



Agenda
Linn-Benton Loop Board Meeting
Remote Only

Date: Tuesday, March 23, 2021
Time: 3:00 – 5:00 pm
Location: Via Zoom: <https://us02web.zoom.us/j/87382394565>
Phone: 1-669-900-6833
Meeting ID: 873 8239 4565
Passcode: 2021
Contact: Nick Meltzer, Transportation Manager, 541-758-1911

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

2. **3:05 Election of Chair** **All**
Per the Linn Benton Loop Bylaws,
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.

3. **3:20 Public Comment** **Chair**

4. **3:30 Minutes of August 25, 2020 (Attachment A)** **Chair**

Action Requested: Approval of Meeting Minutes

5. **3:35 FTA 5307 Funds Discussion (Attachment B)** **Nick Meltzer /
Barry Hoffman**
Discussion on historical carryover, allocation and spend down of FTA 5307 Funds

Action Requested: Approve TAC's Recommendation

6. **4:05 Loop FY21-23 Budget and Local Contributions (Attachment C & D)** **Hoffman**
Review of budget City of Albany submitted for Linn Benton Loop, and overview of local contributions for upcoming fiscal year

Action Requested: Review and Concur on FY21-23 Loop Budget

8. **4:40 Linn-Benton Loop Operations Update (Attachment E)** **Hoffman**
Ridership, service expansion and marketing overview

Action Requested: Discussion

10. **5:00 Adjournment** **Chair**

LINN-BENTON LOOP
Board & Technical Advisory Committee Joint Meeting
Teleconference
Tuesday, August 25, 2020
3:00 – 5:00

Board Members: Pat Malone, Barry Hoffman, Hal Brauner

TAC Members: Tim Bates, Brad Dillingham, Mark Volmert, Mark Bernard, Catherine Rohan, Stephen Dobrinich, Sarah Bronstein, Andrew Knoll

Interested Parties: Lisa Sherf, Ken Bronstein, Meredith Williams

Staff: Chris Bailey, Ryan Vogt, Nick Meltzer, C. Clark

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Agenda Review, Introductions	Pat Malone Called a meeting to order at 3:04pm. Agenda is approved as presented. Nick directed the introductions.	The Commissioner continued with the meeting at 3:04 pm. There were no changes to the agenda.
2. Public Comment		There were no public comments.
3. Minutes of May 26, 2020 Meeting (Attachment A)	Mark Volmert requested clarification regarding financial information on page 3 of the minutes.	Consensus was reached as the minutes as corrected. Minutes were approved.
4. Loop 40 th Anniversary Announcement	As of today, August 25 th , it is the 40 th year anniversary of the Loop. T-shirts were sent to everyone. We are all excited to see where the Loop goes in the years to come and are happy to be a part of the Loop and its future. Of the Linn-Benton Loop members, Hal Brauner has been with the Loop the longest, a little more than 20 years. Mark Volmert did a	Happy 40th Birthday Loop!

	shout out to Ralf Reed, the city councilor of Albany, Robert Lowry, and Hal Brauner to thank them all for all of their years of service to the Loop.	
5. COVID19 Impacts on Service	<p>Barry Hoffman presents information to the Board about the reality of the situation of the Loop during COVID19, regarding the precautions of limiting number of riders per bus. Historically, the pickup in Corvallis has well over 50 or 60 passengers to LBCC, and in the afternoon, there are well over 50 passengers on the way back for just one bus. Currently with capacity limitation, the largest bus can carry 20 passengers, which is a 40ft bus. The 35ft bus can carry 16 passengers, and a 32ft bus can carry 15 passengers. That's a total of 51 passenger capacity maximum. If passenger demand as similar to the past, then there is a chance of being turned away, which could lead to people not wanting to ride the bus anymore and might show up to council meetings to complain. It is also unrealistic to carry buses nose to tail as well. Some adjustments are available, such as changing the hour when the third bus is available, as long as there isn't maintenance on any of the buses. Ridership in the spring time, had at most 30 passengers, which is impossible considering the new restrictions. Questions what demand will look like between the cities, and the schools. LBCC is currently discouraging as many students coming to campus.</p> <p>Pat Malone discusses LBCC and OSU demand. There is about 10% in person classes for OSU. LBCC is finalizing their plan for approval for their on campus plans, which will be as minimal as possible. Malone believes there is a good chance that the ridership demand from the schools will be within capacity maximum of the buses with the new restrictions.</p> <p>Hoffman notes Tim Bates from Corvallis stated that they have a piece of equipment that the Loop can use in the short term.</p>	Informational discussion only.

	<p>Meredith Williams asks the maximum occupancy percentage for the buses considering the social distancing measures. Hoffman suggests about 1/3 of the capacity if the largest bus was packed with 60 people without distancing restrictions.</p> <p>Considering the other side, if there is 10% of classes being offered on campus, there will need to be adjusted routes if ridership is so low during periods of time.</p> <p>Nick Meltzer mentions that there are non-students who are required to use the bus because they have no other options. And so a refocus towards those people who are depended on the bus to get between cities will need to be considered.</p> <p>Barry Hoffman adds that transit might take years to recover the trust of the public of being in enclosed spaces once COVID19 is over. It would be difficult to adjust back to being packed into a small bus again.</p> <p>Tim Bates discusses that Corvallis transit will begin its full service September 6th. Once school starts, it'll bring back up its peak service. He mentions that no one has a good template for that is going to happen, and the best thing we can do is provide the most amount service for the demand. It is impossible to tell until it happens. Mass transportation is not what it is anymore. Currently mass transportation is for the people who have no other options. Bates also mentions that Oregon is one of the only states that require only 3 feet between passengers, where 6ft is the norm for most other states.</p> <p>Sarah Bronstein asks if the campus connector is part of the returning to full service or to reduce the schedule, and if we'll be seeing operational savings from it. Hoffman said that he plans to</p>	
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	<p>go back to what he describes regular service, beginning the fall term, with the thought process that everything is adjustable, upward or downward, by either adding a bus or cutting service down to what has been running during the summer. Hours of service currently point to increased budget. If one increased hours, it'll increase costs, but expenses have already occurred, such as wages for the drivers, maintenance for the vehicles. The service hours all summer have been down, and the Loop service has been longer, so the mileage has been about the same as if it was normal routes because the loops have been longer.</p> <p>Barry Hoffman mentions that he is unsure when he'll distribute the new schedule and will announce it ahead of time, but it won't be until the final decision has been made, which might be up to the line.</p> <p>Pat Malone asks about sharing that information. Meltzer says we can do press releases and distribute that information.</p> <p>Ken Bronstein says there is still a demand for dependent riders to get to work. The express will be released for the students, and will be adjusted based upon the number of riders based upon initial ridership once school starts.</p> <p>Mark Volmert discusses the additional costs per hour, such as cleaning the buses. There is also a bonus pay for the drivers because there is an increase risk to their health, hazard pay.</p>	
6. Ridership and Budget Reports (Attachments B1-B2)	Barry Hoffman discusses attachment B1, and looked at 2019-20, and once COVID19 hit. There has been a small uptick of ridership in late June/July because people got comfortable with wearing masks and social distancing.	There were no need to make changes to the budgets or ridership reports. Informational discussion only.

