



Agenda
Linn-Benton Loop Board Meeting
Remote Only

Date: Tuesday, May 25, 2021
Time: 3:00 – 5:00 pm
Location: Via Zoom: <https://us02web.zoom.us/j/88337056957>
Phone: 1-669-900-6833
Meeting ID: 833 3705 6957
Passcode: 2020
Contact: Nick Meltzer, Transportation Manager, 541-758-1911

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

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

3. **3:15 Minutes of March 26, 2021 (Attachment A)** **Chair**

Action Requested: Approval of Meeting Minutes

4. **3:20 Quarterly Revenue/Expense Report, Year to Date Revenue/Expense Report, and Ridership Report (Attachment B, C, & D)** **Hoffman**

Action Requested: Informational

5. **3:45 Linn-Benton Loop Expansion and Marketing** **Meltzer/Hoffman**
Service expansion and marketing discussion

Action Requested: Discussion

6. **4:00 Loop Member Binders** **Staff**
Overview of member binders

Action Requested: Informational

7. **4:15 Other Business** **Meltzer**
-Historical 5307 Funds Update
-New Loop bus open house
-August meeting

Action Requested: Discussion

8. **5:00 Adjournment** **Chair**

**LINN-BENTON LOOP
Board Meeting
Teleconference
Tuesday, March 23, 2021
3:00 – 5:00**

Board Members: Commissioner Roger Nyquist, Commissioner Pat Malone, Sheldon Flom, and Hal Brauner

TAC Members: Barry Hoffman, Catherine Rohan, Ken Bronson, Mark Volmert, and Stephen Dobrinich

Staff: Chris Bailey, C. Clark, and Nick Meltzer

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, Introductions	Commissioner Pat Malone Called a meeting to order at 3:01 pm. Agenda is approved as presented. There were no introductions.	The Commissioner continued with the meeting at 3:01 pm. There were no changes to the agenda.
2. Election of the Chair (3:02 pm)	Per the Linn Benton Loop Bylaws: <i>The Board shall elect a Chair and Vice Chair at its first meeting. Thereafter, the Board shall elect a Chair and Vice Chair at the first meeting of each calendar year. In the absence of the Chair, the Vice Chair shall have the powers of the Chair.</i> Hal Brauner moved to Commissioner Malone to continue as the chair in 2021. Roger Nyquist seconded the movement. There was no one who opposed.	Commissioner Pat Malone was elected to continue as the Loop Board Chair *and for Commissioner Roger Nyquist to continue as the Vice Chair.
3. Public Comment (3:03 pm)		There were no public comments.
4. Minutes of August 25, 2020 Meeting (Attachment A) (3:03 pm)	There was a review of the minutes lead by Nick Meltzer. There were no changes to the minutes.	Consensus was reached to approve the minutes as written in Attachment A.

<p>5. FTA 5307 Funds Discussion (Attachment B) (3:05 pm)</p>	<p>Discussion on historical carryover, allocation and spend down of FTA 5307 Funds</p> <p>Nick Meltzer walked through the funding sources from LBCC and OSU, and how the MPO area uses 5307 funds from being an urban area, while using the STIF funds from the counties. Broadly, the 5307 funds are a portion of the available federal funds, and over time, there were more federal funds available than other funds that were able to be used for match. Since there was the same amount of local funds to match it, the federal funds pool built up over time.</p> <p>Meltzer reviewed the four options of addressing the issue with the pool of 5307 federal funds. The TAC recommends that AAMPO and CAMPO contributes to a capital 5307 funds, and the Loop will continue to draw down operational 5307 funds. This will allow the Loop to capture all available federal funds and use the capital funds to help build projects, such as a bus barn or an OSU transit hub.</p> <p>On page 4 of Attachment B, is the summary of the TAC suggestion.</p> <p>Commissioner Roger Nyquist asked if capital projects are needed, or if the money is being designated for lack of a better option. Meltzer showed that the 5307 operation funds were built up over time, and the STIF money is still ready to be matched. If the next two years, the 5307 funds are put towards operating funds, the pot will still grow. And so marking the 5307 funds as capital, will reduce the 5307 operation funds without leaving federal money on the table, in addition to setting aside funds for a bus barn, bus replacement, or transit hub at OSU/LBCC.</p>	<p>Hal Brauner moved to accept the TAC recommendation as expressed in Attachment B. There were no objections. Based upon consensus, the motion passes.</p> <p>The Board also directed staff to bring an update to a future meeting.</p>
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Barry Hoffman explained that each year AAMPO and CAMPO add operating 5307 funds. And over time, due to match rates, those federal funds have built up. These funds are captured through reimbursement, so the thought process of the TAC is to not add more operating funds, as the Loop has been doing for several years, but to take the normal amount 5307 funds from AAMPO and CAMPO, and designate those federal funds as capital, which can build a needed bus barn in Albany or a transit hub at LBCC, instead of operating. Addressing capacity and rider demand, Hoffman notes that current demand isn't practical due to COVID. When using previous demand, a year before COVID, the Loop had a STIF expansion for service, which is now going to be implemented this summer.

