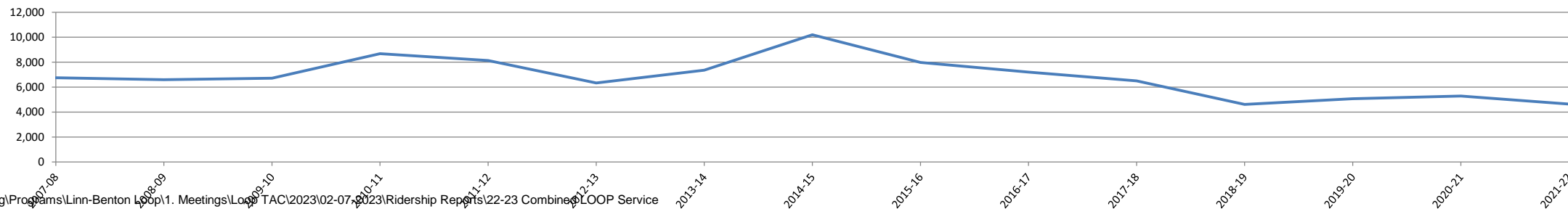
**Linn-Benton
Loop Hewlett
Packard Pass
Program 2020-21**

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.



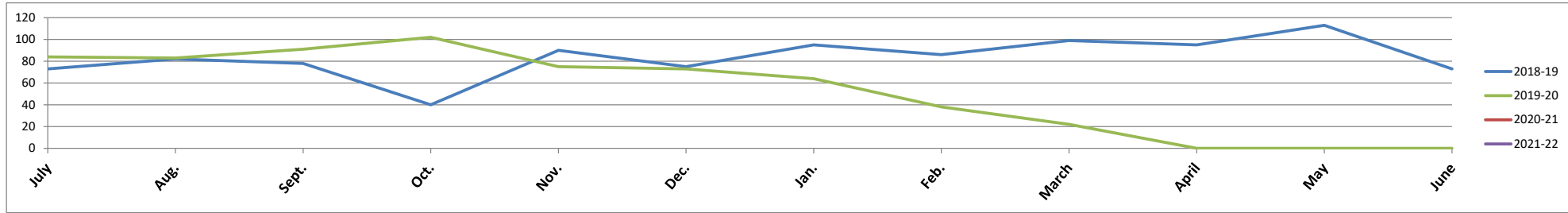
HP Loop Annual Ridership



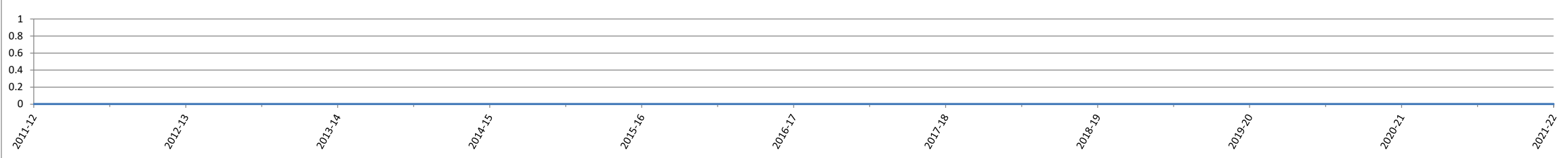
**Linn-Benton Loop
Samaritan Pass Program
2019-2020**

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.



