



**Agenda  
Linn-Benton Loop TAC Meeting  
Remote Only**

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Date: Tuesday, November 01, 2022  
Time: 2:30 – 4:30 pm  
Location: **Via Microsoft Teams by clicking [HERE](#)**  
Meeting ID: 218 182 611 223  
Passcode: pM4WC9  
**Mobile 1-Click Number**  
[+1 872-242-8088](#)  
Contact: Steve Dobrinich, [sdobrinich@ocwcog.org](mailto:sdobrinich@ocwcog.org), 541-223-7040

1. **2:30 Call to Order and Agenda Review** **Chair,  
Brad Dillingham**
  
2. **2:35 Public Comment** **Chair**
  
3. **2:40 Minutes of May 03, 2022 (Attachment A)** **Chair**  
  
*Action Requested: Approval of meeting minutes*
  
4. **2:45 Benton, Lincoln, and Linn Counties Coordinated Plans (Attachment B)** **Staff Katie  
Trebese/  
Nelson Nygaard**  
*Consultant Team will provide an update on the Coordinated Plans.*  
  
*Action Requested: Information only*
  
5. **3:10 Mobility Hubs Project (Attachment C)** **Steph Nappa**  
*Progress update on LBCC/OSU Mobility Hub Project.*  
  
*Action Requested: Discussion and request for letter of support*
  
6. **3:30 5307 Capital Funding (Attachment D)** **Staff Nick  
Meltzer, Barry  
Hoffman**  
*Discussion on potential projects to be funded through 5307 capital reserves (estimated \$736,590). Potential projects discussed during last TAC meeting include:*
  - *Transit Operations Facility (Design and construction)*
  - *Bus purchase*
  - *Bus Stop amenities*
  - *Mobility Hub (Finish design)*
  - *Electric Bus Transition Plan (MPO PL funds)*  
*Action Requested: Discussion*

7. 4:00 **Budget and Ridership Reports (Attachments E, F1-F2, G1-G2)** Barry Hoffman
- Year to date budget (includes STIF)
  - Quarterly budget (includes STIF)
  - Drawdown Reports (includes STIF)
  - Ridership
- Action Requested: Information only*
9. 4:10 **Updates and Other Business** All
- Oregon Travel Survey Outreach (Attachment H)
10. 4:30 **Adjournment** Chair
- Next meeting is February 07, 2023.*

### 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	
Mark Volmert	Linn County	
Brad Dillingham	Benton County	
Bill McGregor	Albany Area Metropolitan Planning Organization	
Steve Dobrinich	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, May 3, 2022**  
**2:30 – 4:30**

**MEETING MINUTES**

<b>TAC Members</b>	<b>Representing</b>	
VACANT	AAMPO	
Steve Dobrinich	CAMPO	Yes
Sheldon Flom	LBCC	Yes
Sarah Bronstein	OSU	
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	Yes
Ken Bronson	At-Large	
Andrew Koll	Member at-large	Yes

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**Guests:** Tiffany Plemmons; CTS & BAT, and Jeff Babbitt; City of Albany

**Staff:** Steve Dobrinich, Jenny Glass, and Emma Chavez

<b>TOPIC</b>	<b>DISCUSSION</b>	<b>DECISION / CONCLUSION</b>
1. Call to Order		<b>The Chair Brad Dillingham called the</b>

		<b>meeting to order at 2:32 pm.</b>
2. Agenda Review (2:32 pm)	<p>Mark Volmert would like to add Federal 5339 discretionary grant funding for bus facilities to agenda item 9. He noted that applications are due on May 31<sup>st</sup>.</p> <p>Sheldon Flom moved to approve the agenda with addition. Mark Bernard seconded the motion. Motion carried.</p>	<p><b>Consensus to approve the agenda with the following addition:</b></p> <p><b>Agenda 9; 5339 Discretionary Grant Funding</b></p>
3. Public Comment (2:34 pm)	<p>Tim Bates advised that though he is not a member of the public; he wanted to note that the city of Albany just completed its FTE triennial review and received a perfect score. He went on to state that this is unheard of for an agency their size. Bates gave Hoffman and the city of Albany kudos in their accomplishment.</p> <p>Mark Bernard gave an update on the statewide management review. He advised that ODOT transit had several areas that need to be addressed, thought they should be fairly easy to complete. The 5311 program review resulted in no findings and the funds will continue to be pushed out.</p>	<b>There were no public comments.</b>
4. Minutes of February 1, 2022 (2:38 pm)	<p>Mark Volmert submitted the following corrections via email:</p> <p>“Page 13: the summary in the right hand column is incomplete. At the end of the summary "The TAC was satisfied with the 5307 financial policies" I suggest we add: "with the exception of the need for Albany to prepare spreadsheet with an update of the 5307 grant funds remaining in the FTA account; and provide reports to appropriate parties as requested”.</p> <p>Page 13: End of first paragraph: I suggest we change “Bernard noted it's important to reach out to Megan at ODOT....” to "Bernard noted it's important to reach out to Maggie Charles at ODOT. Volmert indicated</p>	<b>Consensus to approve the November 2, 2021, meeting minutes with corrections.</b>

	<p>the city should reach out to the STIF fiscal manager David Graf who he has spoken with about this matter”.</p> <p>End of second paragraph, final sentence: ... I suggest we change “important to reach out to Megan and/or David” to “important to reach out to Maggie Charles and/or David Graf”.</p> <p>Page 15: first line: I suggest we change “Volmert stated he would refer to Albany...” to “Volmert stated he would defer to Albany...”</p> <p>Also</p> <p>Page 16: possible typo? “Hoffman responded that buses have been <b>touring</b> around...” . Also I do not recall that Barry said “It is not better”. I think he said the detour creates a small delay but it has not impacted the ability of buses to remain on schedule.”</p> <p>Tim Bates moved to approve the minutes with edits from Mark Volmert. Volmert seconded the motion. Motion carried.</p>	
<p>5. Budget and Ridership Reports (2:39 pm)</p>	<p>Hoffmann reviewed the budget report and highlighted the following:</p> <ul style="list-style-type: none"> <li>• Fuel has increased however it had been budgeted for at a higher level and with the late launch of extended service, the line item should be okay through end of year.</li> <li>• The total review is \$863,071.68 with expenditures of \$751,540.96.</li> </ul> <p>Sheldon Flom asked if indeed, the report is for period six. Jeff Babbitt responded that the report was ran for year to date, so eight months.</p>	

	<p>Volmert stated that the STF number is incorrect and that STIF is inconsistent within the report. He asked if the \$81,500 should be included on page one. Hoffman advised that the \$81,500 has yet to be recovered therefore it will not show on the first page. Babbitt added that the city is only anticipates receiving the \$566,500 into the new budget therefore the \$81,500 goes into reserve. If the city ends up needing to use it; they would move it to the first page.</p> <p>Hoffman moved on to review the quarterly expenses and revenues. Members did not have any questions on those.</p> <p>Hoffman then moved on to review the 5307 grant funds report. He noted that a drawdown is done for operations, they complete a drawdown from the oldest active grant first. Currently, that would be from grant years 18-19.</p> <p>Vice Chair Tim Bates asked if the CARES funds were listed. Hoffman responded that the Loop is not utilizing any CARES.</p> <p>Hoffman then provided a review of the STIF funding.</p> <p>Vice Chair Bates asked fi the report was for the increased service. Hoffman responded that that was correct.</p> <p>Ken Bronson joined at 2:51 pm.</p> <p>With no additional budgetary questions, Hoffman moved on to review the ridership reports. Hofmann noted that when looking at year over year, ridership has been increasing and the service is twice as good as it was during the pandemic.</p>	
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	<p>Volmert stated that he sees a substantial increase of ridership. As the month's come forward, members will be able to compare that to the years before the pandemic.</p> <p>Vice Chair Bates stated that he is uncertain if transit will ever see the ridership numbers it was seeing pre pandemic and what we see now, may be what is set. He noted that he congratulates any type of ridership increase.</p> <p>Hoffman advised that there was a missed opportunity when the service extension did not begin at the start of school. Assuming that the work force is stable next year; they will be good to go with the schedule as it is set.</p> <p>Volmert stated that in Linn County is seeing riders of need and not of choice. Specially with the increase in fuel and cost of vehicles. This makes transit very important. He said it is important to keep this plugged into our thinking.</p> <p>Chair Dillingham stated that its good that Hoffmann included each individual service because when you only look at the graph, it shows a snapshot that seems optimistic.</p> <p>Andrew Koll asked if there will be additional tweaks to routes, what would they be. Hoffman responded that there have been some suggested tweaks form drivers that can be incorporated. In an ideal world, you may a change that does no harm. At times, you are forced to make changes such as the Van Buren bridge. Luckily, that change did not cause any detrimental hurt on timing of routes.</p> <p>Koll then asked if there is now a better way to track if busses are staying on track. Hoffman responded that swiftly can show where</p>	
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	<p>the busses are and whether they are on time or not. However, there needs to be another module in order to generate reports. Koll noted that Hoffman may want to review the website and transit app because the commuter bus has not been showing up when he tries to find it.</p> <p>Volmert returned to Hoffman's question about continuing to receive information on one route basis, and he noted that his answer was yes. He went on to state that five years ago, when members discussed increasing service; increasing it to the general public was discussed. In order to understand where the STIF dollars were really intended to go (general public), it would be helpful to continue to understand the ridership in a per route basis. The information will also be helpful when considering tweaks to routes.</p>	
6. 5307 Capital Funding (2:52)	<p>Staff Dobrinich advised that members discussed potential projects under 5307 funding. The initial list members thought of included contingency funds, bus barn, mobility hubs, bus purchase, bus stop amenities, and operations. Dobrinich advised that this is a continuation of that discussion.</p> <p>Flom's asked which projects are further along. He stated that he knows we are working on the Mobility Hub. Hoffman responded that that is a tough question. He went on to note that the Mobility Hub project is currently in design using STIF discretionary grant funds. He added that his understanding is that there will be two sperate project requests in November. Volmert noted that that is correct. He went on to state that there are different considerations such as which projects are further along, and which are most important. Volmert then noted that 537 funds trigger the David Bacon act with substantially increase the cost of maintain the project. He went on to state that while he agrees that the Mobility</p>	