Hoffman continued to say that the Loop should not use the 5307 operation funds to expand even more service beyond what is currently planned, because once those excess of funds are gone, the Loop would need to reduce service.

Sheldon Flom introduced himself to the Board and asked about a budget summary of a breakdown from the last TAC meeting. He walked through the budget since 2014 and is concerned of the graph from 2017. He asked what happened before that and what happened that got us here. He noted that there was a large increase in 2018 in unreimbursed 5307 funds. He also asked about the connection between sending that money to the budget for reimbursement.

Hoffman addressed Flom's questions. The 2017 graph appears the way it is because the previous 5307 grant funds were closed and zeroed out. The Loop is currently drawing down from the 2018 5307 funds. Hoffman was not able to recall why the 2018 drawdown was less than normal. However, in 21-22, the Loop

	<p>TAC suggests to set aside the 5307 funds away from operations, and pledge it to capital, to not pile up more funds to the operation 5307 pile.</p> <p>Flom said that it appears that the Loop might not need the full amount from AAMPO and CAMPO. Hoffman mentioned that the original solution was to not ask AAMPO and CAMPO for 5307 funds, and let the operation 5307 funds be drawn down for a few years. Then, moving forward, be more thoughtful about the amount of operating grant funds requested, to a sustainable level, so the Loop is not requesting as much each year.</p> <p>Commissioner Pat Malone mentioned the difficulty of following this issue, especially when we're drawing down funds from years ago. Hoffman added context. When the 5307 grant is done through the FTA, which AAMPO and CAMPO are part of, the FTA states that those funds are to be used within one year, plus four additional years. While those funds can sit during that time, during that 4th year, the FTA starts to send letters to the transit agencies and ask how it is being used. Also, reimbursement is done through the oldest grant first, which is why the Loop is drawing down from the 2018 grant currently. Hoffman suggested for the Loop to leave an amount for the 5307 operating funds, in case we need some operating funds suddenly.</p> <p>Mark Volmert discussed that "how we got here" is a concern that the TAC is planning to fully discuss. However, that needs to be set aside to address this problem first. He added that the lack of local match equates to having a hole in the budget. Barry Hoffman disagreed with that terminology. Volmert continued to discuss the issues with the "how we got here" problem.</p>	
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Hal Brauner agreed that the TAC is right on their concern. While the TAC should follow up with “how we got here”, the Board should focus on the approval and moving forward to fix this situation.

Nick Meltzer asked what to the Board wants to do with the 5307 funds. The TAC said they should put it aside for capital 5307 funds for the next two fiscal years.

Hal Brauner said he understands the need to set aside the 5307 funds for capital, and asked if down the road it doesn't get spent, could it be moved back to operating. Mark Volmert said it can be moved from capital to operations, or be used on separate capital projects. Any amount can be moved back and forth

Commissioner Pat Malone moved to discuss capital projects, and wanted it to be used for good flexibility and use the time to figure out how best for it to be used. He said that he appreciates this discussion and the clarification.

Hal Brauner mentioned that he wants the TAC to continue to work with the City of Albany to find the resolution and the source of “how we got here”.

Mark Volmert said it wasn't fair to ask AAMPO and CAMPO to not put in money, but still require it from others. The solution to place the 5307 funds into capital was fairer to everyone. Hal Brauner said he wants to continue the funding and to get better contributions from LBCC and OSU in the future so there could be more expansion for the service. Volmert noted that there was a payroll tax that allows the county to add more funds. Brauner said

	<p>he doesn't want to draw down contributions, but to expand regional transit opportunities.</p> <p>Commissioner Pat Malone said he is hopeful that there will be something resembling normal in the coming year, and that once we get there, we will be ready.</p> <p>Nick Meltzer thanked the Board for the engagement in this discussion. It was decided that the next Loop Board meeting will have an update on the 5307 fund issue.</p>	
<p>6. Loop FY21-23 Budget and Local Contributions (Attachment C & D) (3:44 pm)</p>	<p>Nick Meltzer noted that the budget that was sent to the TAC is different than the one presented to the Board, and so the budget Sheldon Flom shared earlier is less refined than the one that was sent to the Board. Meltzer apologized for any confusion.</p> <p>Barry Hoffman walked through the highlights. He showed the 21-22 and 22-23 budget has the planned Loop expansions from the Loop development plan, and this budget reaches it, due to the STIF dollars contributed by Linn and Benton Counties. . This doubles the amount of service the Loop can provide to the communities, in accordance to the plan.</p> <p>Hoffman continued to discuss that in the budget, where it shows the 5307 funds, it is a drawdown from the existing grants that have already been pledge to the Loop, and doesn't currently show the capital 5307 funds because they have not be pledged yet. The STIF dollars are there for expenses that aren't covered by revenue, and the numbers are based on starting the expanded service, at the earliest, by July 1st. He mentioned that while the Loop won't need all of it, the expansion, maintenance, and fuel expenses can be paid with STIF dollars. The budget is flexible for the expansion this year.</p>	<p>The Board reached consensus to concur on the FY21-23 Budget for Loop Operations, presented by the City of Albany.</p> <p>Staff will develop Loop Member Binders</p>

