



Agenda Linn-Benton Loop Governing Board Meeting *Virtual Meeting*

Date: Tuesday, May 26, 2026
Time: 3:00 pm – 5:00 pm
Location: **VIRTUAL MEETING**
Via Microsoft Teams by clicking [HERE](#)
Meeting ID: 227 798 461 101
Passcode: uW99ef7v
Mobile 1-Click Number
[+1 872-242-8088](#)
Phone Conference ID: 725 076 453#
Contact: Justin Peterson, jpetersen@ocwcog.org, 541-924-8420

- | | | | |
|----|------|--|------------------------|
| 1. | 3:00 | Call to Order, Introductions | Chair |
| 2. | 3:05 | Public Comments (Attachment A1 pg. 04)
Presentation on bike path proposal by LBCC student. | Chair |
| 3. | 3:10 | Minutes of the Loop Governing Board meeting on February 24, 2026 (Attachment A2 pg. 07)

<i>Action Requested: Approval of meeting minutes.</i> | Chair |
| 4. | 3:15 | Budget Reports FY25 Q1 (Attachment B pg. 16) <ul style="list-style-type: none">• Quarterly/YTD budget• Drawdown Reports (5307/STIF)
<i>Action: Information only</i> | Jeff Babbitt |
| 5. | 3:30 | Ridership Dashboard Update
Viewable at this link: LB Loop Ridership . Loop Ridership numbers can also be found attached as " Attachment C pg. 22 ".

<i>Action: Discussion</i> | Justin Peterson |
| 6. | 3:40 | Saturday Shopper Extension Preliminary Evaluation (Attachment D pg. 28)
At the direction of the TAC staff at OCWCOG have estimated the impact the addition of stops at Costco and Walmart in Albany would have on the timing of the route.

<i>Action: Discussion and recommendation for further study</i> | Justin Peterson |

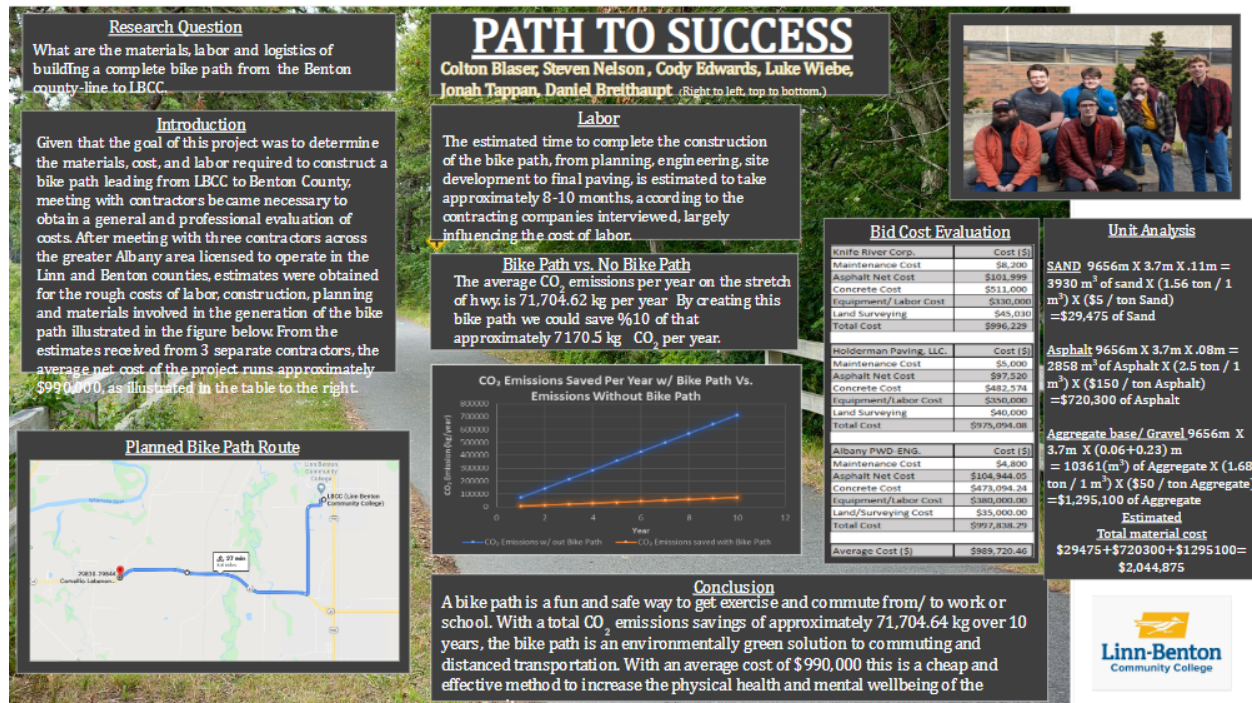
8. 4:00 **99 Vine Updates & Ridership Info ([Attachment E pg. 36](#))** Ketchum
Updates on the 99 Vine Pilot project and ridership numbers.
- Action: Information Only*
- 9 4:15 **Bylaws Updates ([Attachment F pg. 41](#))** Ketchum
 Minor update to the LBL Bylaws such that “up to four” members of represented groups can be appointed to the TAC, rather than requiring four at large positions.
- Action: Approval of Bylaw Updates*
10. 4:30 **Updates and Other Business** All
- LBCC Mobility Hub
 - Ribbon Cutting Highlights
 - Shelter Layout Improvements ([Attachment G pg. 45](#))
 - Target Distribution Center – Evaluate Service Opportunities?
 - Hosting LBL Meeting Information on ORCW.org?
 - TAC At Large Applications (as needed)
 - Member Agency Updates
 - Other Business
11. 5:00 **Adjournment** Chair
Next meeting is Tuesday, August 25th, 2026.

ATTENDANCE (FOR QUORUM PURPOSES)

Board Member	Jurisdiction	Membership
Sheldon Flom (Chair)	Linn Benton Community College	Voting Member
Rich Saalsaa	Corvallis Area Metropolitan Planning Organization	Voting Member
Carolyn McLeod	Albany Area Metropolitan Planning Organization	Voting Member
Pat Malone	Corvallis and Albany Area Metropolitan Planning Organizations	Alternate
Roger Nyquist	At-Large Member	Non-voting

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

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



LBCC-Corvallis Bike Path Costs

Blake Lovell, Braedy Vogt, Liam Kinnett,
Jesus Moreno, Jay Gelsomino, Noah Eddy
PH 212 Winter 2025

Research Question: What are the costs and construction requirements of an LBCC-Corvallis bike path?