	<p>Hub projects are important; they may not be as important in the 5307-funding list because of this.</p> <p>Hoffman stated that for the city of Albany; the Transit Facility is a high priority. The city also plans to apply for 5339 funds and would be looking to marry 5339 and Loop funds together for the transit operations facility.</p> <p>Volmert advised that Rogue Valley transit received \$12.5 million in annual 5339 bus and bus facility grant from the feds. In the past, finding money for maintenance facilities has been very difficult. With the new infrastructure bill, it should be easier. Whether you are far enough along with the design to become competitive on a national basis, it is unknown, but the city is on the right track.</p> <p>Mark Bernard noted the RBTD award for a new administrative building. The administrative building is located across the street from their current operations and maintenance facility. Volmert asked if it was maintenance as well. Bernard stated that the property is across the street from the maintenance facility.</p> <p>Flom's noted that from previous conversations; his understanding is that there isn't anything immediate that the Loop needs to do. However, members should be planning for it. He asked if that was correct. Hoffman responded that there are capital funds available that need to either have a list of projects attached or a way how those funds will be spent noted. The list/description may be somewhat vague, but the state has been wanting more specificity.</p> <p>Volmert clarified that while the funds are capital funds; they may be changed to operations. There would be an amendment process, but that can be done.</p>	
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	<p>Bates noted that a budget adjustment can be done but he wanted to ensure if these are 5307 capital reserves and then verify what they were originally allocated for. Based on that; the Loop can decide to either move it all into capital or also into operations. However, though adjustments can be done, they should only be done once if at all possible. He went on to ask Hoffman if that is what the FTA is considering the funds to be. Hoffman responded that yes, it is.</p> <p>Bates then asked if there is any idea what the price tag is for the mobility and transit hub. He also asked Mark Bernard if this project may be considered for “unintended projects”. Bernard responded that projects of regional significance is built in as a flexible account. It comes down to how the expense is viewed and whether or not the administrator of the QE thinks that it arises to a level of convening the advisory committee to talk about it. Bernard added that all that is correct, and that Benton County would run it through the advisory committee. Volmert noted that that is the same process Linn County would go through and while Linn County is all operations currently. Furthermore, if there were funds not in operations currently, the advisory committee and commissioners would be open to moving that to local match. The STIF formula funds could be used as part of the ongoing partnership effort as local match.</p> <p>Bates stated that the committee may be getting ahead of knowing what the price tag is. There are funds within the two STIF programs and there are a couple of worthy projects to apply for. Volmert noted that COG is working on the design for the two Mobility Hubs. He asked if COG had a ballpark idea of what the cost estimate is for that. Glass stated that Staff Stephanie Glass is working on the project. Steph will jump on the meeting to assist with the questions. Bernard stated that cost estimates for the</p>	
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	<p>mobility hubs at this time might be a stretch. LBCC is a lot farther than OSU. There are some design concepts but it's too early to know what amenities there would be and what the costs would be. Bernard went on to suggest going for STIF discretionary for the Mobility Hubs and covering the match with STIF formula from Linn and Benton County through the approval process. Bernard stated that it would also be good to factor in a 40% premium from construction.</p> <p>Flom's noted that if the committee is trying to figure out how to use the funds; it should also look at how the funds can be leveraged to get other grants and sources of funding Regarding rising costs; in construction, it is said that before the pandemic projects were using 7% inflation rate and now, they are using 15% which is not enough. What they are worried about now is that for the long-range projects; construction project costs will highly increase.</p> <p>Staff Steph Nappa advised that the conceptual design for the Mobility Hub projects is wrapping up and then will move towards the cost's estimates. The hope is to have cost estimates to apply for discretionary funds in the fall.</p> <p>Bates stated that one thing to address was alternative fuels buses. He noted that its an excellent idea to have project planning for those. The City of Corvallis found out that it's not the bus itself but the charging and infrastructure planning that is important. Volmert stated that since the federal infrastructure bill made it clear that there is a move towards electric buses at some point; it might be a good time to consider using the consultant Corvallis used to help Albany with that. Volmert asked if the 5339 funds can be used to secure the consulting service. Bates stated that Corvallis used 5339 for their consulting services.</p>	
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	<p>Volmert noted that the 5339 has two parts; one is bus and bus facilities. The other is an expansion of low or no emissions. In the past that meant electric. The infrastructure bill is clear that the urbanized buses that will be funded will be electric buses. This means that planning for a charging facility and utilizing capital funds for the project makes sense. Hoffman noted that he agrees with that and added that the facility would be a bus barn and maintenance facility and needs to be built with the future in mind. A complicating matter he noted was that the Loop will need to order electric buses and currently, Albany is not prepared for it and that is why leanings towards capital funds supporting the facility makes sense.</p> <p>Bates stated that the first order of business is to get a contractor in place to do a planning project. Bernard noted that the transportation agencies that are committed to this, have stated that they are not going all electric. They want to ensure they have good transition and rollover. He added that what ODTO is noticing is that consultant help capacity is getting consumed quickly. He suggested that if Albany will be engaging a consultant, it would be best to do it as soon as possible. Other ideas included wrapping in pacific power as soon as possible.</p>	
<p>7. City of Albany STIF Fund Procedures (3:50 pm)</p>	<p>Hoffman advised that this was a request from the TAC and Board from a year ago. The document has now been put tighter. It identifies how spend STIF funds.</p> <p>Volmert thanked Hoffman for this work and noted that there is a third document that Albany has put together as a requirement of the STIF program which is an allocation of funding. STIF requires how Albany is allocating the STIF funds vs the non-STIF funds.</p> <p>3:52 pm – Glass stated that she wanted to go back to the last agenda topic and get clear direction for the 5307 capital reserve</p>	

	<p>funds and how the committee wants to go about making a recommending to the Board on spending those funds.</p> <p>Flom's advised that his recommendation was to research what it will take to bring on a consultant for planning on what it will take to bring on electric buses and get in queue for a consultant.</p> <p>Bates stated that he does not know if we are under the deadline of May 31<sup>st</sup>. The capital reserve has already been accounted for.</p> <p>Volmert agreed with Flom and Bates, but Hoffman had noted that he was thinking about applying for grant funding from 5339. Unsure if that meant for the facility or buses bit non-electric buses are not eligible. Hoffman responded that the city will be applying for 5339 for the transit facility. It would be advantages to be able to use the 5307-capital funding that is set aside for the design and/or construction phase.</p> <p>Barry stated that if there is something that needs to be recommended to the Board; it would be to use 5307 capital funds for as the loop contribution for the design and construction of the transit operations facility that will house the loop.</p> <p>Volmert stated that Albany received \$2.8 million in 5307 CARES funding and the direct expenses related to that are a lot less than \$2.8. He added that before he is willing to say he is okay with utilizing all of the capital funds for the transit facility; he would like to know if any of the \$2.8 million can be used for the facility. Flom's added that before a decision is made; he would like to know cost of the project and where the funds are going.</p> <p>Chair Dillingham asked if this was just information for Loop staff or if a decision needed to be made. Members agreed that this is</p>	
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	<p>discussion and recommendations on what Albany staff can look into. Hoffman noted that this is a good ongoing discussion and that he may need to develop an outline of rough expenditures and revenue resources for the design and construction of the facility, noting that a fare share will be requested from the capital funds.</p> <p>Dobrinich reiterated that from the initial list that was developed; the Mobility Hub will be removed from the list; the Bus Barn will be renamed Transit Facility and the others will continue to be discussed.</p>	
<p>8. Updates and Other Business (4:05 pm)</p>	<ul style="list-style-type: none"> <li>• Mobility Hubs Project There were no other questions from what was discussed previously.</li> <li>• Human Services Coordinated Plans (Linn, Benton, and Lincoln Counties) (<b>Attachment H</b>) Mark Bernard advised that this is one of the grants he is administering. Nelson Nygaard, the contractor who worked on the previous plan has been contracted with this update.</li> </ul> <p>Dobrinich advised that Katie Trebes is the lead staff for the project. She had advised Dobrinich that the team is currently working on updating the demographics and existing conditions. There will be focus groups and stakeholder groups that will be scheduled for the summer as well as advisory committee meetings.</p> <p>Volmert asked if the information captured by Nelson Nygaard will be broken down into a manner that matches up the STIF requirements. He stated that there are specific requirements from STIF on that. Volmert stated that its important to make sure that the information that is available is presented in a manner that the three counties and the communities within those counties can use that information for the 2023-2025 STIF applications.</p>	