Barry Hoffman explained that one of the constraints with the budget is with the new equipment. The news buses are funded by 5307 and STIF, and a bunch of other funds. The last of the new buses are arriving by Monday. Once the Loop has all of the new buses, the constraint is the ability to hire new drivers. This is enhanced service, not big changes, just more hours. Once the budget gets passed, the Loop can hire new drivers. Hoffman notes that wages and salary expenses are now being broken out into each line item, which has been a frequent request by Mark Volmert. Hoffman said he is hopeful to be on track with the expenses and the Loop has plenty of resources to pay for the expenses.

Sheldon Flom asked a few questions. Regarding the personnel costs, he inquired about the difference between 2019 and 2021. Barry Hoffman said that the 2020 budget didn't take COVID-19 into account, and the expanded service was delayed due to the pandemic. Flom asked about 19/21 column, noting that it was difficult to make a comparison between now vs before, and there was no year-end reports. Flom recommended a year-end report to review these numbers in the future. Hoffman agreed that the reports have only been quarterly, which is something that can be improved on and done in the future. Hoffman noted that this information is available on the City of Albany webpage. Flom mentioned his attempt to determine the operating budget over time, and asked if the Loop will have enough local contribution to have the maximum drawdown of the 5307 Operation funds. Hoffman said that he would like to have a separate conversation with Flom to discuss the 5307 funds to cover the details together, and commiserated with the difficulty of reading the reports.

	<p>Nick Meltzer offered to produce Loop member binders, which can be distributed to the Board members that includes budget, bylaws, and other information.</p> <p>Mark Volmert mentioned the 5307 funds and the difference in amount that is being drawn down over time. He stated that it's not in the budget to spend, the budget needs to be amended. He also drew attention to the 5307 numbers being different from what the TAC agreed to on the March 9th meeting. Hoffman said that the budget the Board has is the now expected reimbursement for 5307 Operation funds, and not the full amount within the 5307 pot since it cannot be fully reimbursed. Volmert said that if the Loop cannot draw down the full amount, that means we have not met the full amount for expenses, and thus that means there is a deficit. Hoffman and Volmert continued their discussion on budget terminology for several minutes.</p> <p>Commissioner Pat Malone said that group needs to review and agree to the Loop budget.</p> <p>Commissioner Roger Nyquist asked if the numbers need to be scrubbed to be comfortable with it before it gets approved. Commissioner Pat Malone said that the Board meetings are quarterly and suspects that this budget needs to be approved before the next Board meeting. Barry Hoffman confirmed that the City of Albany has the responsibility of doing the budget, and that the Loop Board and TAC are responsible to agree to coordinate operation within the terms. Commissioner Nyquist said he would be willing to approve the budget with a note with an update of the progress of this issue and the budget management. The Board is simply part of the process of moving through the budget.</p>	
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	<p>Hal Brauner agreed that the TAC should get all the details about the budget and report back about it in the next Board meeting. He continued to add that the budget is just the starting document, and it is never 100% accurate at the end of the year. The Board still has control in not sending the money to the city, but this does a good job at addressing the service we request. On the assumption that the staff would work with the TAC to resolve this issue, and train new Board members about this issue.</p> <p>Hal Brauner moved to send the budget to the City of Albany.</p> <p>Sheldon Flom asked about showing 5307 capital funds within the budget. Barry Hoffman said that the grant has not been written or applied. He added that 5307 capital funds would only show up in the city budget when the funds are planned to be used for a project in a specific year, which it is not this year.</p>	
<p>7. Linn-Benton Loop Operations Update (Attachment E) (4:16 pm)</p>	<p>Barry Hoffman discussed the Loop ridership. COVID-19 continued to reduce ridership, specifically due to LBCC and OSU not hosting in-person classes. Fares are still not being collected because riders continue to enter the bus through the back door. The people who are still using the bus are the people who very much still need it, and so Hoffman stated that he is grateful that the Loop is still operating.</p> <p>Commissioner Pat Malone mentioned the State's update on social distancing, which provides 4x more space. He noted that OSU is planning on a normal fall term, and we should plan accordingly with marketing of the new buses and more time for ridership.</p> <p>Barry Hoffman mentioned that the closure of the Van Buren bridge effects the Loop because it causes a long detour, which will slow</p>	<p>Informational discussion only.</p>