Bid Evaluation

ITEM	QUANTITY	UNIT PRICE	BID TOTAL
TOTAL LABOR	1	\$ 138,362.60	\$ 138,362.60
8" BASE ROCK	9,700	\$ 46.12	\$ 447,364.00
4" ASPHALT PAVING	5,280	\$ 119.93	\$ 633,230.40
1" SHOULDER ROCK	1,000	\$ 71.56	\$ 71,560.00
JERSEY BARRIERS	147	\$ 1,200.00	\$ 176,400.00
BID TOTAL			\$ 1,466,917.00

This bid was done by Knife River, providing us with a rough estimate for our material needs

Our project team provided additional expense for concrete jersey barrier that should be provided on each bridge

Proposed Construction

The path will run along Highways 34's existing right of way, spanning 4 miles and crossing 2 waterways.

Asphalt: 4" x 10' x 21,120' = 2607 Cubic Yards

Aggregate: 8" x 10' x 21,120' = 5215 Cubic Yards

Completed bike path visual



This is visual of what the bike path could like with the dimensions described. The visual was made using [Streetmix](#).

Concrete barriers

To cross over Lake Creek and the Calapooia River we decided to merge the bike path with existing bridges and improve biker safety through installation of Concrete Jersey Barriers. According to ODOT, these barriers must be placed with a 2 ft offset from the road, so we had enough room to merge our bike path into our existing bridges. This brought costs down for our project, improved biker safety, and provided a sustainable solution for our problem.



Conclusion

Construction of a 4-mile-long bike path would cost \$1,466,917 and provide connectivity from Corvallis to Linn Benton. The path requires a total of 2607 cubic yards of asphalt and 5215 cubic yards of aggregate. Merging the path with existing bridges over waterways will tremendously cut down of costs and labor time.

Future research

- Conduct soil tests to determine composition and structural stability
- Evaluate stormwater treatment in the area
- Evaluate money saved by merging bike path over bridges
- Meet with city officials to propose construction



Bike Path Project

Sam Mireles, Bridget Kishpaugh,
Maite Garcia-Gonzalez, Theo Miller

Physics 212 Winter 2026

Research Question: What materials are required to build a bike path?

WHY IS THIS IMPORTANT?

The application of bike paths helps in creating transportation infrastructure that lasts longer than roadways because the force of bikes is substantially less than cars. Potholes are common on many roadways in Corvallis. They are caused by the force of cars driving water into the roadbed, eventually eroding parts of it. Asphalt sinks into the eroded parts of the roadbed under the impact of car tires, causing a pothole. Bikes create less of a downward force on the road, and the speed of travel creates less stopping friction, reducing overall damage on the asphalt.

Friction is another important factor for the safety of bicyclists along a bike path. It helps the bike stay upright and allows the rider to cruise at a faster speed safely. More friction allows better braking and maneuverability. Creating an asphalt path gives bikers a relatively high coefficient of friction (0.65) compared to gravel or dirt with a coefficient of friction of 0.35. This factor combined with slower speeds creates a safer method of transportation compared to motor travel.

Surface type	Coefficient of Friction	Surface type	Coefficient of Friction
Gravel and dirt road	0.35	Wet concrete	0.60
Wet, grassy field	0.20	Snow	0.20-0.25
Dry asphaltic concrete	0.65	Ice	0.10-0.15
Wet asphaltic concrete	0.50	Loose moist dirt	0.60-0.65
Dry concrete	0.75		

DATA COLLECTED

The proposed path section will be a tier-1 shared use side path. A tier-1 bike path is separated from the main roadway by a natural or artificial barrier. The path will be 8' wide and require 10" depth of aggregate and 4" asphalt. It will be approximately 6 miles in length.

Asphalt's main composition is a mixture of crushed stone, gravel, sand, and bitumen. For this path, it would be applied as hot-mix from an asphalt paving machine.

Aggregate is a mix of sand, gravel, and crushed stone. It forms the base for many foundations in construction.



Binding Agent

*Bitumen is a hydrocarbon byproduct from petroleum and is used as a binder for various construction applications.



DATA ANALYSIS

For the construction of the proposed path, a total of 83,000 ft³ of aggregate is needed and 210,000 ft³ of asphalt is needed.

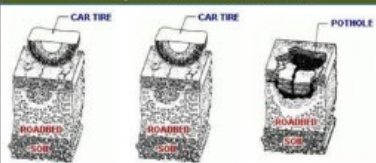
Volume calculation: Length x Width x Thickness
L = 31,680ft ; W = 8ft; T = 1.167ft

Total cost for these materials ranges from about 715,000 to 1.5 million dollars.

Cost Ranges for Aggregate		Cost Ranges for Asphalt	
Amount Needed: 83,000 cubic feet		Amount Needed: 210,000 cubic feet	
Cost per cubic foot	\$1.11 - 3.70	Cost per cubic foot	\$2.96 - 5.93
Low Estimate	\$93,130	Low Estimate	\$621,600
Medium Estimate	\$200,115	Medium Estimate	\$933,450
High Estimate	\$307,100	High Estimate	\$1,245,300



Visual Representation of Pothole Creation



CONCLUSION:

Our research question asked about the materials that are required to build a bike path from Corvallis to the Linn Benton Community College.

The distance from Corvallis to LBCC is about 10 miles, with 4 miles of bike path already existing. This left approximately 6 miles of path to build to complete the cycleway. Adhering to ODOT tier-1 bike path standards, the proposed design has an 8 foot width with a structural composition of 4" of hot-mix asphalt and 10" of aggregate base.

These material specifications provide the necessary structural integrity to endure the regional climate while also giving students and residents access to a safe, cost effective transportation link.

**Linn-Benton Loop Governing Board
Virtual Meeting Via Microsoft Teams
Tuesday, February 24, 2026
3:00 pm – 5:00 pm**

DRAFT MINUTES

Board Member	Attendance	Jurisdiction
Sheldon Flom	Yes	Linn Benton Community College
Rich Saalsaa	Yes	Corvallis Area Metropolitan Planning Organization
Carolyn McLeod	Yes	Albany Area Metropolitan Planning Organization
Roger Nyquist	No	Linn County At Large Member
Pat Malone	No	Corvallis and Albany Area Metropolitan Planning Organizations (Alternate)

Quorum: Official action may be taken by the Linn-Benton Loop Board 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 Governing Bylaws, Section 6: Meetings, Subsection f: Quorum*

Guests: Tiffany Plemmons, Peggy Cogswell, Candy Bliss, Volodymyr Kulish, Andrew Koll

Staff: CED Director Matt Lehman, Planning Supervisor Justin Peterson, AAMPO Planner Billy McGregor, CAMPO Planner Corum Ketchum, GIS Planner Mary Bach-Jackson, and Executive Assistant Ashlyn Muzechenko

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order and Agenda Review	The 2025 Chair, Sheldon Flom, called the meeting to order, and the group determined there were no changes needed on the agenda. Introductions were conducted as there were new faces joining the group	The 2025 Chair, Sheldon Flom called the meeting to order at 3:31 pm.
2. Public Comment	There were no members of the public who wished to provide public comments.	There were no public comments.
3. Chair and Vice-Chair Elections (Attachment A)	Staff shared attachment a, the chair and vice chair history for the Loop Board members to review. Rich Saalsaa nominated Sheldon Flom to serve as chair for the 2026 calendar year. Rich Saalsaa nominated Carolyn McLeod to serve as the vice-chair for the 2026 calendar year. Councilor Rich Saalsaa moved to accept the chair and vice chair positions as nominated. Caroyln McLeod seconded. Both the Chair and vice chair positions were nominated and accepted. The Board voted to approve. The motion carried successfully. Sheldon Flom with Linn-Benton Community College (LBCC) voted in favor. Carolyn McLeod with Albany Area Metropolitan Planning Organization (AAMPO) voted in favor. Rich Saalsaa with Corvallis Area Metropolitan Planning Organization (CAMPO) voted in favor. There were no votes against.	