	<p>Volmert then asked what the current thought is on the regional plan which was the basis of the 2017 effort. Bernard stated that that is in the scope of work. He added that he or Trebes can contact Volmert about the 200-poverty threshold for households. That is a report that is available in the census.</p> <ul style="list-style-type: none"> <li>• TAC Membership Dobrinich advised that staff has received some questions about the Loop TAC membership and if it is up to date. It was noted that Linn County has seen some staffing changes though there have been emails from Mark Volmert that he continues to be the Linn County representative. Dobrinich asked Volmert is that was correct. Volmert responded that that is up to the Linn County Board of Commissioners. He noted that Nick Meltzer had excluded him from the last meeting thinking that Volmert was no longer the Loop TAC representative. Volmert clarified that it's up to the Board of Commissioners if that is to change.</li> </ul> <p>Dobrinich asked if Ken Bronson will continue as At-Large members. Volmert advised that his position was appointed by the Board. Ken Bronson advised that he has been on contract with Linn County on a temporary position for the last six months. The contract ended last week, and his replacement has been hired. That is Reagan Maudlin. Bronson will remain involved in the process of training but he would like Moton included in the emails of the Loop.</p> <p>Staff Emma Chavez noted that part of the confusion is that Bronson is serving as At-Large as part of a previous position held prior to working as the Linn County STIF Coordinator. With that change and with Volmert continuing to serve as the Linn County representative on the TAC and Alternate on the Board; it is uncertain if Bronson can continue to serve as an At-Large members. The bylaws state that an At-Large member should not represent entities already represented. Volmert responded that he is the Linn County representative per the Linn County Board</p>	
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	<p>of Commissioners and Bronson is an At-Large members. He added that Maudlin may be added as an interested party but will not be representing Linn County. Chavez noted that that is clear but that Bronson's position as an At-large member will need to be verified. Volmert stated that that is a decision of the Board. Staff will follow up on the position.</p> <ul style="list-style-type: none"> <li>• Loop Marketing Activities (<b>Attachment G</b>) Dobrinich reviewed Attachment G, the loop marketing updates with members.</li> </ul> <p>Hoffman advised that he has always noted that marketing is not his forte and he was really appreciative of staff Rohan who stepped up to work on marketing assistance for him. He added that he hopes that when staffing increases, he hopes for continued assistance on this.</p> <p>Volmert stated that a suggestion he has is outreach to larger employers and the Chambers of Commerce.</p> <ul style="list-style-type: none"> <li>• Staff updates Dobrinich advised that he will be helping to staff the Loop TAC and Board which is essentially putting together the agendas. He noted that he is unsure of the extent outside of that as far as technical support. The COG is in the process of recruiting for a new AAMPO planner therefore there is some staffing shortage. Glass added that the plan to transition the Loop staffing was in place before Rohan left. She noted that Glass and Chavez are also available to support as well.</li> <li>• ATS update on return to fares Item was not discussed.</li> </ul>	
<p>9. Adjournment</p>		<p>Meeting adjourned at 4:28 pm</p>





# Coordinated Plan for Benton, Lincoln, and Linn Counties

Commission Meeting

Tracy McMillan, Nelson\Nygaard

October 27, 2022

# Agenda

- 1 Project Overview
- 2 Existing Conditions
- 3 Identified Needs
- 4 Potential Strategies
- 5 Next Steps



## PROJECT OVERVIEW

# What is a Coordinated Plan?

- **Improve mobility** for seniors, people with disabilities, and low-income individuals
- Organizations involved **coordinate** and provide transportation services
- Federal transit law **requirement for Section 5310** (Enhanced Mobility for Individuals and Individuals with Disabilities Program) project funding
- Projects "must be included in a **locally developed coordinated plan.**"



PROJECT OVERVIEW

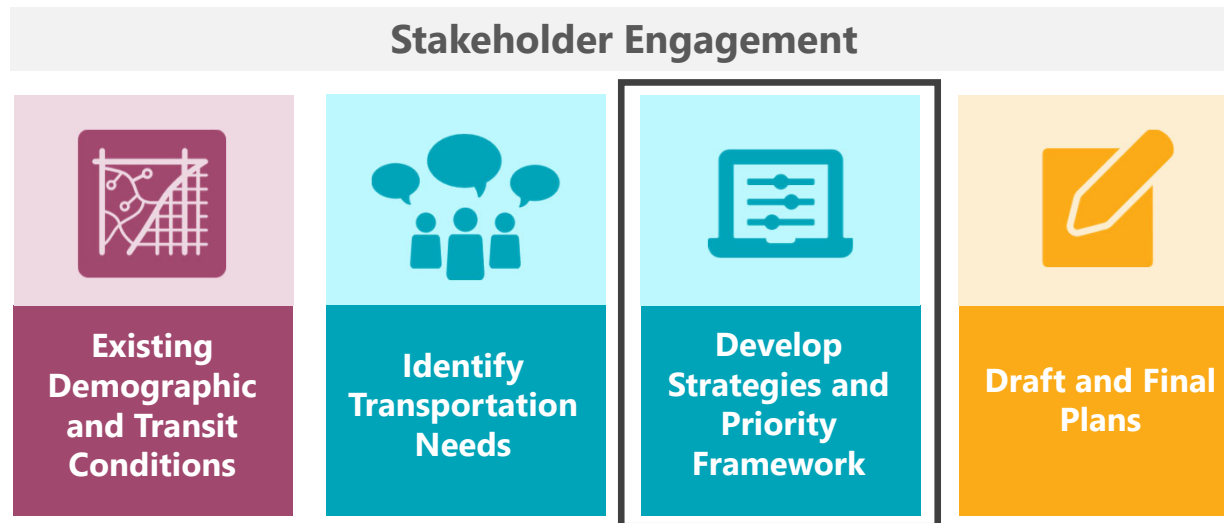
## Project Goals & Objectives

- Update Coordinated Plans for Linn, Benton, and Lincoln counties
- Identify strategies for coordinating services to meet mobility needs of target populations



PROJECT OVERVIEW

# Schedule



  
We are here

# Existing Conditions



## EXISTING CONDITIONS

## Key Takeaways

- **Aging population.** Growth in the population of older adults aged 65 and older continues to significantly exceed the overall rate of population growth in all three counties
- **Growing rural population.** The population in unincorporated cities in all three counties have increased since 2014
- **Out-of-county workforce.** Significant number in workforce travel into the counties for employment
- **Declining population living in poverty.** The proportion of people with low-incomes in all three counties have decreased since 2014



**Identified Needs**





## IDENTIFIED NEEDS

# Needs Consistent Across Counties

## Service Improvements

- Provide more comprehensive transportation services to target populations such as older adults, people with disabilities, people with low-incomes, veterans, and youths
- Improve intercity connections, within each county, between counties and outside of the OCWCOG region

## Marketing, Customer Service, Outreach

- Reduce language/cultural barriers of available transit agency information for ESL, minority populations, etc.