	<p>down the routes. The morning route is the one that struggles the most. Commissioner Pat Malone said that we don't have to wait for the new bridge, but there will be a temporary bridge.</p> <p>Commissioner Pat Malone discussed the distribution of vaccines in the region.</p> <p>Mark Volmert asked about the expansion for the Loop, which is based on Phase 2 of the 2019 Loop Service Development Plan He wanted to make sure that the Loop works with Ken Bronson with Linn Shuttle. Volmert also discussed the marketing to inform the LBCC and OSU advertise these new opportunities, including to mention it on websites.</p> <p>Sheldon Flom mentioned that LBCC is doing a soft reopening of campus.</p> <p>A discussion was had on the need of regular introductions at the beginning of the Board meetings.</p>	
9. Adjournment	Commissioner Pat Malone adjourned the meeting at 4:34 pm.	Meeting adjourned at 4:34 pm.

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FROM 2021 07 TO 2021 09

ACCOUNTS FOR:	ORIGINAL	TRANFRS/ ADJSTMTS	REVISED	ACTUALS	ENCUMBRANCES	AVAILABLE	PCT
213 PUBLIC TRANSIT	APPROP		BUDGET			BUDGET	USED
<hr/>							
21340105 213 LINN-BENTON LOOP							
21340105 420035 FTA SECTION 5310 GRANT	-27,500	0	-27,500	-7,080.00		-20,420.00	25.7%
21340105 420045 FTA SECTION 5307	-342,200	0	-342,200	-34,155.00		-308,045.00	10.0%
21340105 428020 SPECIAL TRANSIT FUND: LINN	-24,000	0	-24,000	-5,760.00		-18,240.00	24.0%
21340105 428025 SPECIAL TRANSIT FUND: BENT	-23,000	0	-23,000	-5,875.00		-17,125.00	25.5%
21340105 428120 STIF - LINN COUNTY	-270,000	0	-270,000	.00		-270,000.00	.0%
21340105 428125 STIF - BENTON COUNTY	-270,000	0	-270,000	.00		-270,000.00	.0%
21340105 428130 STIF - DISCRETIONARY	-440,000	0	-440,000	.00		-440,000.00	.0%
21340105 428200 LBCC PARTNERSHIP	-124,400	0	-124,400	.00		-124,400.00	.0%
21340105 428205 OSU PARTNERSHIP	-124,400	0	-124,400	.00		-124,400.00	.0%
21340105 435000 BUS FARES	-27,000	0	-27,000	.00		-27,000.00	.0%
21340105 480100 INTEREST	-300	0	-300	-151.56		-148.44	50.5%
21340105 499050 BEGINNING BALANCE	-8,300	0	-8,300	.00		-8,300.00	.0%
21340105 510010 WAGES & SALARIES	252,200	0	252,200	33,731.57		218,468.43	13.4%
21340105 520010 TEMPORARY EMPLOYEES	46,200	0	46,200	1,091.65		45,108.35	2.4%
21340105 530010 OVERTIME	3,300	0	3,300	.00		3,300.00	.0%
21340105 540050 UNEMPLOYMENT CLAIMS	800	0	800	22.62		742.87	7.1%
21340105 560001 EMPLOYER MEDICAL	0	0	0	11,140.52		-11,140.52	.0%
21340105 560005 EMPLOYER DENTAL	0	0	0	851.91		-851.91	.0%
21340105 560008 EMPLOYER VISION	0	0	0	333.66		-333.66	.0%
21340105 560010 EMPLOYER PAID BENEFITS	277,500	-81	277,419	2,570.64		274,847.97	.9%
21340105 560012 EMPLOYER PAID DEFERRED COM	0	0	0	212.29		-212.29	.0%
21340105 560014 EMPLOYER PAID LTD/LIFE/AD&	0	0	0	279.73		-279.73	.0%
21340105 560016 EMPLOYER PAID WORKER'S COM	0	0	0	1,878.08		-1,878.08	.0%
21340105 560018 EMPLOYER PAID OREGON WBF	0	0	0	12.22		-12.22	.0%
21340105 560020 PERS	0	0	0	11,561.67		-11,561.67	.0%
21340105 600115 INSURANCE & BONDS	9,200	0	9,200	.00		9,200.00	.0%
21340105 600400 CONTRACTUAL SERVICES	500	0	500	757.69		-418.94	183.8%
21340105 610100 DUPLICATION & FAX	1,300	0	1,300	169.20		1,130.80	13.0%
21340105 610405 MATERIALS & SUPPLIES	3,000	0	3,000	3,219.58		2,136.77	28.8%
21340105 610545 PRINTING & BINDING	800	0	800	.00		800.00	.0%
21340105 610750 UNIFORMS	500	0	500	.00		500.00	.0%
21340105 610800 VEHICLE FUEL CHARGES	50,000	0	50,000	8,800.41		43,078.57	13.8%
21340105 630005 NATURAL GAS	0	0	0	42.29		-42.29	.0%
21340105 630010 TELEPHONE	0	0	0	59.34		-59.34	.0%
21340105 630400 WATER SERVICE	0	0	0	96.76		-96.76	.0%
21340105 630405 SEWER SERVICE CHARGES	0	0	0	40.17		-40.17	.0%
21340105 630410 STORMWATER SERVICE CHARGES	0	0	0	50.34		-50.34	.0%
21340105 650015 MAINT: COMMUNICATION EQUIP	0	0	0	1,102.65		-1,102.65	.0%