4. Minutes of the Joint Loop Board and TAC meeting on December 09, 2025 (Attachment B) Action: Approval of Minutes	Councilor Carolyn McLeod moved to approve the minutes from the Joint Loop TAC and Board meeting on December 09, 2025. Councilor Rich Saalsaa seconded. The motion carried successfully. Sheldon Flom with Linn-Benton Community College (LBCC) voted in favor. Carolyn McLeod with Albany Area Metropolitan Planning Organization (AAMPO) voted in favor. Rich Saalsaa with Corvallis Area Metropolitan Planning Organization (CAMPO) voted in favor. There were no votes against.	
5. Budget Reports (Attachment C) Action: Information Only	Candy Bliss shared on behalf of Jeff Babbit, who was unable to attend, there isn't much to report on in regard to the budget. Bliss added vehicle maintenance seems to be tracking close to budget. Chair Flom noted when looking at the budget reports it's for two years instead of one as the Loop is on a biennium.	
6. Ridership Dashboard (Attachment D) Action: Discussion	GIS Planner Mary Bach-Jackson shared the updated Ridership Dashboard and ridership report documents with the Loop Board members and guests in attendance. The newest update is the addition of Saturday data as an option on the site. The previous quarter's data (through January 2026) has been uploaded as well. This dashboard gives a basic overview based on data provided by the transit system itself. There is a data discrepancy going on at the moment that staff are working to resolve. This is a basic overview which shows current routes, historical data, and data by financial year.	

	The Loop Ridership Dashboard can be found at this link: Linn-Benton Loop Tableau Public. Staff will be reaching out to city of Albany staff to link the ridership dashboard to the Loop's main page. Ketchum noted there was an idea to increase hours for the Saturday service to include a shopper route to extend to Walmart and Costco in Albany. Billy McGregor provided further details from the TAC's discussion on the conversation. Justin Peterson noted we are not at the point of a detailed study yet. But Bach-Jackson is looking into the service and what the timing for the new route would be like. Currently the shopper gets to the mall, but that is the main shopping area it services. There are benefits to adding Costco and Walmart, but the only drawbacks could be limits based on timing. It was also recommended during the tac is to have staff go out and drive the route to test it, which is a next step for the upcoming future. Councilor McLeod noted she is a supporter of more bus service, hours, and routes.	
7. November 2025 Audit Findings (Attachment E)	Ketchum shared attachment E, the November 2025 Audit findings. Both OCWCOG and ATS worked with the auditor and local ODOT contact to review procedures and see if they pass federal standards with the FTA.	

Summary

One (1) Compliance observation – must remedy

- 60-day timeframe – By Mid-March, 2026
- Target action: **Be more specific about allowable costs charged to federal awards**

One (1) Advisory recommendation – *should* remedy

- Implemented next plan update (2028)
- Target action: **Limit Title VI plan protected classes to those listed in statute**

No other findings or compliance concerns

The title VI plan will be updated during the next regularly scheduled update which falls in 2028.

	November 2025 Audit Participants and Staff Contacts <table><tr><th>Name</th><th>Title</th><th>Organization</th><th>Phone</th><th>Email</th></tr><tr><td>Matt Lehman</td><td>Community Economic Development Director</td><td>OCWCOG</td><td>541-574-4544 x301</td><td>Mlehman@ocwcog.org</td></tr><tr><td>Leslie Thompson</td><td>Contracts Coordinator</td><td>OCWCOG</td><td>541-967-8630</td><td>Lthompson@ocwcog.org</td></tr><tr><td>Corum Ketchum</td><td>Lead Planner</td><td>OCWCOG</td><td>541-223-7040 x287</td><td>Cketchum@ocwcog.org</td></tr><tr><td>Billy McGregor</td><td>Planner</td><td>OCWCOG</td><td>541-924-4548 x296</td><td>Bmcgregor@ocwcog.org</td></tr><tr><td>Reagan Maudlin</td><td>Special and Rural Transportation Coordinator</td><td>Linn County</td><td>541-409-4494</td><td>Rmaudlin@co.linn.or.us</td></tr><tr><td>Cody Franz</td><td>Regional Transit Coordinator</td><td>ODOT PTD</td><td>971-446-0336</td><td>Cody.Franz@odot.oregon.gov</td></tr><tr><td>Matthew Bussey</td><td>Director of Compliance</td><td>RLS & Associates</td><td>617-510-2485</td><td>Mbussey@rlsandassoc.com</td></tr></table> Ketchum noted this was a procedural audit and not the annual financial audit which happens at OCWCOG.	Name	Title	Organization	Phone	Email	Matt Lehman	Community Economic Development Director	OCWCOG	541-574-4544 x301	Mlehman@ocwcog.org	Leslie Thompson	Contracts Coordinator	OCWCOG	541-967-8630	Lthompson@ocwcog.org	Corum Ketchum	Lead Planner	OCWCOG	541-223-7040 x287	Cketchum@ocwcog.org	Billy McGregor	Planner	OCWCOG	541-924-4548 x296	Bmcgregor@ocwcog.org	Reagan Maudlin	Special and Rural Transportation Coordinator	Linn County	541-409-4494	Rmaudlin@co.linn.or.us	Cody Franz	Regional Transit Coordinator	ODOT PTD	971-446-0336	Cody.Franz@odot.oregon.gov	Matthew Bussey	Director of Compliance	RLS & Associates	617-510-2485	Mbussey@rlsandassoc.com	
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8. OSU Mobility Hub Construction Updates (attachment F)	Matt Lehman shared the status of the mobility hub project and provided a summary of steps being taken to bring the project to build-readiness. There have been a few meetings which were favorable and included OSU, Benton County, COG Staff, City of Corvallis, and CTS staff. There will be final meeting in the next few weeks to finalize protocols for moving forward on this project. Fundamental changes include but are not limited to: Marked crosswalks instead of raised crosswalks, solar lights on the north side shelters as opposed to running power through the right of way under the street. The third is using standard city approved bus shelters instead of the pre-designed shelters that were established at the beginning. There was a project manager assigned by OSU as well that will shepard the project onwards.																																									