## Human Resources

- Find transit vehicle operators / volunteer drivers

IDENTIFIED NEEDS

## Benton County

### **Service Improvements**

- Better local and regional connections that serve rural communities
- Balancing appeal of free or reduced fare programs with the limitations they may bring

### **Marketing, Customer Service, Outreach**

- Increase reach and availability of transit agency information

IDENTIFIED NEEDS

# Lincoln County

## Service Improvements

- Expand service to areas with higher demand and to those that have requested services

## Infrastructure, Capital, and Technology Needs

- Funding/costs for operating and maintaining transportation services
- Internet unreliability
- Riders face technology barriers

## IDENTIFIED NEEDS

# Linn County

## Service Improvements

- Serving a larger geographic area, while balancing transportation needs of denser cities and less dense regions
- Balancing appeal of free or reduced fare programs with the limitations they may bring
- Improve frequency and reliability of services

## Infrastructure, Capital, and Technology Needs

- Funding

# Potential Strategies



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POTENTIAL STRATEGIES

# Strategy #1: Seek funding to sustain existing levels of public transit services within the County

REGIONAL STRATEGIES

- **Seek funding for emerging technologies and data management programs** that facilitate the most efficient and cost-effective provision of services (e.g., coordinated trip planning).

POTENTIAL STRATEGIES

## Strategy #2: Expand access to and convenience of public transportation through expansion of and/or improvements to existing services.

REGIONAL STRATEGIES

- Continue to pursue opportunities to partner and **improve connections with regional public transportation** providers.

**POTENTIAL STRATEGIES**

## **Strategy #3: Improve access to jobs, health care, education and other basic needs for older adults, people with disabilities, low-income households, veterans and youth.**

**REGIONAL STRATEGIES**

- **Pursue partnerships with DHS state human service agencies** to ensure efficient and cost-effective transportation services that leverage state and local resources.
- **Coordinate with RideLine** to improve utilization of brokered rides for critical services (e.g., access to medical and human service offices) and increased coordination with transportation providers to provide brokered rides.
- **Improve and expand transportation assistance for veterans**, including coordinating trips to VA medical facilities in Portland and Eugene with RideLine and existing providers.



## POTENTIAL STRATEGIES

## Strategy #4: Support and increase pool of paid and volunteer drivers

## REGIONAL STRATEGIES

- Work with ODOT and regional partners to **fund, develop and/or update driver recruitment and training programs.**
- Identify and share best practices for **the training and retention of volunteers.** Schedule courses for drivers on a routine basis.

## POTENTIAL STRATEGIES

## Strategy #5: Pursue opportunities for collaboration and coordination for public transportation and health/human services at the local and regional levels

## REGIONAL STRATEGIES

- Coordinate with regional partners such as transit providers, volunteer and non-profit organizations, human service agencies, health care providers, and major employers, to **ensure the delivery of timely, safe and cost-effective local and regional public transportation services.**
- **Improve collaboration and coordination** between DHS and other state and local agencies and transportation providers on client public transportation needs within each county and the region.
- Assist ODOT or other appropriate parties to **biennially update the database of transportation providers/ resources** in the region.

## POTENTIAL STRATEGIES

**Strategy #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.**

## REGIONAL STRATEGIES

- **Develop print and digital tri-County information on public transportation**, with regular distribution to transportation providers, social agencies, employment training programs, employment agencies, major employers, senior groups, volunteer groups, low-income residents, and others.
- Continue to **coordinate with regional partners on information sharing, training, public education and outreach**, and other joint endeavors.

## POTENTIAL STRATEGIES

## Strategy #7: Establish mechanisms for routine monitoring of Plan implementation and for coordination with land use and transportation planning occurring in the County and region.

## REGIONAL STRATEGIES

- **Provide technical assistance in implementing Coordinated Plan priorities** and actions and other public transportation-related activities.
- Actively engage the STIF Advisory Committee in **regular monitoring of Coordinated Plan implementation**.
- **Encourage appointment to the STIF Advisory Committee** of eligible representatives with human and health services experience.

**Next Steps**



NEXT STEPS

## Next Steps

- Identify partnerships, funding opportunities and timelines for implementation
- Final plan due November



# Thank you!



Tracy McMillan

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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
<b>Capital Reserves*</b>	<b>\$ 920,738.00</b>	\$ 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.



10/20/2022  
13:05:37

City of Albany, OR  
FLEXIBLE PERIOD REPORT  
PP 06

PAGE 1  
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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							
<b>21340105 213 LINN-BENTON LOOP</b>							
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%

10/20/2022  
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City of Albany, OR  
 FLEXIBLE PERIOD REPORT  
 PP 06

PAGE 2  
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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 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	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%
<b>TOTAL 213 LINN-BENTON LOOP</b>	<b>0</b>	<b>52,448</b>	<b>52,448</b>	<b>-343,458.75</b>		<b>364,500.72</b>	<b>%</b>
<b>21340106 213 LINN-BENTON LOOP STIF</b>							
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%
<b>TOTAL 213 LINN-BENTON LOOP STIF</b>	<b>0</b>	<b>111,495</b>	<b>111,495</b>	<b>157,811.79</b>		<b>-46,316.31</b>	<b>%</b>
<b>TOTAL PUBLIC TRANSIT</b>	<b>0</b>	<b>163,943</b>	<b>163,943</b>	<b>-185,646.96</b>		<b>318,184.41</b>	<b>%</b>
<b>TOTAL REVENUES</b>	<b>-1,852,700</b>	<b>0</b>	<b>-1,852,700</b>	<b>-565,623.14</b>		<b>-1,287,076.86</b>	
<b>TOTAL EXPENSES</b>	<b>1,852,700</b>	<b>163,943</b>	<b>2,016,643</b>	<b>379,976.18</b>		<b>1,605,261.27</b>	

**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>
<b>18-19</b>	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)
	<b>SUBTOTAL</b>		<b>184,146</b>	<b>92,073</b>	<b>92,073</b>
<b>19-20</b>	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
	<b>SUBTOTAL</b>		<b>647,875</b>	<b>342,200</b>	<b>305,675</b>
<b>20-21</b>	FTA 5307 - Capital Project - TBD*	80:20	449,138	359,310	89,828 as of 2/1/22
	<b>SUBTOTAL</b>		<b>449,138</b>	<b>359,310</b>	<b>89,828</b>
<b>21-22</b>	FTA 5307 - Capital Project - TBD*	80:20	471,600	377,280	94,320 as of 7/1/22
	<b>SUBTOTAL</b>		<b>471,600</b>	<b>377,280</b>	<b>94,320</b>
<b>GRAND TOTAL</b>			<b>1,752,759</b>	<b>1,170,863</b>	<b>581,896</b>

\*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.

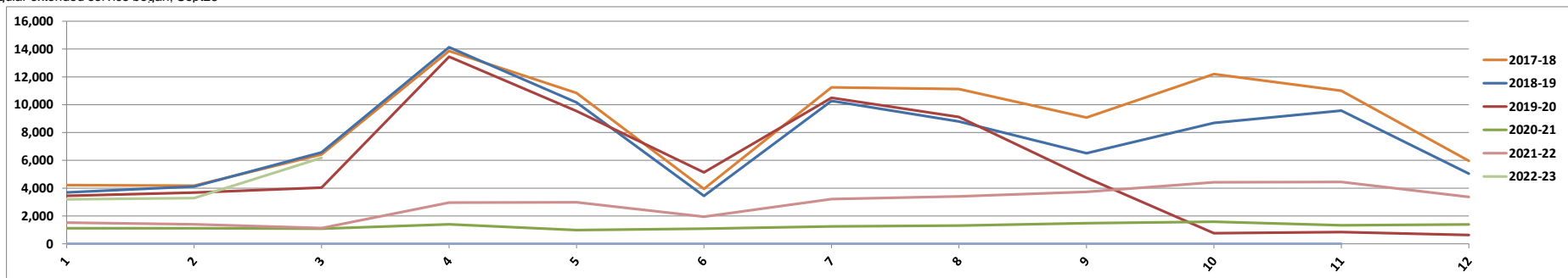
**Linn-Benton Loop STIF Funds Remaining  
(Last Updated 10/24/22)**

<u>Fiscal Year</u>	<u>Project</u>	<u>Remaining Project Funds</u>
<b>21-22/22-23</b>	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)
	<b>SUBTOTAL</b>	<b>\$370,184</b>
<b>21-22/22-23</b>	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)
	<b>SUBTOTAL</b>	<b>\$370,184</b>
<b>GRAND TOTAL</b>		<b>\$740,368</b>