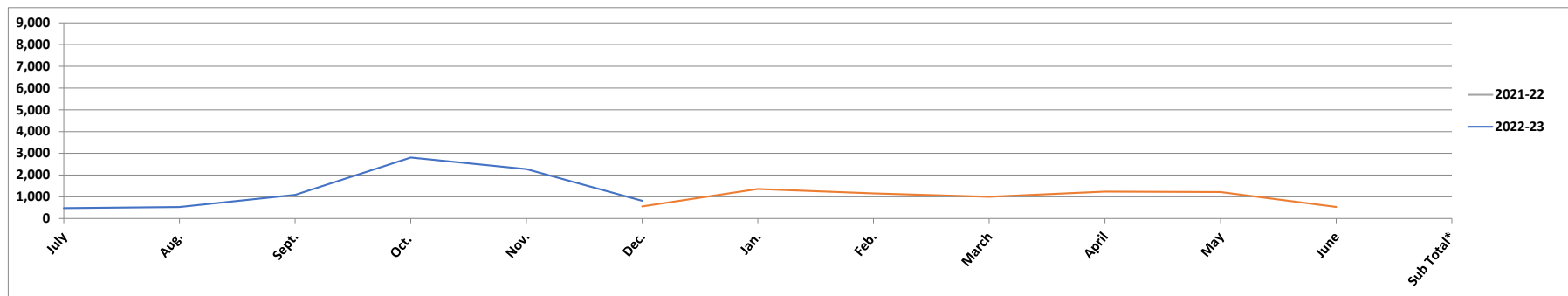
Good Sam Annual Loop Ridership



Connector 1
Weekday Ridership
2022 -2023

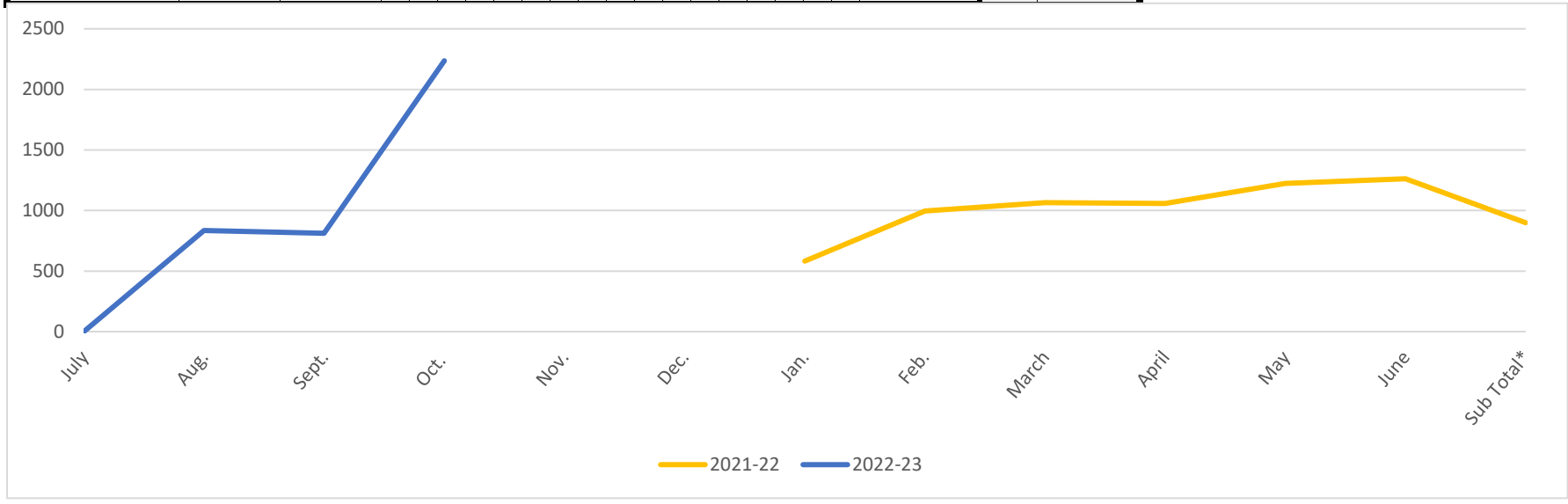
Connector 1

MONTH	2021-22	2022-23																			+/ -	Ratio
July		478																			0	#DIV/0!
Aug.		528																			0	#DIV/0!
Sept.		1,087																			0	#DIV/0!
Oct.		2,805																			0	#DIV/0!
Nov.		2,275																			0	#DIV/0!
Dec.	553	813																			0	#DIV/0!
Jan.	1,358																				0	#DIV/0!
Feb.	1,157																				0	#DIV/0!
March	1,002																				0	#DIV/0!
April	1,238																				0	#DIV/0!
May	1,215																				0	#DIV/0!
June	532																				0	#DIV/0!
Sub Total*	7,055	7,986	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!
				0																	0	#DIV/0!
Grand Tota	7,055	7,986	0	0																	0	#DIV/0!