	<p>Hoffman discusses the ridership reports have been showing 0, because the routes have been fareless and the riders have been entering in the back of the bus, and so the drivers don't count their ridership.</p> <p>There will be introducing new fare media, where you can pay with your phone or pre-charged card, which will allow people to pay without cash.</p> <p>Tim Bates thinks the ridership is based upon if riders are allowed to board in the front of the bus, or the back, because if they're forced to board in the back, then they can't be counted. However the Lincoln shuttle doesn't have a back door for riders to enter, which makes it more difficult.</p> <p>Ken Bronstein mentions all of their buses are front load only and have adapted for their drivers to feel comfortable. They are adding a system to decontaminate the buses daily.</p> <p>Barry Hoffman mentions that the Albany transit system will be adapting a similar decontaminate system. Ken Bronstein says it takes about 30 minutes and there is very little labor intensive.</p> <p>Pat Malone says that this would be a good PR package when we increase routes and service, and so we can say we recognize people's concerns and that we're overcoming the challenges when riding a bus during this time.</p> <p>Barry Hoffman says they're not cheap, 15k plus the fluid costs. Albany has one, and a 2nd one is on its way. Ken Bronstein says they're able to do 3 buses at once, and only one employee is needed to run it.</p>	
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	<p>Barry Hoffman mentions that the budget is in a healthy position. While we have cut some service, but the laps have been longer so the savings haven't been seen as if they normally would if they cut portions of the service down in a normal condition.</p> <p>Pat Malone asks about LBCC and their reopening plan. He mentions that there is some communication between Barry Hoffman and LBCC and their plan is not finalized yet. Hoffman mentioned that Katie from the TAC meeting was very positive that the need to get to the LBCC campus would be greatly reduced. Malone suggests that the vast majority of classes would be online.</p> <p>Mark Volmert says that there are several students who do dual enrollment between LBCC and OSU. The unknown is the number of students who take the hands-on courses, such as wood working, or the last courses that get out at 10 o'clock at night.</p> <p>Meredith Williams noted that we are not expecting to have 30K students in Corvallis. It is hard to estimate, but currently OSU is expecting about 3,000 students to live on campus.</p>	
7. STIF Projects Update	<p>Nick Meltzer updated on existing projects first. The 99W transit project will expect a final report this fall. The Seamless transit project has a website contract on board, and in a couple weeks, it will be launched. The RFP for real time and the RFQ for mobile ticketing is moving forward, and will have everything set up and running for both by or shortly after October 1st.</p> <p>Pat Malone says this is a good time to get mobile ticketing worked out and help emphasize the reach the transit system is available. Nick Meltzer mentions that as service ramps back up, this would be helpful for information for folks who might be uneasy going back to public transit.</p>	Informational discussion only.

	<p>Pat Malone asks about the potential of a survey, to get an understanding of who are we serving with the transit system. He thinks it'll help with the finances and justify who we are serving in the community.</p> <p>Barry Hoffman mentions that surveys might be hard to do, and that while we get good data, it's not a simple process and in the past the surveys have used resources from OSU and grad classes. He thinks that in this time frame, it would be difficult to get people to volunteer, and placing a box with the survey would limit the amount of information we would receive. Malone agrees, but thinks some information would be better than no information. Mark Bernard says cottage grove is currently participating in a transit development plan, but is difficult to do with no contact.</p> <p>Nick Meltzer talks about future projects. The TAC meeting mentioned that OSU is discussing a mobility hub on campus, and there is a possibility of a STIF option to help support it. Sarah Bronstein talks about how OSU wants to have a more attractive and clear transit spot for the campus. OSU is interested in turning an underutilized lot into a transit hub, but they do not have the budget for the construction of the lot, only the design, and is looking towards the opportunity to collaboration with LBCC and the Loop for transit amenities. Hal Brauner asked how big of a grant is needed, and Bronstein says it is uncertain because it hasn't been fully discussed but Meltzer mentioned that he has staff capacity to help write the grant application.</p> <p>Lisa Scherf asked how the project would be routed through the committee to the board, and Mark B discussed how the application would be directed for recommendation, and will be evaluated at the state level. Mark Volmert thinks it'll go through the Linn county of commissioners, and thinks it will be clear Linn would send it.</p>	
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	<p>Mark Bernard wanted to clarify that the whole coordination piece is complicated and the timing is tight. In regards to the transit hub, there is money available for planning and design for 5304, so considering going for the STIF funding and section 5304 money. 5339 is only for construction, but STIF can be used for construction as well.</p> <p>Barry Hoffman talked about how OSU and LBCC's transit hub because the Loop was awarded a 10k improvement funding, which wasn't explicit in how to implement it. There was intention for the Loop bus shelter at 15th, but this campus transit hub could be folded over into their project for the next STIF cycle, which would be more user friendly.</p> <p>Pat Malone emphasizes the importance of coordination and to make the best use of the resources available.</p>	
8. Updates and Other Business	<p>Tim Bates from Corvallis wants to mention they are moving ahead with a vehicle upgrade with onboard announcement and GTFS data, does it with Connections, and is upgrading into cellular data. Will be getting a LCD display screen. Making OSU a transit hub. And hope for it to be done upgrading before the end of the calendar year.</p> <p>Brad Dillingham mentioned he discussed with Barry Hoffman about the Coast to Valley service when the Loop isn't providing service, and will be willing to fill spots when they can, but will stop once asked. They only service the hospital if there is a clean transfer.</p> <p>Tim Bates mentions to the TAC about if there is a reason to meet again before the colleges open. He believes it might be best to meet again, for the TAC, to meet again before service kicks off. Chris Bailey says it is a good idea, as does Meredith. Nick Meltzer</p>	The Loop TAC will meet on September 15th to discuss COVID-19 and transit hubs.

	asks Bailey and Bates when would be best to meet. Meredith Williams offers to share any information she has regarding OSU, meeting or no meeting. Meltzer offers September 15 th . Williams says the 3k for student housing is the maximum. We will plan for September 15 th for the TAC to meet to discuss COVID19 and transit hubs, and the Board is okay with the TAC making these decisions, but will invite them for to the meeting.	
9. Adjournment	Pat Malone adjourned the meeting at 4:41pm.	Meeting adjourned at 4:41pm.

MEMORANDUM

Linn Benton Loop



Date: March 16, 2021
To: Linn Benton Loop Board
From: Nick Meltzer, Transportation Programs Manager
Re: Excess 5307 Funding

This memorandum contains an overview of the Linn Benton Loop 5307 funds, their historical drawdown, and the estimate of excess funding, including a proposal to draw it down over time. This memo was created with input from Linn Benton Loop staff.

After review by the Linn Benton Loop TAC, they have made a motion to contribute the next two years of AAMPO and CAMPO 5307 funds to capital funding, and seek concurrence from the Policy Board. More details on this are found at the end of the memo.