	Cascades West COG staff hope to have a more in-depth progress report by the next Loop Governing Board meeting. Lehman noted looking at late spring for redesign work, and getting permitted by the summer, with some construction starting this year. The goal will be to break ground by 2027. Lehman asked if there would be an opportunity to do ribbon cutting at the LBCC site. Sheldon confirmed and asked to reach out via email to start the planning process.	
9. Updates and Other Business: Member Agency Updates	OCWCOG Staff Updates: Staff shared the 2026 Meeting dates for the Loop Board. Ketchum shared the Loop Bylaws membership of committees. a. Technical Advisory Committee: The Board shall establish a standing committee called the Linn-Benton Loop Technical Advisory Committee (TAC), which will serve in an advisory role to the Board. The voting membership of the Linn-Benton Loop TAC shall consist of one technical or managerial staff representing each of the following: • City of Albany • City of Corvallis • Benton County • Linn County • Oregon Department of Transportation • Albany Area Metropolitan Planning Organization • Corvallis Area Metropolitan Planning Organization • Linn Benton Community College • Oregon State University • Four at-large members, which may represent riders of the Linn-Benton Loop service, students, individuals with disabilities, bus drivers, interested citizens, or other funders of the Linn-Benton Loop service. At-large members should not represent entities already represented, except in the case of a bus driver. Representatives on the Linn-Benton Loop TAC shall be consulted by the entities listed Currently we have two at large members for the TAC, and four are needed as listed in the bylaws.	

	Staff are looking for guidance on how the board would like to proceed, should the bylaws be updated to read, UP TO four, should we solicit for the 4 members, and if so from what pools we should fill, or if the bylaws need to be updated to choose a different number of At Large members. Councilor Saalsaa asked how often we go out for solicitation of members for the TAC. Andrew Koll noted he volunteered to serve as a Member-At-Large for the TAC, as far as he knows there wasn't ever solicitation done for new Member-At-Large positions. Carolyn McLeod noted there would likely be those who are interested and offered City of Albany's communications team to help market the solicitation. The Board noted they would like to fill the vacant positions but would like to update the bylaws to read UP TO 4 members to make sure if we can't fill the positions we remain in compliance with the bylaws. Ketchum noted, candidates will go to the TAC first and then will be passed onto the board for appointment. LBCC Update: Chair Flom shared enrollment at the college is up 6%, and there were many riders coming off the buses this morning on campus. Staff are anticipating the enrollment increase will carry forward to spring as well. There will be more classes offered online and on campus this summer as well. CAMPO Updates: Councilor Saalsaa noted he did not have any updates to share with the group. AAMPO Updates: Councilor McLeod noted she did not have any updates to share with the group. Justin Peterson shared the Seamless program which connects to CWRide and The Transit App, has a meeting for transit providers coming up on April 21st at 11am. If	
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	anyone is interested in attending please reach out to amuzechenko@ocwcog.org or jpeterston@ocwcog.org . These meetings happen on a semi-annually basis.	
10. Adjournment	The next Loop Governing Board meeting is scheduled for Tuesday, May 26, 2026.	The Linn Benton Loop Board meeting was adjourned at 4:00 pm by the 2026 Chair Sheldon Flom

04/28/2026
 08:23:17

 City of Albany, OR
 FLEXIBLE PERIOD REPORT
 PP 06

 PAGE 1
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FROM 2026 07 TO 2026 09

ACCOUNTS FOR:	ORIGINAL	TRANFRS/	REVISED	ACTUALS	ENCUMBRANCES	AVAILABLE	PCT
213 PUBLIC TRANSIT	APPROP	ADJSTMTS	BUDGET			BUDGET	USED
21340105 213 LINN-BENTON LOOP							
21340105 420100 FEDERAL GRANTS & ASSISTANC	-1,173,600	0	-1,173,600	-167,098.00	.00	-1,006,502.00	14.2%
21340105 428205 INTERGOVERNMENTAL AGREEMEN	-602,800	0	-602,800	.00	.00	-602,800.00	.0%
21340105 430000 CHARGES FOR SERVICES	-1,642,000	0	-1,642,000	-265,540.00	.00	-1,376,460.00	16.2%
21340105 480100 INVESTMENT EARNINGS	0	0	0	-674.82	.00	674.82	.0%
21340105 499050 BEGINNING BALANCE	-128,200	0	-128,200	.00	.00	-128,200.00	.0%
21340105 510010 WAGES & SALARIES	1,044,800	0	1,044,800	107,060.96	.00	937,739.04	10.2%
21340105 520010 TEMPORARY EMPLOYEES	21,800	0	21,800	14,329.95	.00	7,470.05	65.7%
21340105 530010 OVERTIME	43,700	0	43,700	1,686.61	.00	42,013.39	3.9%
21340105 540050 UNEMPLOYMENT CLAIMS	13,100	0	13,100	.00	.00	13,100.00	.0%
21340105 560010 EMPLOYER PAID BENEFITS	822,000	0	822,000	59,330.93	.00	762,669.07	7.2%
21340105 560016 EMPLOYER PAID WORKER'S COM	69,400	0	69,400	3,989.99	.00	65,410.01	5.7%
21340105 560020 PERS	0	0	0	29,296.07	.00	-29,296.07	.0%
21340105 600115 INSURANCE & BONDS	32,100	0	32,100	.00	.00	32,100.00	.0%
21340105 600400 CONTRACTUAL SERVICES	56,400	0	56,400	10,034.31	-4,827.46	51,193.15	9.2%
21340105 602300 SOFTWARE	3,000	0	3,000	.00	.00	3,000.00	.0%
21340105 610130 PROFESSIONAL DEVELOPMENT	12,200	0	12,200	141.05	116.00	11,942.95	2.1%
21340105 610405 OPERATING EXPENSE	23,900	0	23,900	764.94	.00	23,135.06	3.2%
21340105 610430 EQUIP/MAINT UNDER 10K	1,200	0	1,200	667.02	-361.46	894.44	25.5%
21340105 610555 COMMUNICATIONS	4,000	0	4,000	655.26	-655.26	4,000.00	.0%
21340105 610750 UNIFORMS & CLOTHING	2,600	0	2,600	1,861.21	.00	738.79	71.6%
21340105 610800 FUEL	231,300	0	231,300	27,124.78	-26,925.94	231,101.16	.1%
21340105 630000 ELECTRICITY	10,500	0	10,500	1,789.01	-1,289.01	10,000.00	4.8%
21340105 630005 NATURAL GAS	2,600	0	2,600	687.48	.00	1,912.52	26.4%
21340105 630010 TELECOMMUNICATIONS	6,000	0	6,000	77.97	.00	5,922.03	1.3%
21340105 630400 WATER SERVICE	9,400	0	9,400	72.04	.00	9,327.96	.8%
21340105 630405 SEWER SERVICE CHARGES	1,100	0	1,100	447.12	.00	652.88	40.6%
21340105 630410 STORMWATER SERVICE CHARGES	700	0	700	67.26	.00	632.74	9.6%
21340105 653600 VEHICLE MAINTENANCE	555,000	0	555,000	42,158.12	-36,943.46	549,785.34	.9%
21340105 660200 CENTRAL SERVICE ALLOCATION	286,900	0	286,900	35,862.51	.00	251,037.49	12.5%
21340105 660400 EQUIPMENT REPLACEMENT	100,000	0	100,000	12,500.01	.00	87,499.99	12.5%
21340105 662500 PW SERVICE ALLOCATION	192,900	0	192,900	24,112.50	.00	168,787.50	12.5%
TOTAL 213 LINN-BENTON LOOP	0	0	0	-58,595.72	-70,886.59	129,482.31	.0%