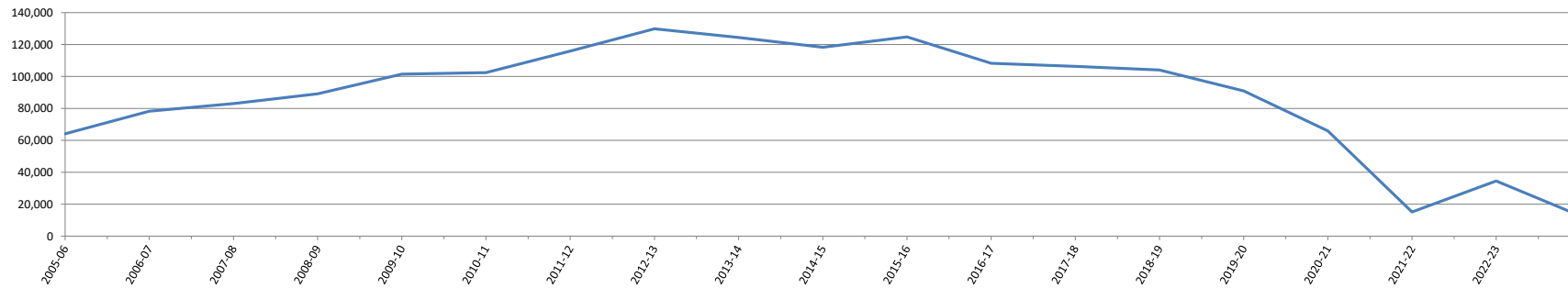
LINN-BENTON LOOP  
WEEKDAY RIDERSHIP  
AM COMM/CONNECTOR/HRT TO HUB/SAT  
2022 -2023

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	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



Loop Annual Ridership





LINN-BENTON LOOP  
LBCC PASS PROGRAM  
2018 - 2019

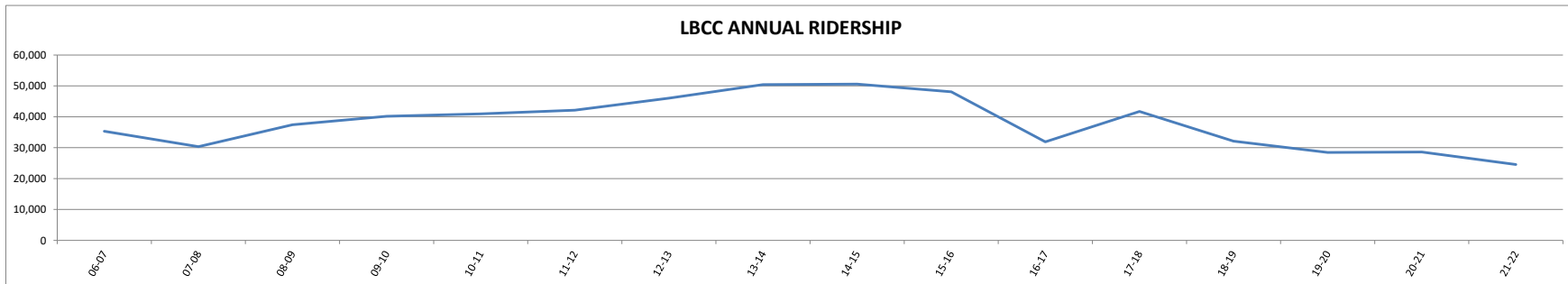
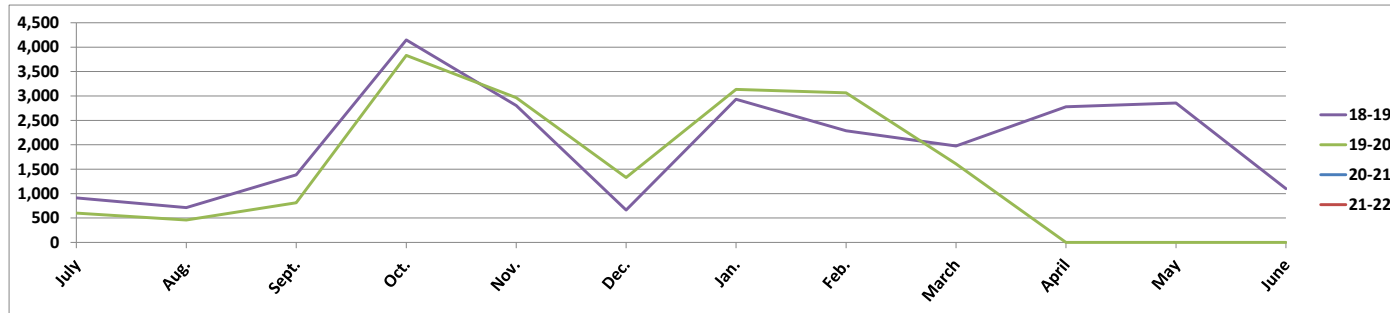
MONTH	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	+/-	Ratio	
July	792	1,124	1,056	856	818	1,166	1,587	1,134	1,384	1,419	1,309	1,262	1,244	821	619	684	912	599	0		-599	0.0%	
Aug.	737	422	706	731	732	981	1,146	573	791	1,322	1,158	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%	
<b>TOTAL</b>	<b>29,058</b>	<b>35,312</b>	<b>30,343</b>	<b>37,416</b>	<b>40,179</b>	<b>40,951</b>	<b>42,159</b>	<b>46,055</b>	<b>50,435</b>	<b>50,591</b>	<b>48,110</b>	<b>31,885</b>	<b>41,737</b>	<b>32,114</b>	<b>28,459</b>	<b>28,594</b>	<b>24,551</b>	<b>17,805</b>	<b>0</b>		<b>-6,746</b>	<b>-37.9%</b>	
Sat	0	0	0	0%	232	356	535	683	791	760	627	594	525	425	554	609	486	376	0			-110	-29.3%
<b>Grand Total</b>	<b>29,058</b>	<b>35,312</b>	<b>30,343</b>	<b>37,416</b>	<b>40,411</b>	<b>41,307</b>	<b>42,694</b>	<b>46,738</b>	<b>51,226</b>	<b>51,351</b>	<b>48,737</b>	<b>32,479</b>	<b>42,262</b>	<b>32,539</b>	<b>29,013</b>	<b>29,203</b>	<b>25,037</b>	<b>18,181</b>	<b>0</b>		<b>-6,856</b>	<b>-37.7%</b>	

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.

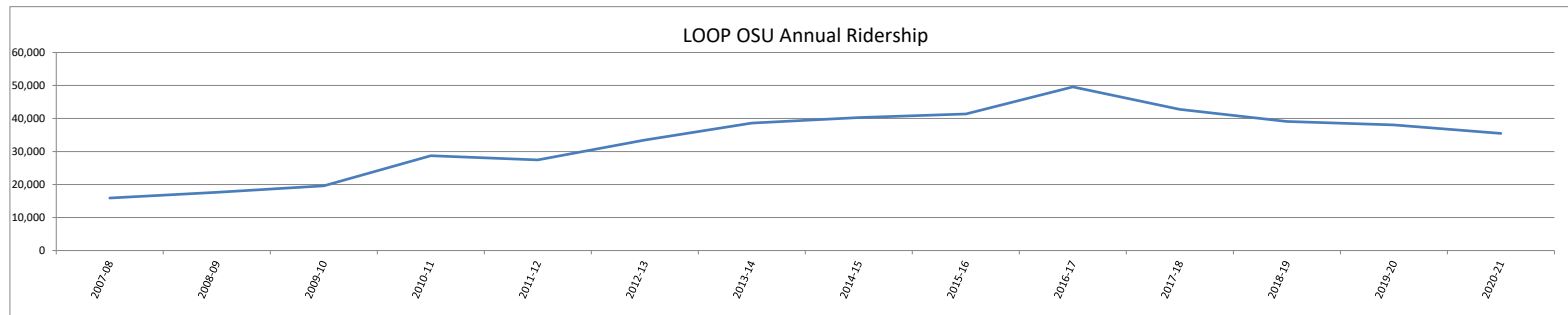
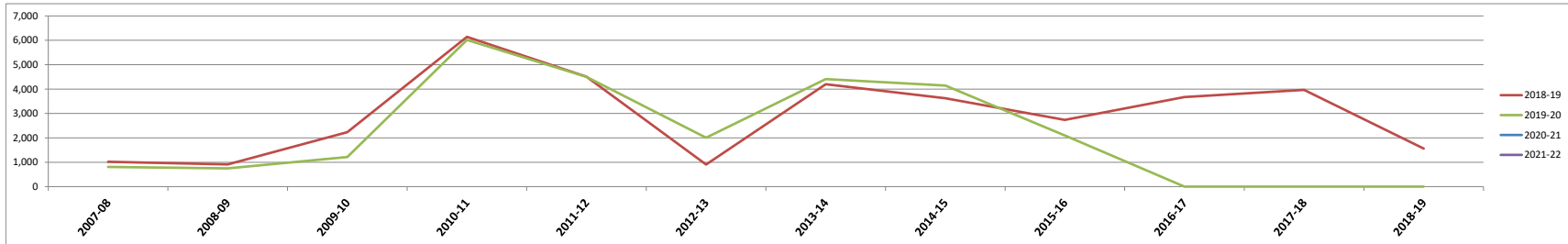
Jan. 2004: 2 snow days + MLK day.