Overview

The Linn Benton Loop is funded through a combination of local contributions, Federal Transit Administration 5307 (small urban) funds, fare revenue, and Special Transportation Fund (STF)/Statewide Transportation Improvement Fund (STIF) funding. Beginning in FY2020, the Loop receives a significant influx of STIF funding from Linn and Benton counties, with the intended purpose to expand service in accordance with STIF legislation. The following list is an overview of the primary funding sources:

- Linn Benton Community College (in exchange for a group pass)
- Oregon State University (in exchange for a group pass)
- Albany Area MPO 5307 Funds
- Corvallis Area MPO 5307 Funds
- Special Transportation Fund (STF)/Statewide Transportation Improvement Fund (STIF)
- Fare Revenue

As with any federal funding, there are rules and limitations on how the 5307 monies are spent. Most importantly, those funds require a 50/50 match, and are reimbursement based. This means local funding (non-federal) must be expended first and then federal funds can be reimbursed for *most* expenses at a \$1 to \$1 ratio.

5307 Funding & Historical Drawdown

As described briefly above, local funding is required in order for the Loop to operate, as FTA 5307 funding requires a 50/50 match of non-federal money. In the course of a budget year, this results in local funding being drawn down first, and then any eligible expenses are reimbursed using federal funding. A detailed description of 5307 funding is attached.

As not all expenses are eligible for reimbursement, there are often local funds (LBCC, OSU or fare revenue) that go unmatched. As year-end accounting often extends into the next fiscal year, this often results in “extra” 5307 funds. Additionally, over time the amount of 5307 funds contributed by AAMPO and CAMPO have increased to an amount more than the local contributions. The table below illustrates the change in the *budgeted* amount between 2014 and 2020 for 5307 funds, local partner contributions, and fares. It does not include all sources of revenue.

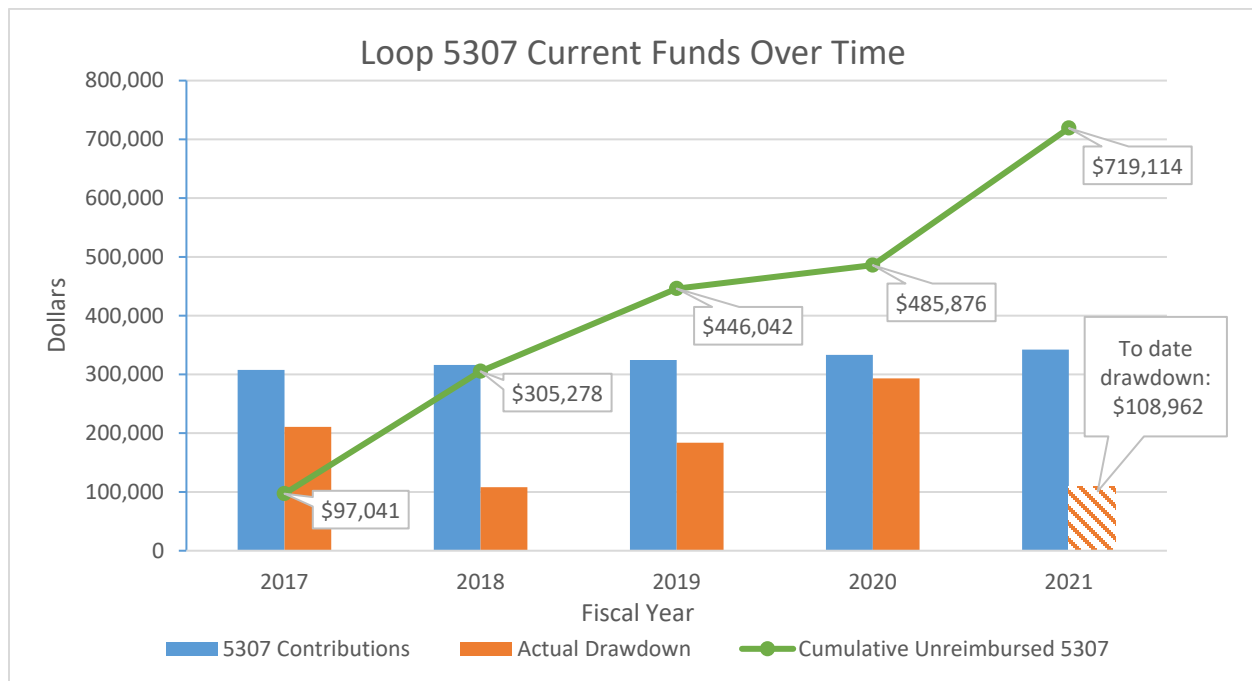


The Linn Benton Loop TAC and Policy Board are staffed in-kind by the Albany Area MPO and Corvallis Area MPO

Year	5307 Funds	Local Partner Contributions	Fares
2014	\$ 250,000	\$ 204,000	\$ 27,000
2020	\$ 342,200	\$ 248,800	\$ 26,000

The Federal Transit Administration (FTA) allows for any “unused” 5307 funds to roll over into the next fiscal year, and intentionally draws down the “oldest” funds first. So for example, if \$20,000 of 5307 funds went unspent in FY14, the Loop would draw these funds down *first* in FY2015, *before* drawing down any FY15 funds. In this sense, if you have an annual budget that is roughly the same each year, and there is significant savings one year, then these funds would increase.

Over time, this created an excess in 5307 funding that continued to rollover into the next fiscal years. When Linn Benton Loop staff explored the issue in detail in preparation for the FY2021-2023 budget cycle, they projected the total excess funding to be approximately \$719,000. This is illustrated in the following chart.



Excess Funding Challenges & Options

If 5307 funds are continually added to Linn Benton Loop operations, and significant local funding is not added concurrently, the Loop runs the risk of not being able to spend all of the federal funding AAMPO and CAMPO contribute. One challenge worth considering is that even with the current surplus of funding, any service expansion would need funding identified for the long term in order to sustain it. Subsequently, this presents some options to move forward:

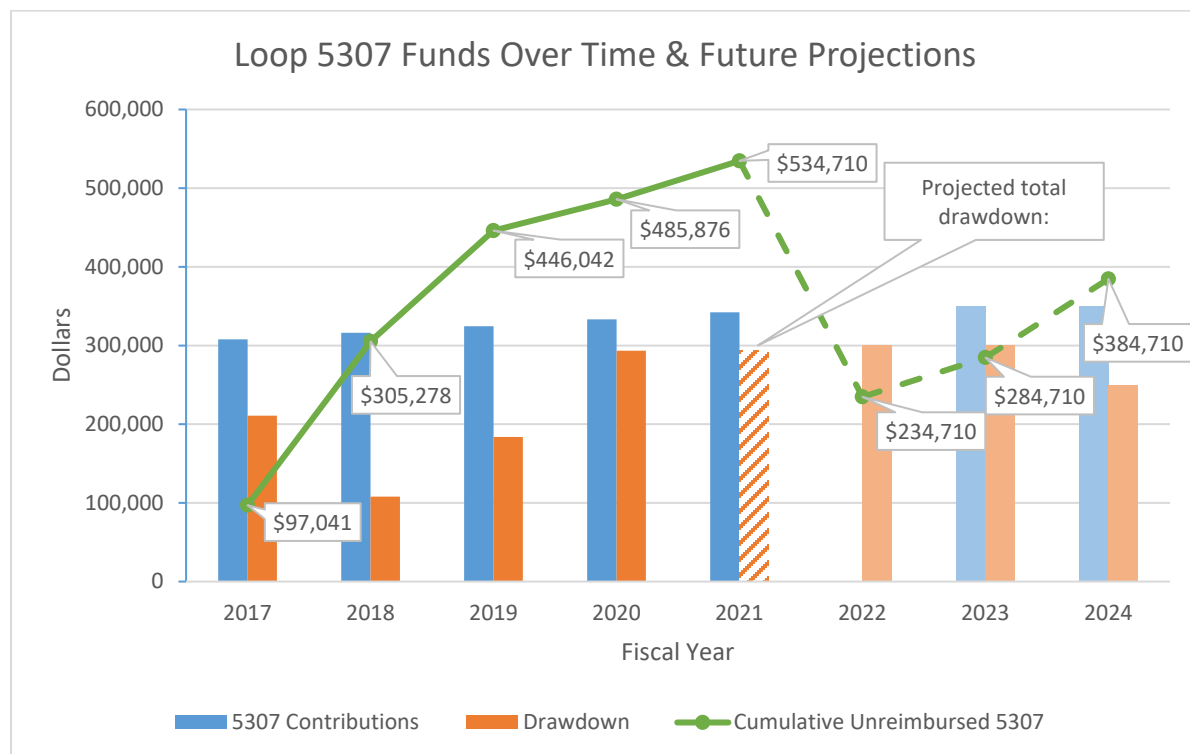
1. Increase local contributions from OSU and LBCC to match the increase in 5307 funding and expand LB Loop Service.