21340106 213 LINN-BENTON LOOP STIF

21340106 428010 COUNTY	-1,642,000	0	-1,642,000	-265,540.00	.00	-1,376,460.00	16.2%
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04/28/2026
08:23:18

City of Albany, OR
FLEXIBLE PERIOD REPORT
PP 06

PAGE 2
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FROM 2026 07 TO 2026 09

ACCOUNTS FOR: 213 PUBLIC TRANSIT	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
21340106 670000 MISCELLANEOUS EXPENDITURES	1,642,000	0	1,642,000	265,540.00	.00	1,376,460.00	16.2%
TOTAL 213 LINN-BENTON LOOP STIF	0	0	0	.00	.00	.00	.0%
TOTAL PUBLIC TRANSIT	0	0	0	-58,595.72	-70,886.59	129,482.31	.0%
TOTAL REVENUES	-5,188,600	0	-5,188,600	-698,852.82	.00	-4,489,747.18	
TOTAL EXPENSES	5,188,600	0	5,188,600	640,257.10	-70,886.59	4,619,229.49	

04/28/2026
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City of Albany, OR
FLEXIBLE PERIOD REPORT
PP 06

PAGE 1
glflxrpt

FROM 2026 01 TO 2026 09

ACCOUNTS FOR:			ORIGINAL	TRANFRS/	REVISED			AVAILABLE	PCT
213 PUBLIC TRANSIT			APPROP	ADJSTMTS	BUDGET	ACTUALS	ENCUMBRANCES	BUDGET	USED
21340105 213 LINN-BENTON LOOP									
21340105	420100	FEDERAL GRANTS & ASSISTANC	-1,173,600	0	-1,173,600	-274,156.00	.00	-899,444.00	23.4%
21340105	428205	INTERGOVERNMENTAL AGREEMEN	-602,800	0	-602,800	-294,000.00	.00	-308,800.00	48.8%
21340105	430000	CHARGES FOR SERVICES	-1,642,000	0	-1,642,000	-459,692.00	.00	-1,182,308.00	28.0%
21340105	469015	MISCELLANEOUS REVENUE	0	0	0	-721.47	.00	721.47	.0%
21340105	480100	INVESTMENT EARNINGS	0	0	0	-17,366.63	.00	17,366.63	.0%
21340105	499050	BEGINNING BALANCE	-128,200	0	-128,200	.00	.00	-128,200.00	.0%
21340105	510010	WAGES & SALARIES	1,044,800	0	1,044,800	337,782.67	.00	707,017.33	32.3%
21340105	520010	TEMPORARY EMPLOYEES	21,800	0	21,800	28,879.79	.00	-7,079.79	132.5%
21340105	530010	OVERTIME	43,700	0	43,700	10,596.13	.00	33,103.87	24.2%
21340105	540050	UNEMPLOYMENT CLAIMS	13,100	0	13,100	.00	.00	13,100.00	.0%
21340105	560010	EMPLOYER PAID BENEFITS	822,000	-344,784	477,216	209,596.86	.00	267,619.14	43.9%
21340105	560016	EMPLOYER PAID WORKER'S COM	69,400	0	69,400	12,178.42	.00	57,221.58	17.5%
21340105	560020	PERS	0	344,784	344,784	101,651.08	.00	243,132.92	29.5%
21340105	600115	INSURANCE & BONDS	32,100	0	32,100	7,106.02	.00	24,993.98	22.1%
21340105	600400	CONTRACTUAL SERVICES	56,400	0	56,400	20,335.28	1,735.50	34,329.22	39.1%
21340105	602300	SOFTWARE	3,000	0	3,000	.00	2,376.00	624.00	79.2%
21340105	610130	PROFESSIONAL DEVELOPMENT	12,200	0	12,200	6,188.86	116.00	5,895.14	51.7%
21340105	610405	OPERATING EXPENSE	23,900	0	23,900	3,140.88	.00	20,759.12	13.1%
21340105	610430	EQUIP/MAINT UNDER 10K	1,200	0	1,200	2,987.18	632.54	-2,419.72	301.6%
21340105	610555	COMMUNICATIONS	4,000	0	4,000	1,850.05	694.44	1,455.51	63.6%
21340105	610750	UNIFORMS & CLOTHING	2,600	0	2,600	2,289.31	206.44	104.25	96.0%
21340105	610800	FUEL	231,300	0	231,300	67,110.33	66,229.26	97,960.41	57.6%
21340105	630000	ELECTRICITY	10,500	0	10,500	4,311.79	6,486.31	-298.10	102.8%
21340105	630005	NATURAL GAS	2,600	0	2,600	1,293.20	.00	1,306.80	49.7%
21340105	630010	TELECOMMUNICATIONS	6,000	0	6,000	201.91	.00	5,798.09	3.4%
21340105	630400	WATER SERVICE	9,400	0	9,400	896.51	.00	8,503.49	9.5%
21340105	630405	SEWER SERVICE CHARGES	1,100	0	1,100	1,235.52	.00	-135.52	112.3%
21340105	630410	STORMWATER SERVICE CHARGES	700	0	700	201.78	.00	498.22	28.8%
21340105	652800	SAFETY IMPROVEMENTS	0	0	0	.00	445.00	-445.00	.0%
21340105	653600	VEHICLE MAINTENANCE	555,000	0	555,000	155,032.70	181,823.44	218,143.86	60.7%
21340105	660200	CENTRAL SERVICE ALLOCATION	286,900	0	286,900	107,587.53	.00	179,312.47	37.5%
21340105	660400	EQUIPMENT REPLACEMENT	100,000	0	100,000	37,500.03	.00	62,499.97	37.5%
21340105	662500	PW SERVICE ALLOCATION	192,900	0	192,900	72,337.50	.00	120,562.50	37.5%
TOTAL 213 LINN-BENTON LOOP			0	0	0	146,355.23	260,744.93	-407,100.16	.0%