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		-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		-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	1,648	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		-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	4,612	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	4,763	4,443	4,362	4,647	4,038	4,540	3,984	3,965	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		-1,561	0.0%
<b>Sub Total</b>	<b>9,507</b>	<b>15,908</b>	<b>17,652</b>	<b>19,596</b>	<b>28,724</b>	<b>27,444</b>	<b>33,459</b>	<b>38,644</b>	<b>40,262</b>	<b>41,354</b>	<b>49,579</b>	<b>42,761</b>	<b>39,087</b>	<b>38,075</b>	<b>35,467</b>	<b>25,946</b>	<b>0</b>		<b>73,542</b>	<b>100.0%</b>
Saturday	0	0%	502	400	592	600	639	834	814	743	771	771	581	709	600	512	0		-88	-17.2%
<b>Grand Total</b>	<b>9,507</b>	<b>15,908</b>	<b>18,154</b>	<b>19,996</b>	<b>29,316</b>	<b>28,044</b>	<b>34,098</b>	<b>39,478</b>	<b>41,076</b>	<b>42,097</b>	<b>50,350</b>	<b>43,532</b>	<b>39,668</b>	<b>38,784</b>	<b>36,067</b>	<b>26,458</b>	<b>0</b>		<b>-9,609</b>	<b>-36.3%</b>

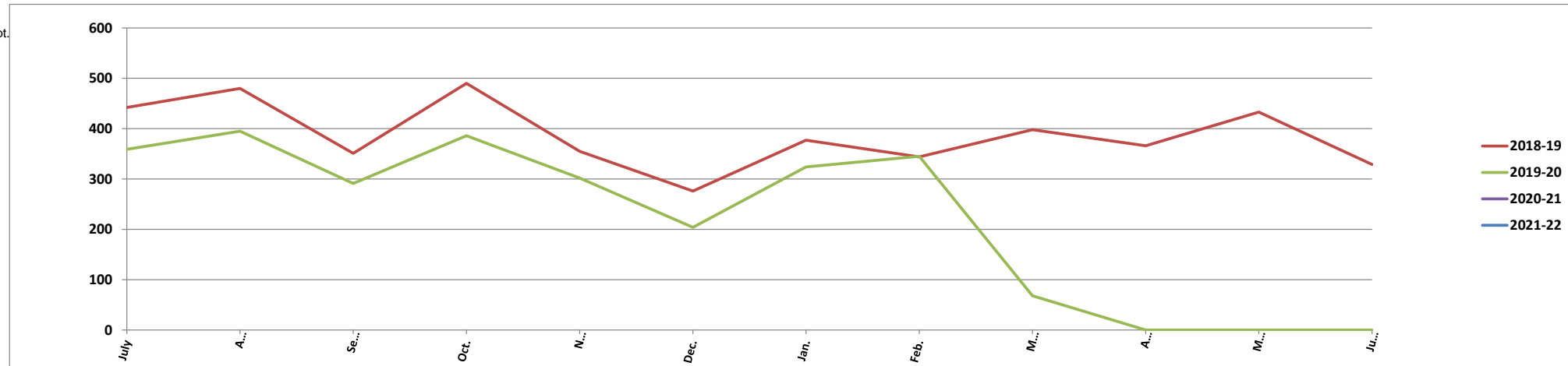
July 2004: Begin pass program  
 Try Transit



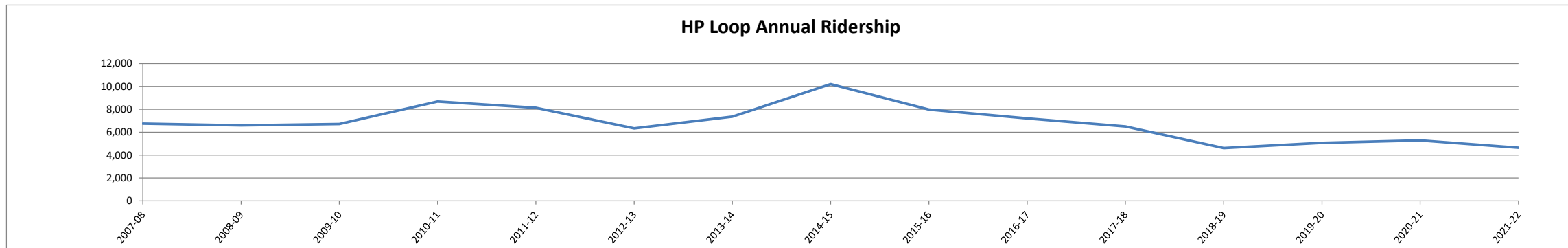
**LINN-BENTON LOOP  
HEWLETT PACKARD  
PASS PROGRAM  
2020-21**

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%
<b>Sub Total</b>	<b>5,109</b>	<b>5,065</b>	<b>6,756</b>	<b>6,601</b>	<b>6,721</b>	<b>8,686</b>	<b>8,138</b>	<b>6,336</b>	<b>7,359</b>	<b>10,199</b>	<b>7,983</b>	<b>7,207</b>	<b>6,507</b>	<b>4,614</b>	<b>5,077</b>	<b>5,290</b>	<b>4,641</b>	<b>2,674</b>	<b>0</b>		<b>-2,243</b>	<b>-73.6%</b>
Saturday	0	0	0	0	5	25	6	11	6	29	18	4	5	5	11	6	30	40			10	0.0%
<b>Grand Total</b>	<b>5,109</b>	<b>5,065</b>	<b>6,756</b>	<b>6,601</b>	<b>6,726</b>	<b>8,711</b>	<b>8,144</b>	<b>6,347</b>	<b>7,365</b>	<b>10,228</b>	<b>8,001</b>	<b>7,211</b>	<b>6,512</b>	<b>4,619</b>	<b>5,088</b>	<b>5,296</b>	<b>4,671</b>	<b>2,714</b>			<b>2,714</b>	<b>-72.1%</b>

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



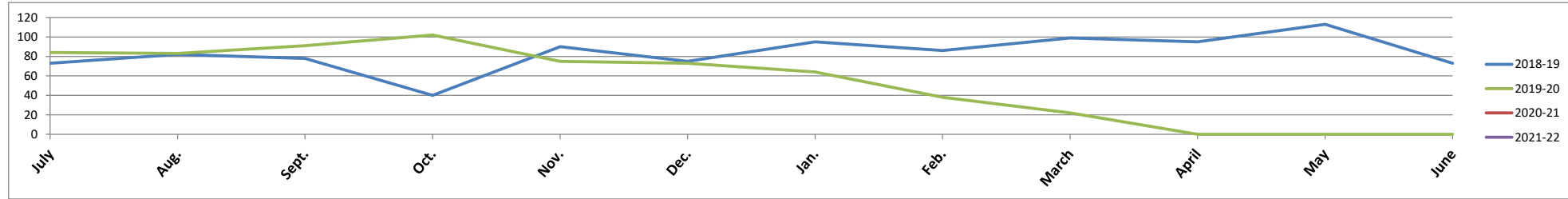
**HP Loop Annual Ridership**



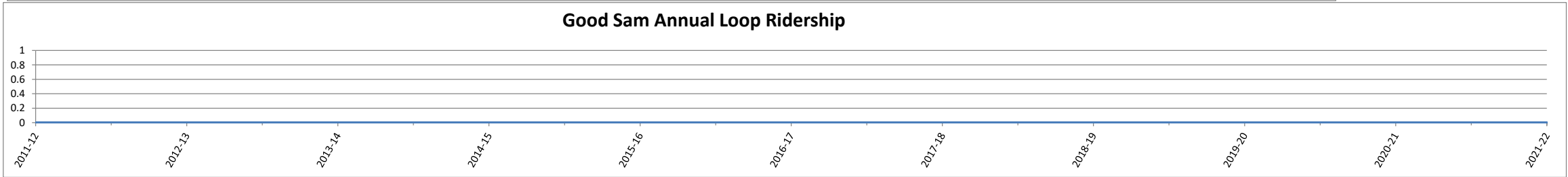
LINN-BENTON LOOP  
SAMARITAN PASS PROGRAM  
2019-2020

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%
<b>Sub Total</b>	<b>276</b>	<b>687</b>	<b>958</b>	<b>2,086</b>	<b>2,161</b>	<b>2,172</b>	<b>1,721</b>	<b>1,099</b>	<b>415</b>	<b>588</b>	<b>999</b>	<b>632</b>			<b>-462</b>	<b>-58.1%</b>
Saturday	3	2	5	16	34	14	11	11	13	2	7	5			<b>-840</b>	<b>-40.0%</b>
<b>Grand Total</b>	<b>279</b>	<b>689</b>	<b>963</b>	<b>2,102</b>	<b>2,195</b>	<b>2,186</b>	<b>1,732</b>	<b>1,110</b>	<b>428</b>	<b>590</b>	<b>1,006</b>	<b>637</b>			<b>-1,302</b>	<b>-57.9%</b>

\*This does not include the Saturday Loop.