2. Explore other local sources of funding to match federal contributions such as STIF. As discussed above, this will likely create long term funding and service issues. Any expansion of service needs to be projected into future budget years to ensure ongoing operations funding can cover costs.
3. Reduce 5307 contributions from AAMPO and CAMPO for a time period.
4. Identify a capital project *in combination* with local match funding that the LB Loop could pursue with the surplus.

Next Steps

The Linn Benton Loop operator has proposed option 3 above after discussions with Albany Transit and Corvallis Transit, who are responsible for contributing the portion of 5307 funds to Linn Benton Loop Operations. That would draw down the current surplus, while still leaving a contingency amount in the fund. That scenario is displayed below.



During discussion of this topic at the Loop TAC meeting, it was brought up that we shouldn't pause contributions just due to the surplus, and instead find a better way to utilize the excess funding. In this sense, the TAC motioned to put the next two fiscal years of 5307 funding into a capital project set-aside, which could be used to purchase a bus, construct a joint Loop-City of Albany bus barn, or construct the enhanced transit hubs OCWCOG submitted a STIF discretionary grant for the design of.

If funds are contributed towards capital projects for the next two fiscal years, the Linn Benton Loop would see \$605,510 in capital funding by 2023. This is detailed in the table below.



Year	Individual 5307 Contribution	Total 5307 Funds	Preventative Maintenance Set-aside	Capital Project Contribution
FY21-22	\$ 171,100	\$ 342,200	\$ 48,000	\$ 294,200
FY22-23	\$ 179,655	\$ 359,310	\$ 48,000	\$ 311,310
			Total	\$ 605,510

As the current budget is biennial, the TAC will re-assess the contribution to capital vs. operating funding prior to the FY23-25 budget cycle.

The operator of the Loop, Albany Transit, is supportive of this contribution towards capital funding as it also allows the operational funding to be drawn down over time. This results in a combination of option 3 and 4 above.

Linn Benton Loop staff request the Linn Benton Loop Board concur with the TAC's recommendation to:

Contribute AAMPO/CAMPO 5307 Loop contributions towards capital funding for Fiscal Year 2021 and 2022, thereby drawing down the 5307 operational funding to a reserve amount between \$200,000 and \$300,000.

Staff are happy to answer any additional questions.



Linn-Benton Loop 21340105

Budget 19-21	Object Code	Revenues	Budget 21-22	Budget 22-23	Total Biennial Budget	Personnel Notes
-	420035	FTA Section 5310 Grant	-	-	-	
27,500	420035	FTA Section 5310 Grant Linn County			-	Now in STIF request
144,300	420045	FTA Section 5307 Grant (AAMPO)	88,500	94,500	183,000	Albany MPO, 50/50 match burn existing
18,000	420045	FTA Section 5307 Grant PM (AAMPO)	24,000	24,000	48,000	80/20 Match 5307
		FTA Section 5307 Capital		-	-	Farboxes for existing vehicles 80/20
144,300	420045	FTA Section 5307 Grant (CAMPO)	88,500	94,500	183,000	Corvallis MPO 50/50 Match burn existing
18,000	420045	FTA Section 5307 Grant (CAMPO)	24,000	24,000	48,000	80/20 Match 5307
		FTA Section 5307 Capital		-	-	Farboxes for existing vehicles 80/20
17,000	428020	Special Transit Fund: Linn Co.			-	now in STIF request
22,000	428025	Special Transit Fund: Benton Co.			-	now in STIF request
	428120	STIF Linn County Operating	-	-	-	expanded service
	428120	STIF Linn County			-	
	428125	STIF Benton County Operating	-	-	-	expanded service
	428125	STIF Benton County			-	
	428130	STIF Discretionary			-	
117,300	428200	LBCC Partnership	128,100	131,900	260,000	LBCC partnership and pass program
117,300	428205	OSU Partnership	128,100	131,900	260,000	OSU partnership and pass program
25,000	435000	Bus Fares	13,000	30,000	43,000	no fares 1st half of fy 22, then fares in FY 23
-	435006	Charges for Service: Loop - STIF	566,500	592,400	1,158,900	Stif operating combined BC and LC
200	480100	Interest			-	
-	492170	From Equipment Replacement	-	-	-	match to Fareboxes 80/20
25,000	499050	Beginning Balance	5,700	-	-	
\$675,900		Revenues Total	\$1,066,400	\$1,123,200	\$2,189,600	