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ACCOUNTS FOR: 213 PUBLIC TRANSIT	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
21340105 652800 SAFETY IMPROVEMENTS	0	0	0	3,616.47		-116.47	.0%
21340105 653600 MAINT: VEHICLE	48,000	0	48,000	32,441.94		23,658.54	50.7%
21340105 660200 CS: CENTRAL SERVICE	41,600	0	41,600	10,400.01		31,199.99	25.0%
21340105 660400 CS: EQUIPMENT REPLACEMENT	3,000	0	3,000	750.00		2,250.00	25.0%
21340105 660500 CS: FLEXIBLE SPENDING ADM	200	0	200	30.53		169.47	15.3%
21340105 662500 PW: ADMINISTRATION	35,100	0	35,100	.00		35,100.00	.0%
21340105 665400 PHYSICAL EXAMS & MEDICALS	300	0	300	50.00		250.00	16.7%
21340105 690000 RESERVE: OPERATING	27,600	0	27,600	.00		27,600.00	.0%
21340105 700000 CAPITAL EQUIPMENT	880,000	0	880,000	.00		880,000.00	.0%
TOTAL 213 LINN-BENTON LOOP	0	-81	-81	72,292.38		-56,733.72	%
TOTAL PUBLIC TRANSIT	0	-81	-81	72,292.38		-56,733.72	%
TOTAL REVENUES	-1,681,100	0	-1,681,100	-53,021.56		-1,628,078.44	
TOTAL EXPENSES	1,681,100	-81	1,681,019	125,313.94		1,571,344.72	



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	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
GRAND TOTAL	0	-81	-81	72,292.38		-56,733.72	%



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REPORT OPTIONS

	Field #	Total	Page Break	
Sequence 1	1	Y	Y	From Yr/Per: 2021/ 7
Sequence 2	9	Y	N	To Yr/Per: 2021/ 9
Sequence 3	0	N	N	Budget Year: 2021
Sequence 4	0	N	N	Print totals only: N

Report title:

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Includes accounts exceeding 0% of budget.