21340106 213 LINN-BENTON LOOP STIF

21340106	428010	COUNTY	-1,642,000	0	-1,642,000	-459,692.00	.00	-1,182,308.00	28.0%
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04/28/2026
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City of Albany, OR
FLEXIBLE PERIOD REPORT
PP 06

PAGE 2
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FROM 2026 01 TO 2026 09

ACCOUNTS FOR: 213 PUBLIC TRANSIT	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
21340106 670000 MISCELLANEOUS EXPENDITURES	1,642,000	0	1,642,000	459,692.00	.00	1,182,308.00	28.0%
TOTAL 213 LINN-BENTON LOOP STIF	0	0	0	.00	.00	.00	.0%
TOTAL PUBLIC TRANSIT	0	0	0	146,355.23	260,744.93	-407,100.16	.0%
TOTAL REVENUES	-5,188,600	0	-5,188,600	-1,505,628.10	.00	-3,682,971.90	
TOTAL EXPENSES	5,188,600	0	5,188,600	1,651,983.33	260,744.93	3,275,871.74	

**Linn-Benton Loop STIF Funds Remaining
(Last Updated 4/28/26)**

<u>Fiscal Year</u>	<u>Project</u>	<u>Remaining Project Funds</u>
25-26/26-27	STIF - Benton County	\$860,000
	Drawdown 10/29/25	(\$97,076)
	Drawdown 1/26/26	(\$132,770)
	Drawdown 4/24/26	(\$105,043)
	SUBTOTAL	\$525,111
25-26/26-27	STIF - Linn County	\$782,000
	Drawdown 10/29/25	(\$97,076)
	Drawdown 1/26/26	(\$132,770)
	Drawdown 4/24/26	(\$105,043)
	SUBTOTAL	\$447,111
GRAND TOTAL		\$972,222

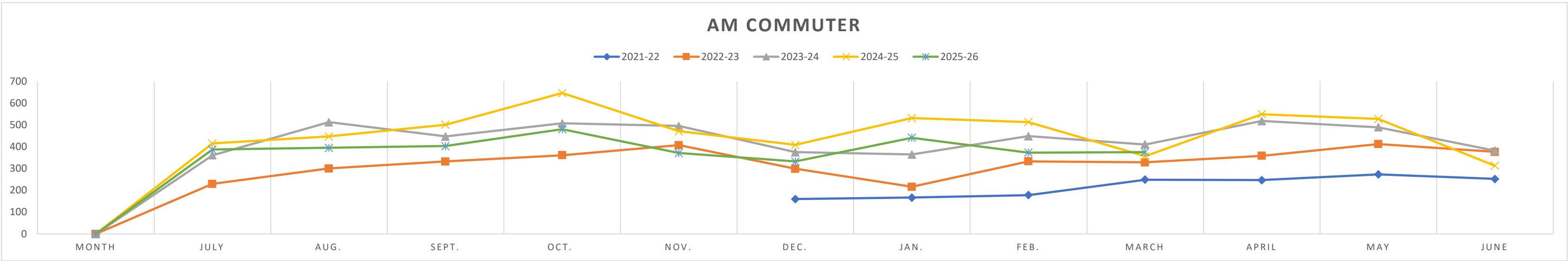
**Linn-Benton Loop FTA Section 5307 Grant Funds Remaining
(Last Updated 4/28/26)**

<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>
20-21 & 21-22	FTA 5307 - Operations	80:20	1,228,000	614,000	614,000 as of 6/16/25
	6/26/25 Disbursement			(15,049)	(15,049)
	7/29/25 Disbursement			(134,430)	(134,430)
	9/24/25 Disbursement			(36,884)	(36,884)
	11/14/25 Disbursement			(53,598)	(53,598)
	1/28/26 Disbursement			(136,267)	(136,267)
	4/21/26 Disbursement			(124,481)	(124,481)
	FTA 5307 - Preventive Maintenance	80:20	153,238	122,590	30,648 as of 6/16/25
	6/26/25 Disbursement			(24,715)	(6,179)
	7/29/25 Disbursement			(48,345)	(12,086)
	9/24/25 Disbursement			(10,811)	(2,703)
	11/14/25 Disbursement			(5,765)	(1,441)
	1/28/26 Disbursement			(30,831)	(7,708)
	4/21/26 Disbursement			(2,123)	(531)
	SUBTOTAL		226,582	113,291	113,291
24-25	FTA 5307 - Operations	50:50	739,200	369,600	369,600 as of 7/29/25
	FTA 5307 - Preventive Maintenance	80:20	84,000	67,200	16,800 as of 7/29/25
	SUBTOTAL		823,200	436,800	386,400
GRAND TOTAL			1,049,782	550,091	499,691

AM US 20 COMMUTER
WEEKDAY RIDERSHIP
2025 -2026

AM US 20 Commuter

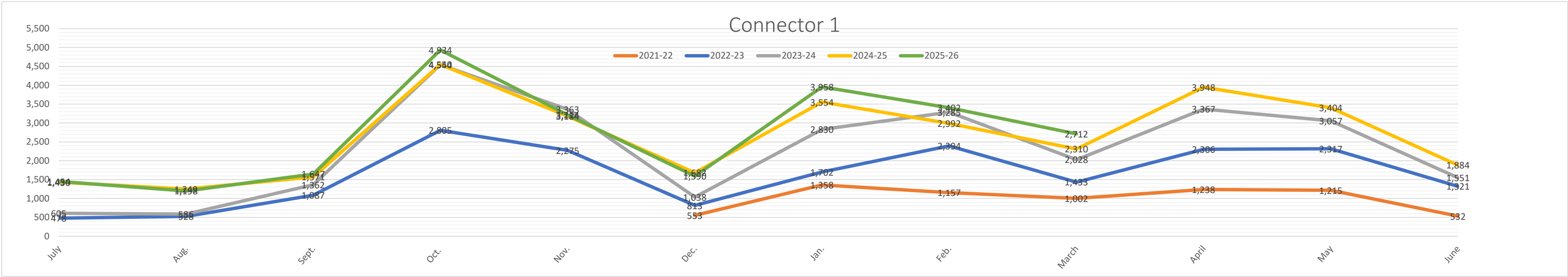
MONTH	2021-22	2022-23	2023-24	2024-25	2025-26															+/-	Ratio
July		229	361	415	387															54	13.0%
Aug.		300	512	447	395															-65	-14.5%
Sept.		332	447	501	403															54	10.8%
Oct.		361	507	646	480															139	21.5%
Nov.		407	495	471	371															-24	-5.1%
Dec.	160	299	375	408	332															33	8.1%
Jan.	167	216	364	531	441															167	31.5%
Feb.	178	333	448	513	373															65	12.7%
March	249	328	410	356	375															-54	-15.2%
April	247	358	518	549																160	30.9%
May	273	412	489	527																139	33.7%
June	252	376	382	313																124	33.0%
Sub Total*	1,526	3,951	5,308	5,677	3,557	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!
																				0	#DIV/0!
Grand Total	1,526	3,951	5,308	5,677																0	#DIV/0!