Connector 2

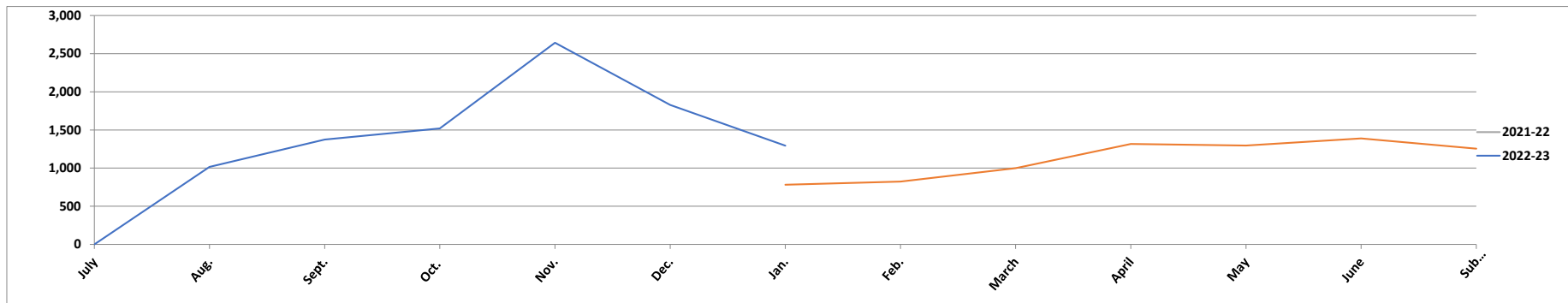
MONTH	2021-22	2022-23																			+/-	Ratio
July		601																			0	#DIV/0!
Aug.		544																			0	#DIV/0!
Sept.		1,086																			0	#DIV/0!
Oct.		2,096																			0	#DIV/0!
Nov.		1,414																			0	#DIV/0!
Dec.	439	690																			439	#DIV/0!
Jan.	823																				823	#DIV/0!
Feb.	865																				865	#DIV/0!
March	819																				0	#DIV/0!
April	949																				0	#DIV/0!
May	973																				0	#DIV/0!
June	690																				0	#DIV/0!
Sub Total*	5,558	6,431	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!
																					0	#DIV/0!
Grand Total	5,558	6,431	0	0																	0	#DIV/0!



Heart to Hub Uniter
Weekday Ridership
2022 -2023

Heart to Hub Uniter

MONTH	2021-22	2022-23																			+/-	Ratio	
July																					0	#DIV/0!	
Aug.		1,015																			0	#DIV/0!	
Sept.		1,520																			0	#DIV/0!	
Oct.		2,643																			0	#DIV/0!	
Nov.		1,828																			0	#DIV/0!	
Dec.	782	1,293																			0	#DIV/0!	
Jan.	824																				0	#DIV/0!	
Feb.	999																				0	#DIV/0!	
March	1,317																				0	#DIV/0!	
April	1,296																				0	#DIV/0!	
May	1,389																				0	#DIV/0!	
June	1,255																				0	#DIV/0!	
Sub Total*	7,862	9,673	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!
Saturday	0	0	0	0																	0	#DIV/0!	
Grand Total	7,862	9,673	0	0																	0	#DIV/0!	



PM US 20 Commuter

MONTH	2021-22	2022-23																		+/-	Ratio
July		410																		#REF!	#DIV/0!
Aug.		504																		#REF!	#DIV/0!
Sept.		538																		#REF!	#DIV/0!
Oct.		528																		#REF!	#DIV/0!
Nov.		611																		0	#DIV/0!
Dec.	182	597																		182	#DIV/0!
Jan.	213																			213	#DIV/0!
Feb.	308																			308	#DIV/0!
March	358																			358	#DIV/0!
April	371																			371	#DIV/0!
May	428																			428	#DIV/0!
June	434																			434	#DIV/0!
Sub Total*	2,294	3,188	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	#DIV/0!
																				0	#DIV/0!
Grand Total	2,294	3,188	0	0																0	#DIV/0!