Print Full or Short description: F

Print full GL account: N

Sort by full GL account: N

Print Revenues-Version headings: N

Print revenue as credit: Y

Print revenue budgets as zero: N

Format type: 1

Double space: N

Suppress zero bal accts: Y

Amounts/totals exceed 999 million dollars: N

Roll projects to object: N

Print journal detail: N

From Yr/Per: 2021/ 1

To Yr/Per: 2021/ 8

Include budget entries: N

Incl encumb/liq entries: N

Sort by JE # or PO #: J

Detail format option: 1

Multiyear view: D

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FROM 2021 01 TO 2021 09

ACCOUNTS FOR:		ORIGINAL	TRANFRS/	REVISED			AVAILABLE	PCT
213 PUBLIC TRANSIT		APPROP	ADJSTMTS	BUDGET	ACTUALS	ENCUMBRANCES	BUDGET	USED
<hr/>								
21340105	213 LINN-BENTON LOOP							
21340105	420035 FTA SECTION 5310 GRANT	-27,500	0	-27,500	-14,160.00		-13,340.00	51.5%
21340105	420045 FTA SECTION 5307	-342,200	0	-342,200	-108,962.00		-233,238.00	31.8%
21340105	428020 SPECIAL TRANSIT FUND: LINN	-24,000	0	-24,000	-11,520.00		-12,480.00	48.0%
21340105	428025 SPECIAL TRANSIT FUND: BENT	-23,000	0	-23,000	-17,625.00		-5,375.00	76.6%
21340105	428120 STIF - LINN COUNTY	-270,000	0	-270,000	.00		-270,000.00	.0%
21340105	428125 STIF - BENTON COUNTY	-270,000	0	-270,000	.00		-270,000.00	.0%
21340105	428130 STIF - DISCRETIONARY	-440,000	0	-440,000	.00		-440,000.00	.0%
21340105	428200 LBCC PARTNERSHIP	-124,400	0	-124,400	-124,400.00		.00	100.0%
21340105	428205 OSU PARTNERSHIP	-124,400	0	-124,400	-124,400.00		.00	100.0%
21340105	435000 BUS FARES	-27,000	0	-27,000	-25.50		-26,974.50	.1%
21340105	480100 INTEREST	-300	0	-300	-260.89		-39.11	87.0%
21340105	499050 BEGINNING BALANCE	-8,300	0	-8,300	-6,781.69		-1,518.31	81.7%
21340105	510010 WAGES & SALARIES	252,200	64,582	316,782	118,799.51		197,982.03	37.5%
21340105	520010 TEMPORARY EMPLOYEES	46,200	8,821	55,021	4,017.53		51,003.58	7.3%
21340105	530010 OVERTIME	3,300	-1,200	2,100	304.82		1,795.30	14.5%
21340105	540050 UNEMPLOYMENT CLAIMS	800	129	929	22.62		871.60	6.2%
21340105	560001 EMPLOYER MEDICAL	0	-28,315	-28,315	42,176.67		-70,491.23	149.0%
21340105	560005 EMPLOYER DENTAL	0	-2,180	-2,180	1,479.94		-3,659.68	67.9%
21340105	560008 EMPLOYER VISION	0	-893	-893	1,223.04		-2,116.21	136.9%
21340105	560010 EMPLOYER PAID BENEFITS	277,500	155,117	432,617	14,347.80		418,269.50	3.3%
21340105	560012 EMPLOYER PAID DEFERRED COM	0	0	0	287.80		-287.80	.0%
21340105	560014 EMPLOYER PAID LTD/LIFE/AD&	0	0	0	381.24		-381.24	.0%
21340105	560016 EMPLOYER PAID WORKER'S COM	0	0	0	2,557.33		-2,557.33	.0%
21340105	560018 EMPLOYER PAID OREGON WBF	0	0	0	16.70		-16.70	.0%
21340105	560020 PERS	0	-27,465	-27,465	40,459.98		-67,925.38	147.3%
21340105	560030 HRA VEBA	0	-8,910	-8,910	10,474.70		-19,384.71	117.6%
21340105	600115 INSURANCE & BONDS	9,200	-471	8,729	7,530.17		1,199.26	86.3%
21340105	600400 CONTRACTUAL SERVICES	500	-791	-291	2,162.47		-3,029.21	941.9%
21340105	610100 DUPLICATION & FAX	1,300	113	1,413	596.26		817.05	42.2%
21340105	610405 MATERIALS & SUPPLIES	3,000	1,022	4,022	9,630.18		-5,675.97	241.1%
21340105	610425 MEMBERSHIPS & DUES	0	0	0	600.00		-600.00	.0%
21340105	610545 PRINTING & BINDING	800	800	1,600	.00		1,600.00	.0%
21340105	610750 UNIFORMS	500	351	851	.00		850.80	.0%
21340105	610800 VEHICLE FUEL CHARGES	50,000	10,848	60,848	15,409.78		45,438.11	25.3%
21340105	630005 NATURAL GAS	0	0	0	159.21		-195.62	.0%
21340105	630010 TELEPHONE	0	0	0	250.47		-250.47	.0%
21340105	630400 WATER SERVICE	0	0	0	524.82		-524.82	.0%
21340105	630405 SEWER SERVICE CHARGES	0	0	0	97.68		-97.68	.0%

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FLEXIBLE PERIOD REPORT
PP 06PAGE 2
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FROM 2021 01 TO 2021 09

ACCOUNTS FOR: 213 PUBLIC TRANSIT	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
21340105 630410 STORMWATER SERVICE CHARGES	0	0	0	118.02		-118.02	.0%
21340105 650015 MAINT: COMMUNICATION EQUIP	0	0	0	2,720.71		-4,225.21	.0%
21340105 652800 SAFETY IMPROVEMENTS	0	0	0	3,616.47		-3,616.47	.0%
21340105 653600 MAINT: VEHICLE	48,000	-43,791	4,209	64,099.00		-61,663.54	%
21340105 660200 CS: CENTRAL SERVICE	41,600	0	41,600	31,200.03		10,399.97	75.0%
21340105 660400 CS: EQUIPMENT REPLACEMENT	3,000	0	3,000	2,407.07		592.93	80.2%
21340105 660500 CS: FLEXIBLE SPENDING ADMI	200	32	232	99.20		133.26	42.7%
21340105 662500 PW: ADMINISTRATION	35,100	3,353	38,453	6,085.02		32,367.73	15.8%
21340105 665400 PHYSICAL EXAMS & MEDICALS	300	-74	226	260.00		-34.00	115.0%
21340105 690000 RESERVE: OPERATING	27,600	0	27,600	.00		27,600.00	.0%
21340105 700000 CAPITAL EQUIPMENT	880,000	0	880,000	.00		-93,700.50	110.6%
TOTAL 213 LINN-BENTON LOOP	0	131,079	131,079	-24,018.84		-822,595.59	%
TOTAL PUBLIC TRANSIT	0	131,079	131,079	-24,018.84		-822,595.59	%
TOTAL REVENUES	-1,681,100	0	-1,681,100	-408,135.08		-1,272,964.92	
TOTAL EXPENSES	1,681,100	131,079	1,812,179	384,116.24		450,369.33	