CONNECTOR 1
WEEKDAY RIDERSHIP
2025 -2026

Connector 1

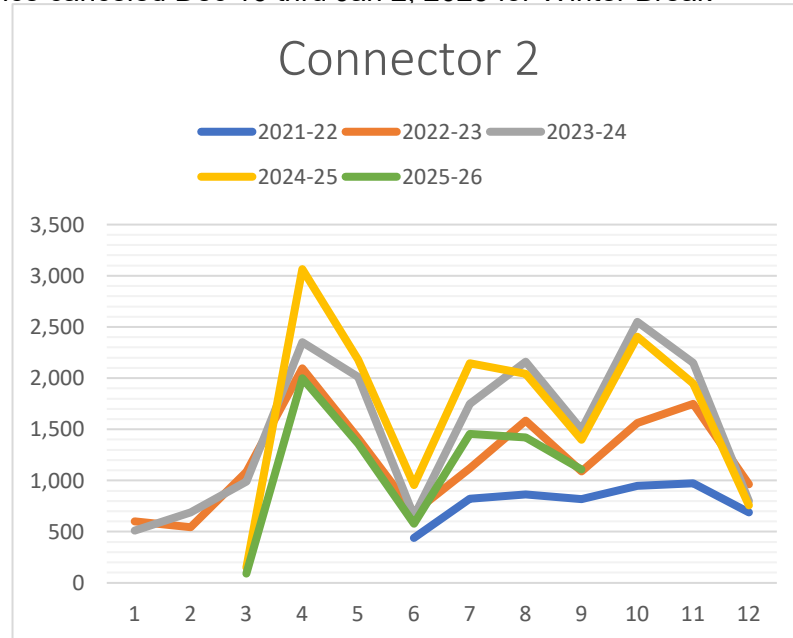
MONTH	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2022-32	2022-33	2022-34	2022-35	2022-36	2022-37	2022-38	2022-39	2022-40	2022-41	+/-	Ratio
July		478	605	1,430	1,454																825	57.7%
Aug.		528	586	1,249	1,198																663	53.1%
Sept.		1,087	1,362	1,571	1,647																209	13.3%
Oct.		2,805	4,544	4,550	4,934																6	0.1%
Nov.		2,275	3,363	3,184	3,214																-179	-5.6%
Dec.	553	813	1,038	1,682	1,590																644	38.3%
Jan.	1,358	1,702	2,830	3,554	3,958																724	20.4%
Feb.	1,157	2,394	3,285	2,992	3,402																-293	-9.8%
March	1,002	1,433	2,028	2,310	2,712																282	12.2%
April	1,238	2,306	3,367	3,948																	1,061	46.3%
May	1,215	2,317	3,057	3,404																	1,102	47.6%
June	532	1,321	1,551	1,884																	789	59.7%
Sub Total*	7,055	19,459	27,616	31,758	24,109	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	#DIV/0!
				0																	0	#DIV/0!
Grand Total	7,055	19,459	27,616	31,758																	0	#DIV/0!



Connector 2

	2021-22	2022-23	2023-24	2024-25	2025-26		+/-	Ratio
July		601	511	Not in service	Not in service		#VALUE!	#VALUE!
Aug.		544	690	Not in service	Not in service		-690	#DIV/0!
Sept.		1,086	990	150	91		-840	-6
Oct.		2,096	2,350	3,065	1,999		715	0
Nov.		1,414	2,011	2,178	1,359		167	0
Dec.	439	690	649	954	580		305	0
Jan.	823	1,118	1,748	2,146	1,456		398	0
Feb.	865	1,584	2,159	2,041	1,422		-118	0
March	819	1,090	1,497	1,397	1,110		-100	FALSE
April	949	1,563	2,550	2,403			987	38.7%
May	973	1,750	2,149	1,947			777	44.4%
June	690	965	799	757			275	28.5%
Sub Total	5,558	14,501	18,103	17,038	8,017	0	0	#DIV/0!
							0	#DIV/0!
Grand Total	5,558	14,501	18,103	17,038			0	#DIV/0!

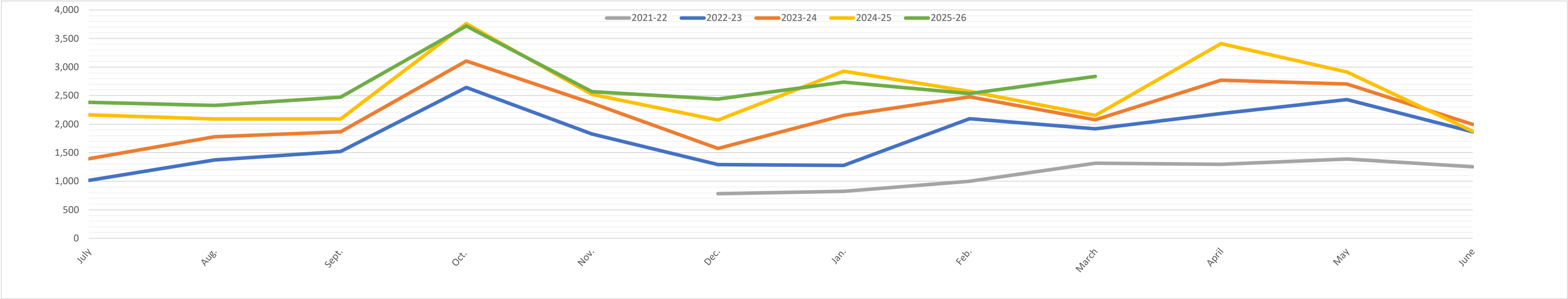
Connector 2 Service canceled Dec 16 thru Jan 2, 2025 for Winter Break