Moved to Transit Capital budget

Moved to Transit Capital budget

total of \$648k each year in STIF request

Moved to Transit Capital budget

Linn-Benton Loop 21340105

Budget 19-21	Object Code	Personnel	Budget 21-22	Budget 22-23	Total Biennial Budget 21-23	Notes
Personnel						
\$ 489,800	510010	Wages & Salaries	\$ 302,000	\$ 315,200	\$ 617,200	5 FTE Transit Operators, 1/3 Barry, 1/3 Kim, 1/2 Transit Sup
82,300	520010	Temporary Employees	45,000	45,000	90,000	
6,600	530010	Overtime	20,000	20,000	40,000	
1,600	540050	Unemployment Claims	-	-	-	Interdepartmental charge
	560001	Employer Medical	156,200	179,600	335,800	
	560005	Employer Dental	12,700	14,600	27,300	
	560008	Employer Vision	4,800	5,500	10,300	
522,100	560010	Employer Paid Benefits	28,100	29,100	57,200	
-	560012	Employer Paid Def Comp	2,000	2,100	4,100	
-	560014	Employer Paid LTD/Life	3,200	3,300	6,500	
-	560016	Employer Paid Workers Comp	21,500	22,300	43,800	
-	560018	Employer Paid Oregon WBF	2,100	4,000	6,100	
	560020	PERS	106,300	110,600	216,900	
-	560030	HRA Veba	12,400	12,400	24,800	Per Jeff's numbers/10% Temp. Empl.
\$ 1,102,400	Personnel Subtotals		\$ 716,300	\$ 763,700	\$ 1,480,000	
Materials & Supplies						
\$ 18,000	600115	Insurance & Bonds	\$ 5,600	\$ 6,200	\$ 11,800	*
1,000	600400	Contractual Services	\$ 3,700	\$ 3,700	7,400	Finance
-	602300	Software License Fees	700	700	1,400	
-	610005	Advertising & Publication	1,100	1,100	2,200	service change
2,600	610100	Duplication & Fax	1,500	1,500	3,000	
	661022	credit card fees	500	500	1,000	
-	610130	Education & Training	800	800	1,600	ET Worksheet
6,000	610405	Materials & Supplies	3,000	3,000	6,000	*
-	610420	Meeting & Conferences	600	600	1,200	MC Worksheet
-	610425	Memberships & Dues	1,100	1,100	2,200	MD Worksheet
1,600	610545	Printing and Binding	1,600	1,600	3,200	*
1,000	610750	Uniforms	1,000	1,000	2,000	
90,000	610800	Vehicle Fuel Charges	92,500	92,500	185,000	
-	630000	Electricity	1,500	1,500	3,000	1/3 share based on this year
-	630005	Natural Gas	200	200	400	1/3 share based on this year
-	630010	Telephone	3,000	3,000	6,000	*
-	630400	Water Service	800	800	1,600	1/3 share based on this year
-	630410	Stormwater Service Charge	200	200	400	1/3 share based on this year
-	650015	Maint: Communications Equip	600	600	1,200	
89,100	653600	Vehicle Maintenance	89,300	89,400	178,700	*
-	655100	Maint:Building	4,000	4,000	8,000	split with ATS; NAPR, Bus Barn
-	660100	CS: Building Maintenance	3,800	4,000	7,800	Finance
80,100	660200	CS: Administration	3,800	4,000	7,800	Finance
-	660210	CS: Finance	19,900	20,900	40,800	Finance
-	660211	CS: CMO	11,500	12,000	23,500	Finance
-	660212	CS: Council	1,300	1,300	2,600	Finance
-	660214	CS: HR	8,800	8,700	17,500	Finance
-	660215	CS: Labor Relations	500	500	1,000	Finance
-	660225	CS: Emergency	1,400	1,500	2,900	Finance
6,000	660400	CS: Equipment Replacement	27,000	27,000	54,000	
400	660500	CS: Flexible Spending Admin Fee	400	400	800	*
-	660700	CS: Information Technology Ser	7,900	8,100	16,000	Finance
-	660701	CS: Phone Replacement	100	100	200	Finance
-	660800	IT Equipment Replacement	500	500	1,000	
67,000	662500	PW: Administration	49,200	50,800	100,000	Jeff/Admin. Salary charges
600	665400	Physical Exams & Medical	600	600	1,200	
-	670600	Safety Recognition Program	100	100	200	
35,900	690000	Reserve: Operating	-	5,000	5,000	Operational contingency
\$ 399,300	Materials Subtotal		\$ 350,100	\$ 359,500	\$ 709,600	
Capital						
880,000	700000	Replacement bus fareboxes 3 vehicles	-	-	-	fareboxes for three buses moved to Transit Capi
\$ 880,000	Capital Subtotal		\$ -	\$ -	\$ -	
\$ 2,381,700	Budget Totals		\$ 1,066,400	\$ 1,123,200	\$ 2,189,600	

Revenues:	\$1,066,400	\$1,123,200	\$ 2,189,600
Difference:	0	0	0



01/14/2021
07:45:27

City of Albany, OR
FLEXIBLE PERIOD REPORT
PP 06

PAGE 1
glflxrpt

FROM 2021 04 TO 2021 06

ACCOUNTS FOR:	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
213 PUBLIC TRANSIT							
<hr/>							
21340105 213 LINN-BENTON LOOP							
21340105 420035 FTA SECTION 5310 GRANT	-27,500	0	-27,500	-7,080.00	.00	-20,420.00	25.7%
21340105 420045 FTA SECTION 5307	-342,200	0	-342,200	-56,935.00	.00	-285,265.00	16.6%
21340105 428020 SPECIAL TRANSIT FUND: LINN	-24,000	0	-24,000	-5,760.00	.00	-18,240.00	24.0%
21340105 428025 SPECIAL TRANSIT FUND: BENT	-23,000	0	-23,000	-5,875.00	.00	-17,125.00	25.5%
21340105 428120 STIF - LINN COUNTY	-270,000	0	-270,000	.00	.00	-270,000.00	.0%
21340105 428125 STIF - BENTON COUNTY	-270,000	0	-270,000	.00	.00	-270,000.00	.0%
21340105 428130 STIF - DISCRETIONARY	-440,000	0	-440,000	.00	.00	-440,000.00	.0%
21340105 428200 LBCC PARTNERSHIP	-124,400	0	-124,400	-124,400.00	.00	.00	100.0%
21340105 428205 OSU PARTNERSHIP	-124,400	0	-124,400	-124,400.00	.00	.00	100.0%
21340105 435000 BUS FARES	-27,000	0	-27,000	-25.50	.00	-26,974.50	.1%
21340105 480100 INTEREST	-300	0	-300	.00	.00	-300.00	.0%
21340105 499050 BEGINNING BALANCE	-8,300	0	-8,300	79.74	.00	-8,379.74	1.0%
21340105 510010 WAGES & SALARIES	252,200	0	252,200	40,319.66	.00	211,880.34	16.0%
21340105 520010 TEMPORARY EMPLOYEES	46,200	0	46,200	1,336.83	.00	44,863.17	2.9%
21340105 530010 OVERTIME	3,300	0	3,300	297.56	.00	3,002.44	9.0%
21340105 540050 UNEMPLOYMENT CLAIMS	800	0	800	.00	.00	800.00	.0%
21340105 560001 EMPLOYER MEDICAL	0	0	0	13,191.56	.00	-13,191.56	.0%
21340105 560005 EMPLOYER DENTAL	0	0	0	1,004.62	.00	-1,004.62	.0%
21340105 560008 EMPLOYER VISION	0	0	0	393.27	.00	-393.27	.0%
21340105 560010 EMPLOYER PAID BENEFITS	277,500	0	277,500	5,087.80	.00	272,412.20	1.8%
21340105 560012 EMPLOYER PAID DEFERRED COM	0	0	0	75.51	.00	-75.51	.0%
21340105 560014 EMPLOYER PAID LTD/LIFE/AD&	0	0	0	101.51	.00	-101.51	.0%
21340105 560016 EMPLOYER PAID WORKER'S COM	0	0	0	679.25	.00	-679.25	.0%
21340105 560018 EMPLOYER PAID OREGON WBF	0	0	0	4.48	.00	-4.48	.0%
21340105 560020 PERS	0	0	0	13,485.16	.00	-13,485.16	.0%
21340105 560030 HRA VEBA	0	0	0	7,474.70	.00	-7,474.70	.0%
21340105 600115 INSURANCE & BONDS	9,200	0	9,200	.00	.00	9,200.00	.0%
21340105 600400 CONTRACTUAL SERVICES	500	0	500	670.17	62.12	-232.29	146.5%
21340105 610100 DUPLICATION & FAX	1,300	0	1,300	.00	.00	1,300.00	.0%
21340105 610405 MATERIALS & SUPPLIES	3,000	0	3,000	3,771.76	2,411.76	-3,183.52	206.1%
21340105 610425 MEMBERSHIPS & DUES	0	0	0	600.00	-600.00	.00	.0%
21340105 610545 PRINTING & BINDING	800	0	800	.00	.00	800.00	.0%
21340105 610750 UNIFORMS	500	0	500	.00	.00	500.00	.0%
21340105 610800 VEHICLE FUEL CHARGES	50,000	0	50,000	3,736.93	114.03	46,149.04	7.7%
21340105 630005 NATURAL GAS	0	0	0	22.75	.00	-22.75	.0%
21340105 630010 TELEPHONE	0	0	0	57.50	.00	-57.50	.0%
21340105 650015 MAINT: COMMUNICATION EQUIP	0	0	0	309.40	-309.40	.00	.0%
21340105 653600 MAINT: VEHICLE	48,000	0	48,000	13,172.82	5,941.29	28,885.89	39.8%