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City of Albany, OR
FLEXIBLE PERIOD REPORT
PP 06

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FROM 2021 01 TO 2021 09

	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
GRAND TOTAL	0	131,079	131,079	-24,018.84		-822,595.59	%



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City of Albany, OR
FLEXIBLE PERIOD REPORT
PP 06

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REPORT OPTIONS

Sequence	Field #	Total	Page Break	
Sequence 1	1	Y	Y	From Yr/Per: 2021/ 1
Sequence 2	9	Y	N	To Yr/Per: 2021/ 9
Sequence 3	0	N	N	Budget Year: 2021
Sequence 4	0	N	N	Print totals only: N

Report title:

FLEXIBLE PERIOD REPORT
PP 06

Includes accounts exceeding 0% of budget.

Print Full or Short description: F

Print full GL account: N

Sort by full GL account: N

Print Revenues-Version headings: N

Print revenue as credit: Y

Print revenue budgets as zero: Y

Format type: 1

Double space: N

Suppress zero bal accts: Y

Amounts/totals exceed 999 million dollars: N

Roll projects to object: N

Print journal detail: N

From Yr/Per: 2021/ 1

To Yr/Per: 2021/ 8

Include budget entries: N

Incl encumb/liq entries: N

Sort by JE # or PO #: J

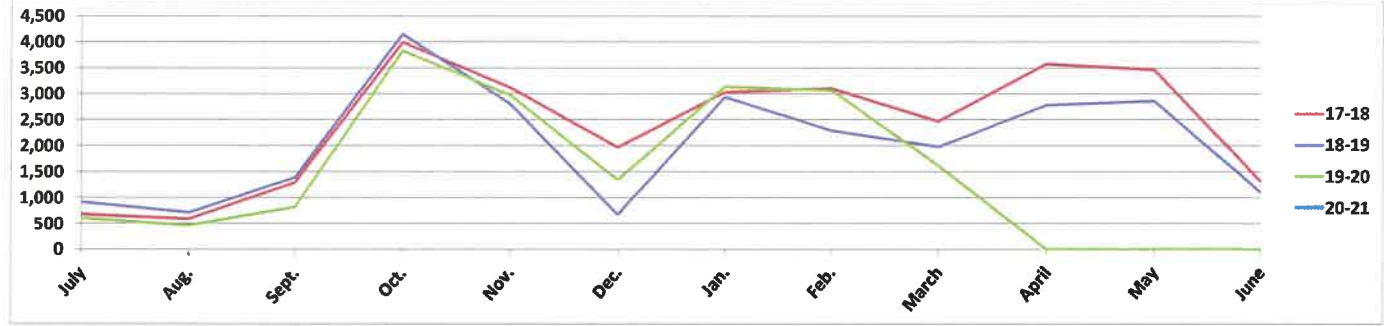
Detail format option: 1

Multiyear view: D

**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	+/-	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	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	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%	