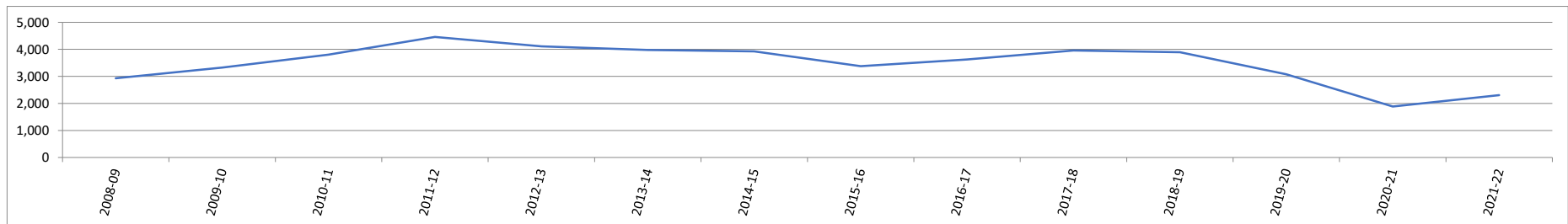
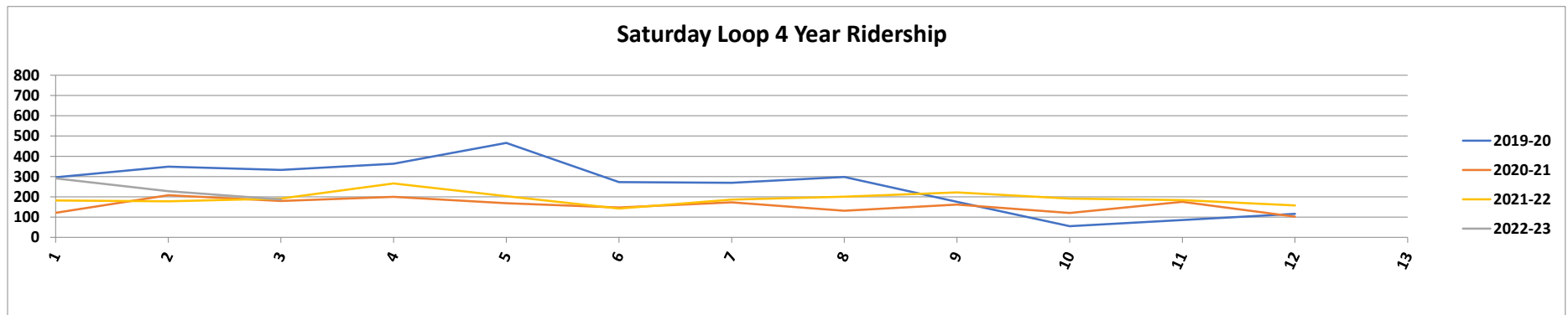


Good Sam Annual Loop Ridership



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

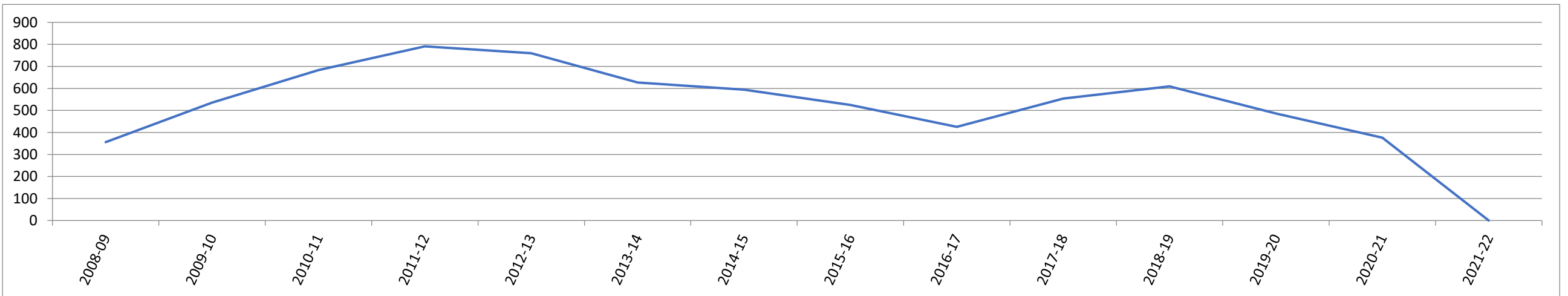
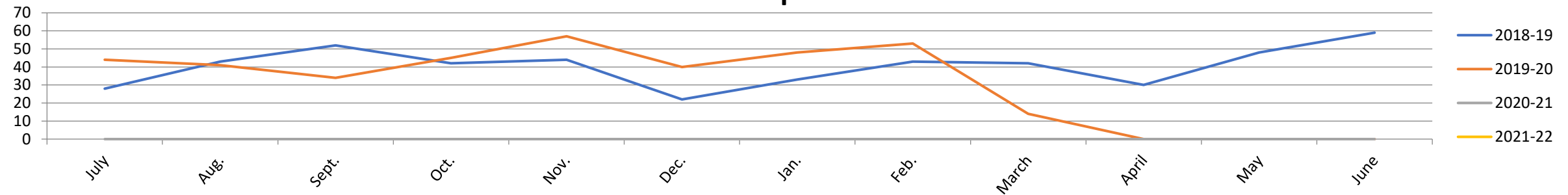


# LINN-BENTON LOOP LBCC PASS PROGRAM SATURDAY SERVICE 2019-2020

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

Oct. Try Transit Week

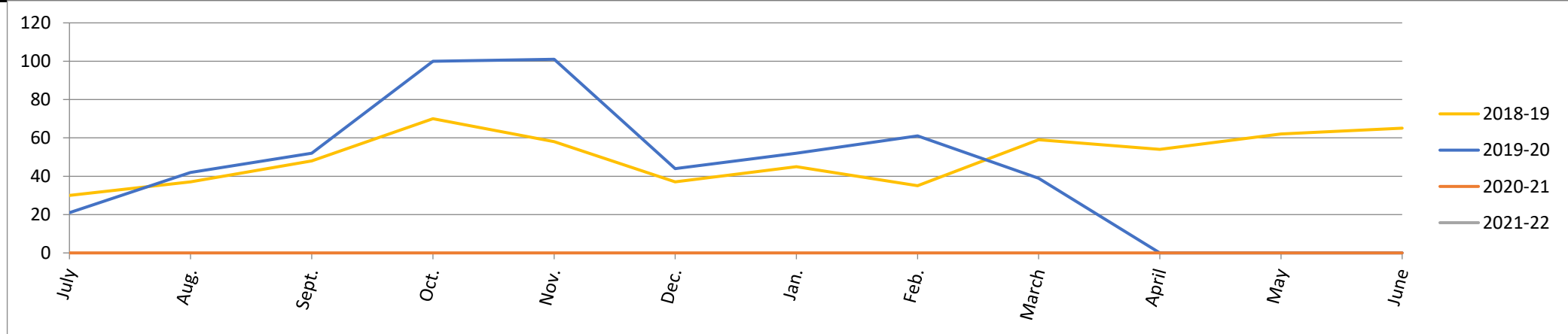
### Saturday Loop LBCC Pass 3 Year Ridership



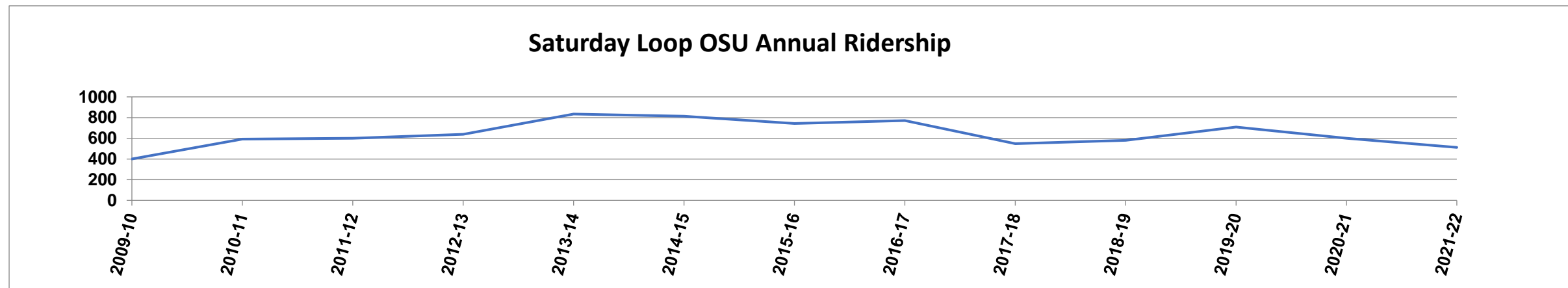
# LINN BENTON LOOP OSU PASS PROGRAM SATURDAY SERVICE 2019-2020

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%
<b>Totals</b>	<b>502</b>	<b>400</b>	<b>592</b>	<b>600</b>	<b>639</b>	<b>834</b>	<b>814</b>	<b>743</b>	<b>771</b>	<b>548</b>	<b>581</b>	<b>709</b>	<b>600</b>	<b>512</b>			<b>-109</b>	<b>-17.2%</b>