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FLEXIBLE PERIOD REPORT
PP 06PAGE 2
glflxrpt

FROM 2021 04 TO 2021 06

ACCOUNTS FOR: 213 PUBLIC TRANSIT	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
21340105 660200 CS: CENTRAL SERVICE	41,600	0	41,600	10,400.01	.00	31,199.99	25.0%
21340105 660400 CS: EQUIPMENT REPLACEMENT	3,000	0	3,000	907.07	.00	2,092.93	30.2%
21340105 660500 CS: FLEXIBLE SPENDING ADM	200	0	200	33.74	.00	166.26	16.9%
21340105 662500 PW: ADMINISTRATION	35,100	0	35,100	.00	.00	35,100.00	.0%
21340105 665400 PHYSICAL EXAMS & MEDICALS	300	0	300	125.00	.00	175.00	41.7%
21340105 690000 RESERVE: OPERATING	27,600	0	27,600	.00	.00	27,600.00	.0%
21340105 700000 CAPITAL EQUIPMENT	880,000	0	880,000	.00	.00	880,000.00	.0%
TOTAL 213 LINN-BENTON LOOP	0	0	0	-207,136.70	7,619.80	199,516.90	.0%
TOTAL PUBLIC TRANSIT	0	0	0	-207,136.70	7,619.80	199,516.90	.0%
TOTAL REVENUES	-1,681,100	0	-1,681,100	-324,395.76	.00	-1,356,704.24	
TOTAL EXPENSES	1,681,100	0	1,681,100	117,259.06	7,619.80	1,556,221.14	



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City of Albany, OR
FLEXIBLE PERIOD REPORT
PP 06

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FROM 2021 04 TO 2021 06

	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
GRAND TOTAL	0	0	0	-207,136.70	7,619.80	199,516.90	.0%



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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/ 4
Sequence 2	9	Y	N	To Yr/Per: 2021/ 6
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: 2020/ 1

To Yr/Per: 2020/13

Include budget entries: N

Incl encumb/liq entries: Y

Sort by JE # or PO #: J

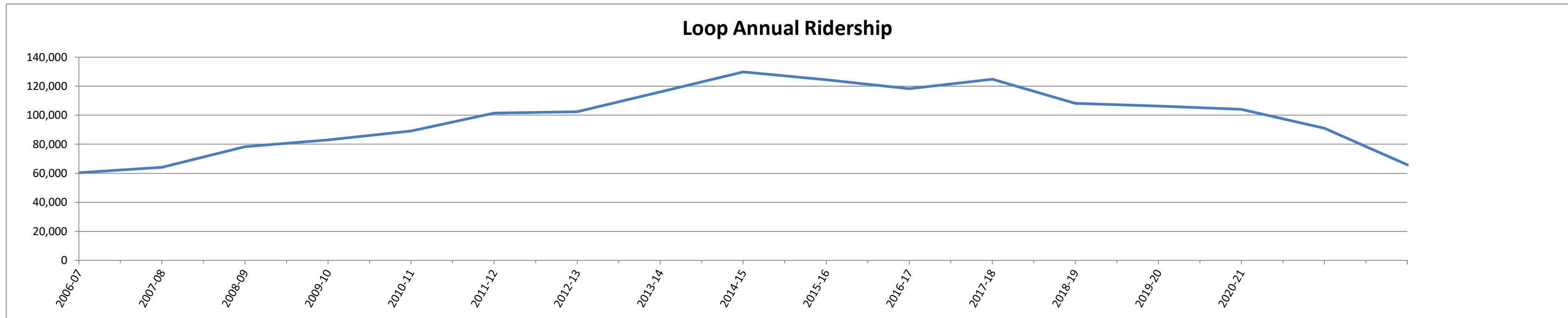
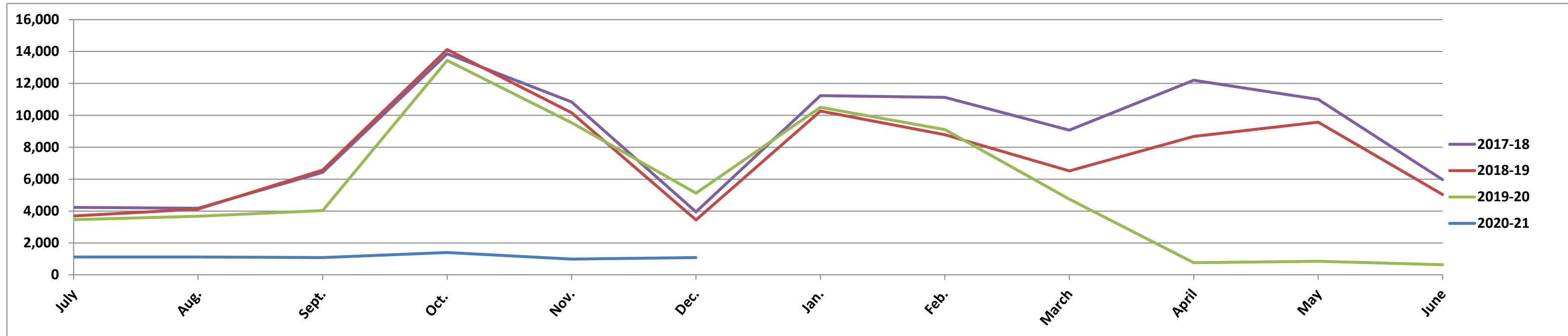
Detail format option: 1

Multiyear view: D

**LINN-BENTON LOOP
WEEKDAY RIDERSHIP
REGULAR LOOP PLUS LOOP EXPRESS
2019 -2020**

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	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	-2,329	-207.8%
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	-2,559	-228.3%
Sept.	2,425	2,812	3,526	4,240	4,920	4,992	5,614	5,125	6,442	8,303	7,293	4,621	6,751	5,228	6,314	6,418	6,570	4,034	1,085	-2,949	-271.8%
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	-12,049	-861.9%
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	-8,553	-867.4%
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	-4,047	-374.0%
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		-10,500	0.0%
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		-9,113	0.0%
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		-4,743	0.0%
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		-762	0.0%
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		-845	0.0%
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		-632	0.0%
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	6,793	-25,103	-869.7%
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		-816	477.2%
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	6,793	-25,919	366.0%