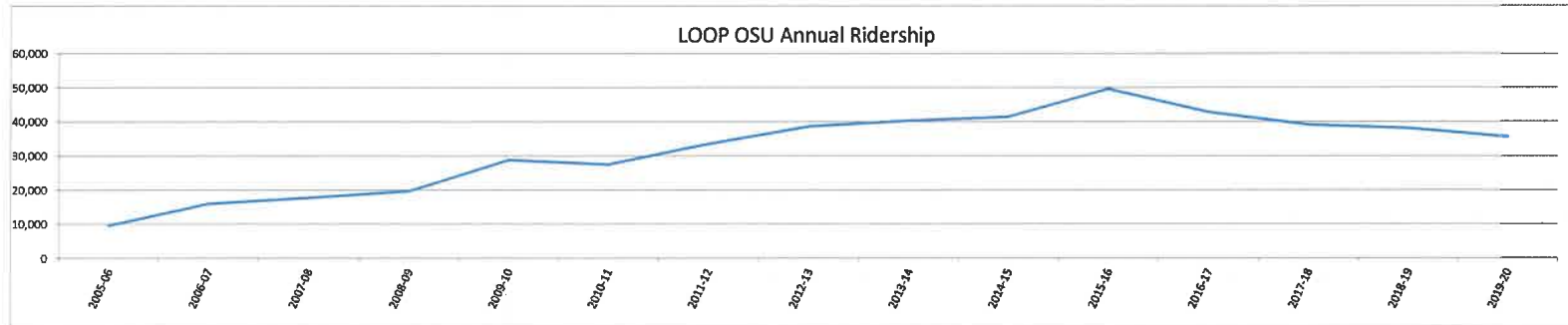
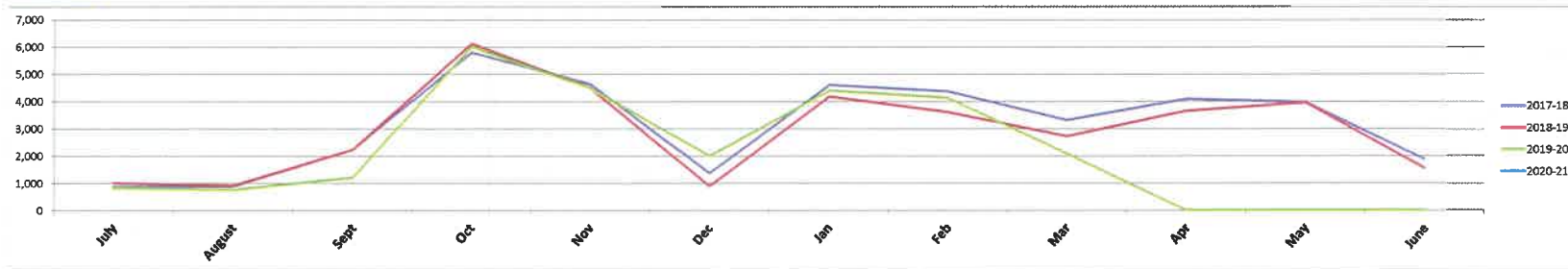
5 days averaged; passes not counted during Try Transit Week.
 Sept 2002: College classes began approximately 2 weeks later than usual.
 July 2003: Cut 4 runs.
 Jan. 2004: 2 snow days + MLK day.



**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	20-21	+/-	Ratio
July	153	467	1,126	849	1,786	1,001	837	1,301	1,652	1,783	1,828	1,366	970	873	1,017	810	0	-810	#DIV/0!
August	564	590	854	869	1,262	662	849	1,390	1,582	1,430	1,337	1,202	988	890	909	750	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	-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	-126	-2.1%
Nov	1,073	1,848	1,870	1,863	2,629	2,720	3,971	4,237	4,020	4,448	5,190	4,381	4,435	4,544	4,507	4,503	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	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	4,812	4,199	4,411	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	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	-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	-3,672	0.0%
May	1,029	1,822	2,045	2,238	2,842	2,942	3,529	4,783	4,443	4,362	4,647	4,038	4,540	3,984	3,965	0	0	-3,965	0.0%
June	651	1,102	1,166	1,621	1,654	1,335	1,931	2,440	2,036	2,588	2,442	1,836	2,107	1,881	1,561	0	0	-1,561	0.0%
Sub Total	9,307	15,906	17,652	19,596	28,724	27,444	33,459	38,644	40,262	41,354	49,579	42,761	38,087	38,075	35,467	25,946	0	73,542	100.0%
Saturday	0	0%	502	400	592	600	639	834	814	743	771	771	581	709	600	512	0	-68	-17.2%
Grand Total	9,307	15,906	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	-9,609	-36.3%

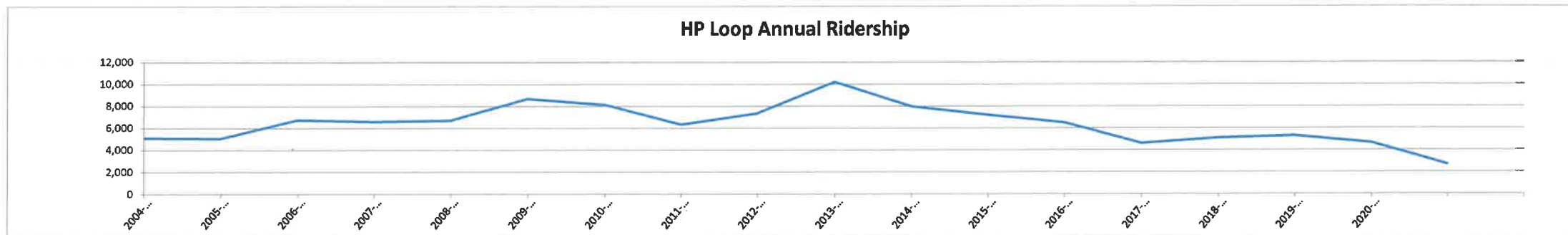
July 2004: Begin pass program
Try Transit



**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	+/-	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	480	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	-63	-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	483	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		-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.



**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	+/-	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.