Oct. Try Transit Week

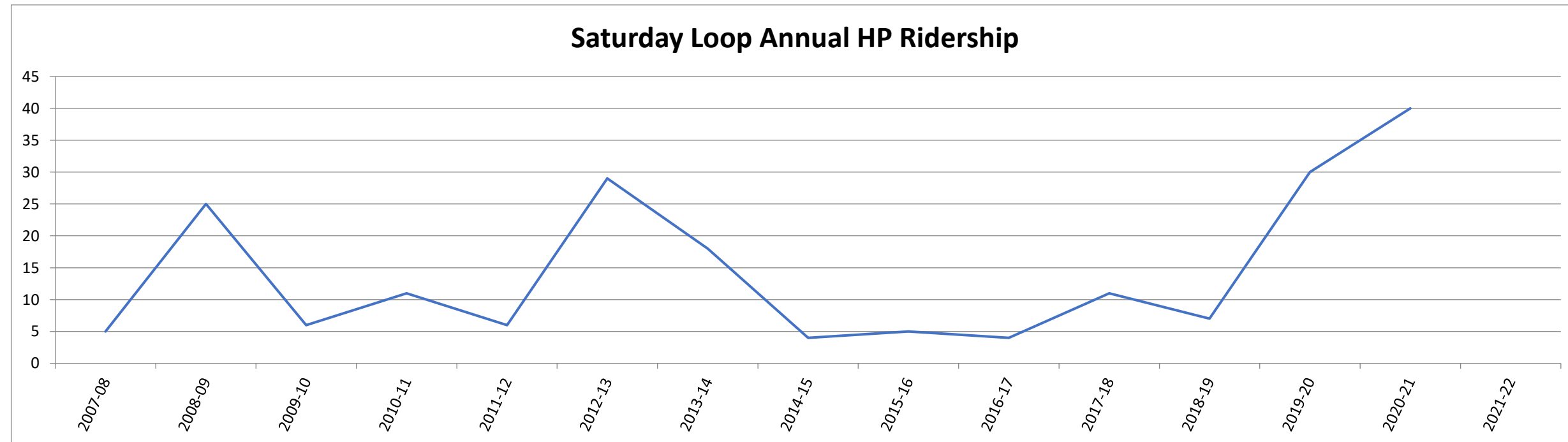


Saturday Loop OSU Annual Ridership



## 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
<b>July</b>		0	0	0	0	0	1	3	2	2	2	1	1	9	0		0	#DIV/0!
<b>Aug.</b>	0	0	0	1	0	0	7	0	3	0	2	0	0	9	0		9	100.00%
<b>Sept.</b>	1	0	0	3	0	0	2	0	0	2	3	0	0	8	0		8	100.00%
<b>Oct.</b>	2	0	0	2	0	1	3	1	0	0	0	0	4	3	0		-1	-33.33%
<b>Nov.</b>	0	1	1	2	0	0	3	0	0	0	0	3	1	8	0		7	87.50%
<b>Dec.</b>	2	3	0	1	0	0	0	0	0	0	2	0	0	2	0		2	100.00%
<b>Jan.</b>	0	5	4	0	0	1	1	0	0	0	2	0	6	0	0		-6	0.00%
<b>Feb.</b>	0	4	0	0	1	3	0	0	0	0	0	0	0	1	0		1	100.00%
<b>March</b>	0	6	0	0	0	6	0	0	0	0	0	0	6	0	0		-6	0.00%
<b>April</b>	0	3	0	2	3	4	0	0	0	0	0	0	0	0	0		0	0.00%
<b>May</b>	0	2	1	0	2	9	0	0	0	0	0	2	3	0	0		-3	#DIV/0!
<b>June</b>	0	1	0	0	0	5	1	0	0	0	0	1	9	0	0		-9	#DIV/0!
<b>Totals</b>	<b>5</b>	<b>25</b>	<b>6</b>	<b>11</b>	<b>6</b>	<b>29</b>	<b>18</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>11</b>	<b>7</b>	<b>30</b>	<b>40</b>		<b>23</b>	<b>25.00%</b>	



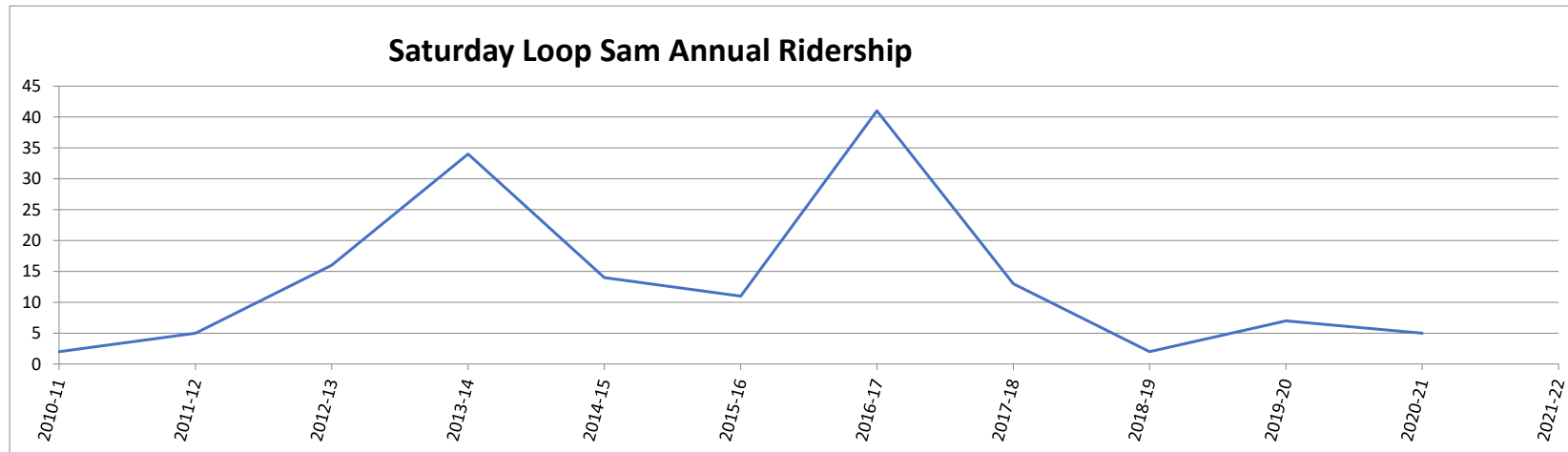


# LINN-BENTON LOOP

## 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%
<b>Totals</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>16</b>	<b>34</b>	<b>14</b>	<b>11</b>	<b>41</b>	<b>13</b>	<b>2</b>	<b>7</b>	<b>5</b>		<b>5</b>	<b>-0.4</b>	

Oct. Try Transit Week



## Information Release



### **Oregon Travel Study Seeks University, Transit, and Community Partners**

The Oregon Modeling Statewide Collaborative ([www.oregonmodels.org](http://www.oregonmodels.org)) is sponsoring the Oregon Travel Study, which will be conducted starting Spring 2023. As technologies evolve and travel behaviors change quickly over the next few years, transportation planners need to collect current travel data to inform future transportation investments and prioritize improvements.

At least 20,000 households from across Oregon will be invited to participate by invitation. Invited households have the option to complete the study online, by phone, or through a smartphone app (rMove™) developed by the project consultants, RSG. When complete, this study will help transportation agencies from across the state, understand local and regional travel behavior, and plan for Oregon's future transportation system.

Although most participants will be invited via mailed invitations to their home addresses, that method alone is unlikely to result in a dataset that is demographically representative of Oregon's diverse population. Supplemental recruitment will be conducted through Universities, Transit Agencies, and Community Organizations. The project is seeking project partners from organizations like yours to support the project in 2023, either in the form of distributing information about the study or helping to recruit participants through your email or text contact lists on the study's behalf.

If you or someone at your organization are willing to support the Oregon Travel Study, please send me your contact information to be added to our distribution list. Additional information will be sent out late 2022.

For more information, please visit the study website: <https://OregonTravelStudy.com/>.