Regular extended service began, Sept28



**LINN-BENTON LOOP
LBCC PASS PROGRAM
2018 - 2019**

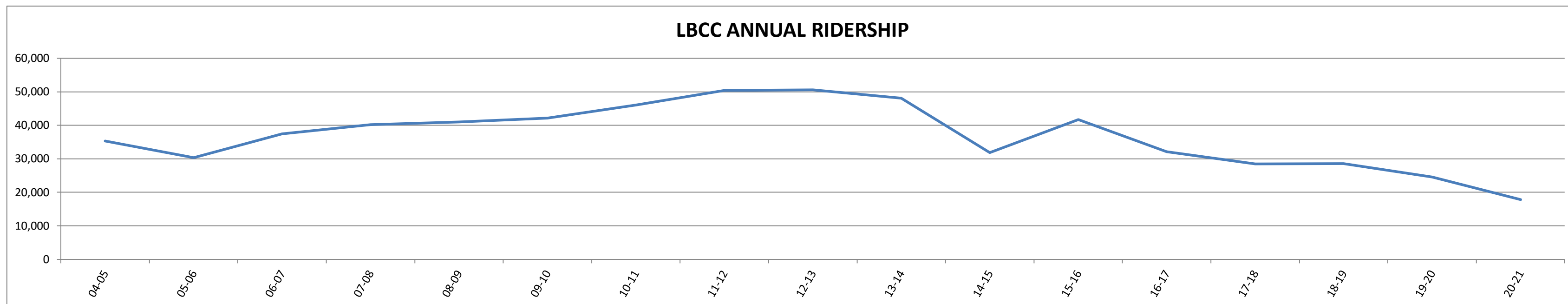
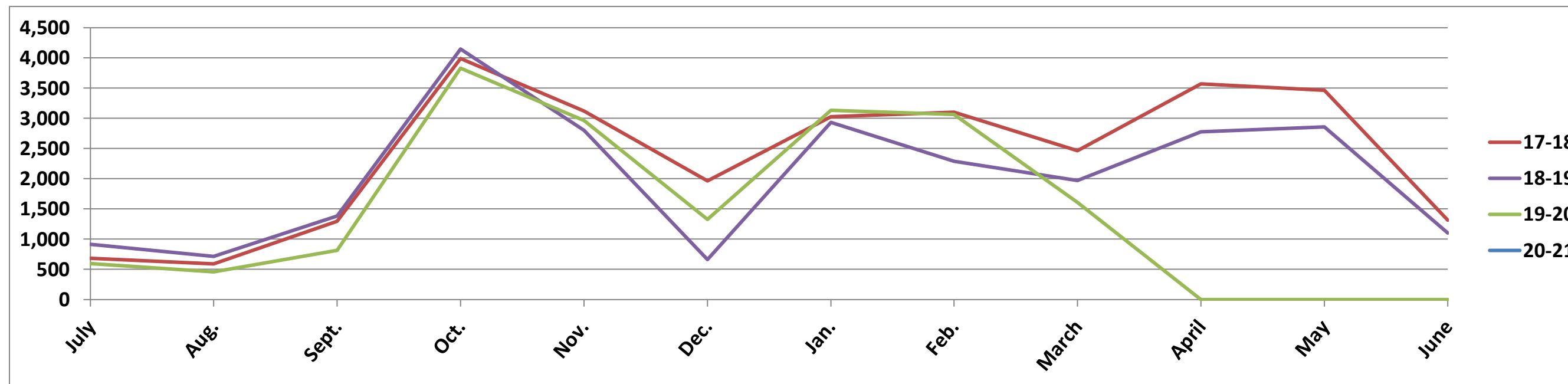
MONTH	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	+/-	Ratio	
July	792	1,124	1,056	856	818	1,166	1,587	1,134	1,384	1,419	1,309	1,262	1,244	821	619	684	912	599	0	-599	0.0%	
Aug.	737	422	706	731	732	981	1,146	573	791	1,322	1,158	940	911	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	6,512	6,174	5,574	3,549	2,946	2,902	3,290	3,465	2,856	0	0	-2,856	0.0%	
June	1,582	1,707	1,310	2,055	2,249	2,798	2,124	2,422	2,632	2,703	2,265	2,046	1,547	1,104	1,586	1,314	1,100	0	0	-1,100	0.0%	
TOTAL	29,058	35,312	30,343	37,416	40,179	40,951	42,159	46,055	50,435	50,591	48,110	31,885	41,737	32,114	28,459	28,594	24,551	17,805	0	-6,746	-37.9%	
Sat	0	0	0	0%	232	356	535	683	791	760	627	594	525	425	554	609	486	376	0	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.

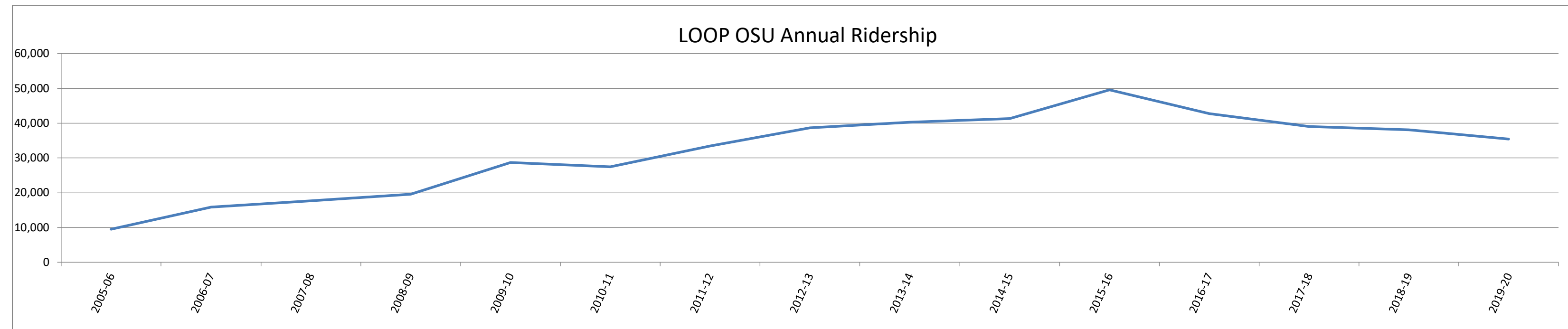
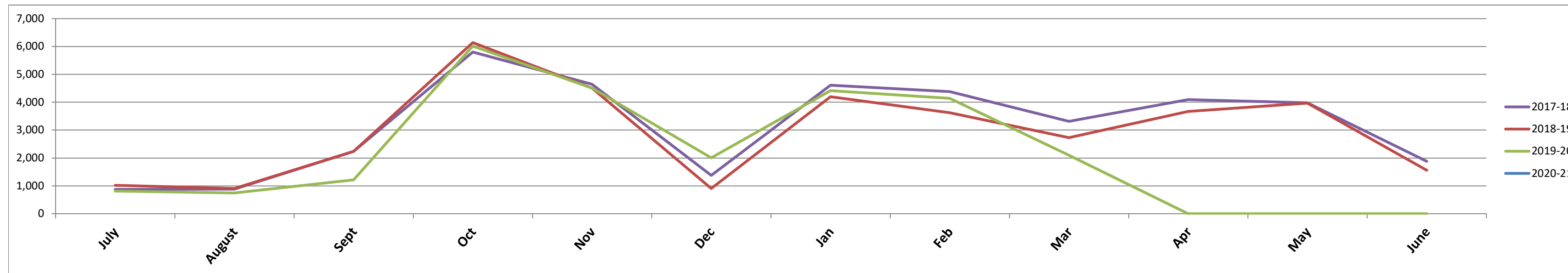
Jan. 2004: 2 snow days + MLK day.



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	1,826	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%
Sub Total	9,507	15,908	17,652	19,596	28,724	27,444	33,459	38,644	40,262	41,354	49,579	42,761	39,087	38,075	35,467	25,946	0	73,542	100.0%
Saturday	0	0%	502	400	592	600	639	834	814	743	771	771	581	709	600	512	0	-88	-17.2%
Grand Total	9,507	15,908	18,154	19,996	29,316	28,044	34,098	39,478	41,076	42,097	50,350	43,532	39,668	38,784	36,067	26,458	0	-9,609	-36.3%

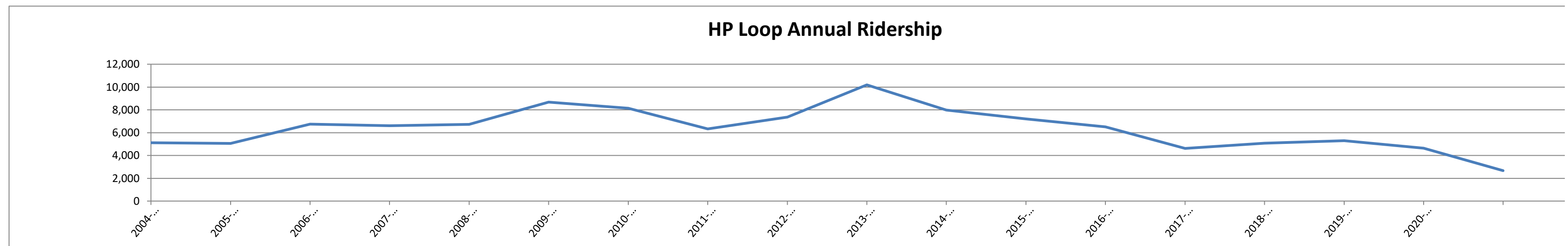
July 2004: Begin pass program
 Try Transit



**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	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		-53	-16.4%
Feb.	500	388	480	463	499	638	443	514	583	812	723	531	535	440	374	419	344	345		1	0.3%
March	572	432	695	465	595	819	448	617	800	858	684	635	570	438	444	397	398	68		-330	-485.3%
April	494	477	707	437	577	852	550	528	685	933	664	602	515	364	527	407	366	0		-366	0.0%
May	407	547	714	605	744	775	527	533	724	1,046	688	535	459	381	568	471	433	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		-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%

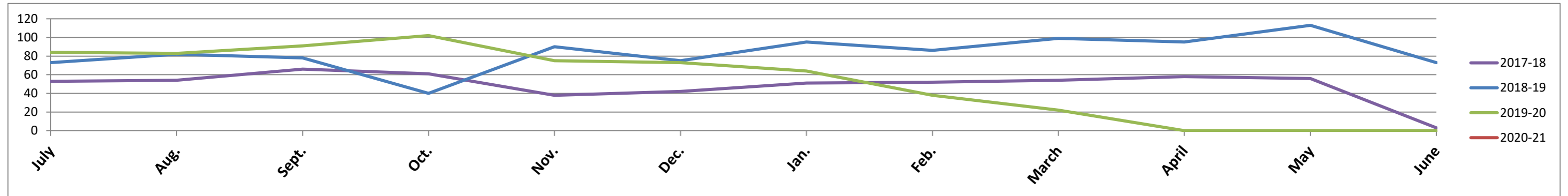
July 2003: Cut 4 runs. Sept. 2003: Runs restored.



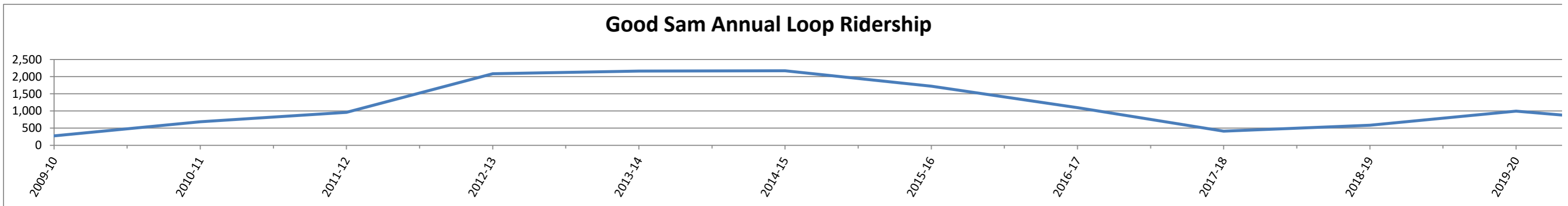
**LINN-BENTON LOOP
SAMARITAN PASS PROGRAM
2019-2020**

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		-31	-48.4%
Feb.	18	53	33	202	160	161	118	103	48	52	86	38		-48	-126.3%
March	15	57	59	220	160	189	99	84	22	54	99	22		-77	-350.0%
April	82	58	116	194	204	162	117	34	25	58	95	0		-95	0.0%
May	57	72	125	235	172	165	99	22	41	56	113	0		-113	0.0%
June	65	82	112	239	130	180	141	22	51	3	73	0		-73	0.0%
Sub Total	276	687	958	2,086	2,161	2,172	1,721	1,099	415	588	999	632		-462	-58.1%
Saturday	3	2	5	16	34	14	11	11	13	2	7	5		-840	-40.0%
Grand Total	279	689	963	2,102	2,195	2,186	1,732	1,110	428	590	1,006	637		-1,302	-57.9%

*This does not include the Saturday Loop.



Good Sam Annual Loop Ridership



LINN-BENTON LOOP SATURDAY SERVICE 2020-2021

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	+/-	Ratio
July		93	147	160	250	356	252	262	274	195	315	291	405	296	121	-175	#####
Aug.	90	245	241	227	235	339	267	400	353	325	219	262	309	349	208	-141	-67.8%
Sept.	185	229	227	209	294	323	494	324	317	247	259	388	259	333	179	-154	-86.0%
Oct.	212	171	239	303	349	497	321	307	436	375	407	310	332	363	200	-163	-81.5%
Nov.	165	217	334	388	350	366	318	444	346	282	334	308	320	466	168	-298	#####
Dec.	199	226	184	161	180	353	407	232	244	239	333	328	239	273	147	-126	-85.7%
Jan.	160	175	358	356	331	354	265	309	344	314	206	289	308	269		-39	-14.5%
Feb.	177	235	235	264	345	369	377	227	298	251	258	343	310	298		-12	-4.0%
March	206	257	232	334	349	399	385	421	342	271	276	406	424	175		-249	#####
April	176	253	242	320	472	337	294	323	295	333	362	296	335	55		-280	#####
May	147	275	251	357	340	367	319	400	403	246	339	332	325	85		-240	#####
June	221	267	241	246	309	399	409	328	271	298	321	405	328	116		-212	#####
Totals	1,938	2,643	2,931	3,325	3,804	4,459	4,108	3,977	3,923	3,376	3,629	3,958	3,894	3,078	1,023	-816	-1.6%

Oct. Try Transit Week