HEART TO HUB UNITER
WEEKDAY RIDERSHIP
2025 -2026

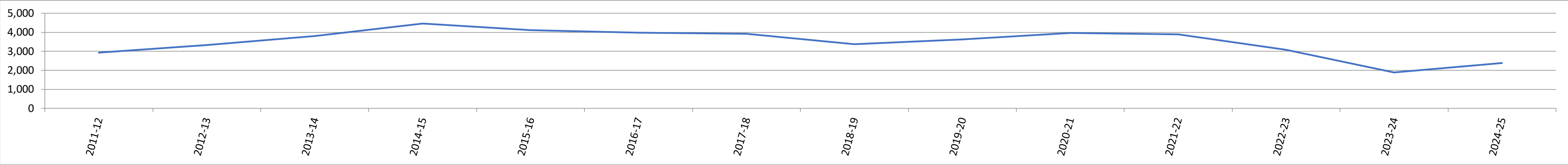
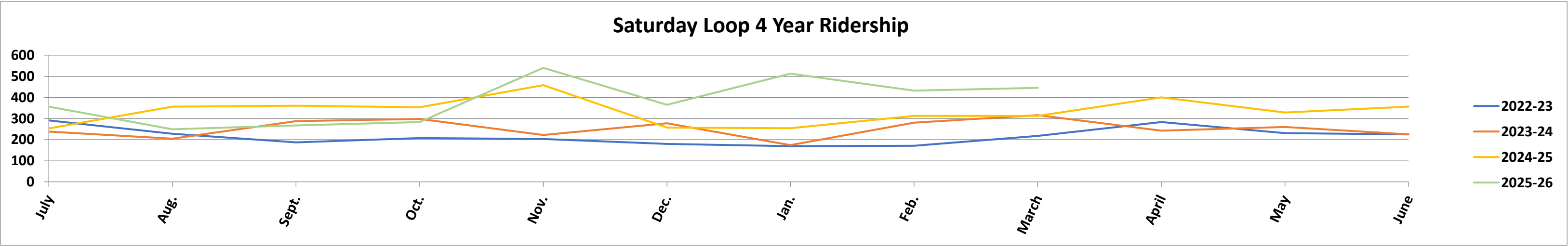
Heart to Hub Uniter

MONTH	2021-22	2022-23	2023-24	2024-25	2025-26																+/-	Ratio
July		1,015	1,394	2,164	2,380																770	35.6%
Aug.		1,374	1,781	2,090	2,328																309	14.8%
Sept.		1,520	1,864	2,092	2,472																228	10.9%
Oct.		2,643	3,106	3,760	3,719																654	17.4%
Nov.		1,828	2,366	2,523	2,568																157	6.2%
Dec.	782	1,293	1,576	2,071	2,438																495	23.9%
Jan.	824	1,277	2,151	2,927	2,734																776	26.5%
Feb.	999	2,097	2,477	2,573	2,533																96	3.7%
March	1,317	1,920	2,074	2,155	2,835																81	3.8%
April	1,296	2,184	2,772	3,411																	588	18.7%
May	1,389	2,432	2,702	2,911																	1,043	42.9%
June	1,255	1,866	1,994	1,875																	611	32.7%
Sub Total*	7,862	21,449	26,257	30,552	24,007	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!
Saturday	0	0	0	0																	0	#DIV/0!
Grand Total	7,862	21,449	26,257	30,552																	0	#DIV/0!



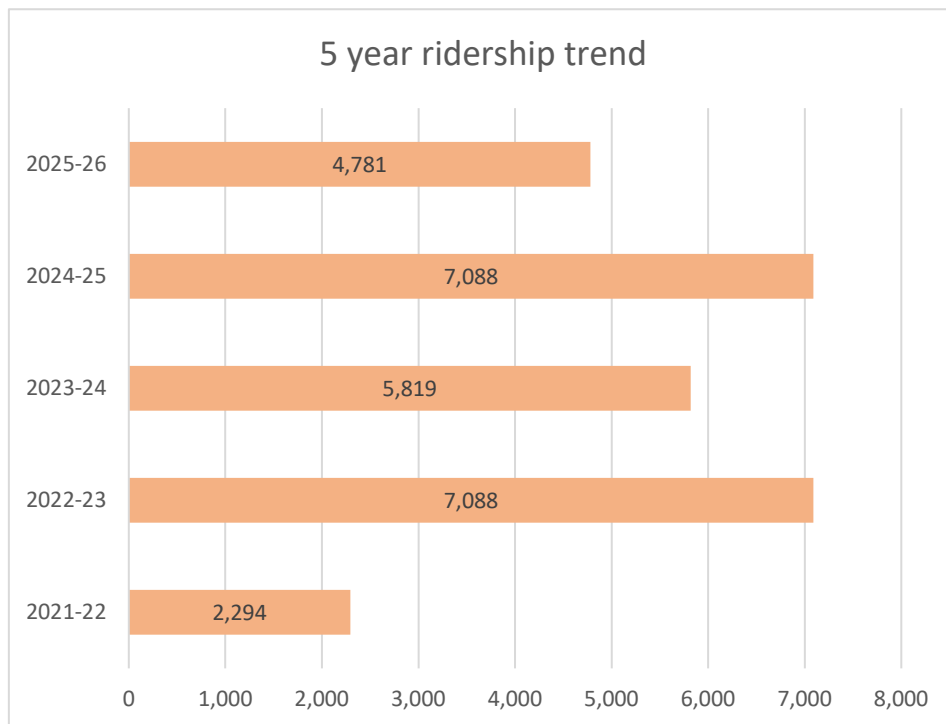
LINN-BENTON LOOP
SATURDAY SERVICE
2025-2026

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	2023-24	2024-25	2025-26	+/-	Ratio
July		93	147	160	250	356	252	262	274	195	315	291	405	296	121	182	291	238	253	357	15	5.9%
Aug.	90	245	241	227	235	339	267	400	353	325	219	262	309	349	208	178	228	204	356	249	152	42.7%
Sept.	185	229	227	209	294	323	494	324	317	247	259	388	259	333	179	191	187	288	361	267	73	20.2%
Oct.	212	171	239	303	349	497	321	307	436	375	407	310	332	363	200	266	207	298	353	284	55	15.6%
Nov.	165	217	334	388	350	366	318	444	346	282	334	308	320	466	168	203	203	222	458	540	236	51.5%
Dec.	199	226	184	161	180	353	407	232	244	239	333	328	239	273	147	142	179	278	257	365	-21	-8.2%
Jan.	160	175	358	356	331	354	265	309	344	314	206	289	308	269	173	186	169	174	254	513	80	31.5%
Feb.	177	235	235	264	345	369	377	227	298	251	258	343	310	298	131	201	171	280	313	432	33	10.5%
March	206	257	232	334	349	399	385	421	342	271	276	406	424	175	162	222	218	316	312	445	-4	-1.3%
April	176	253	242	320	472	337	294	323	295	333	362	296	335	55	120	219	284	242	400		65	22.9%
May	147	275	251	357	340	367	319	400	403	246	339	332	325	85	175	184	230	260	329		46	20.0%
June	221	267	241	246	309	399	409	328	271	298	321	405	328	116	102	203	225	225	357		22	9.8%
Totals	1,938	2,643	2,931	3,325	3,804	4,459	4,108	3,977	3,923	3,376	3,629	3,958	3,894	3,078	1,886	2,377	2,592	3,025	4,003	3,452	215	8.3%



PM US 20 Commuter

MONTH	2021-22	2022-23	2023-24	2024-25	2025-26	+/-	Ratio
July		410	571	600	698	29	4.8%
Aug.		504	571	537	640	-34	-6.3%
Sept.		538	421	578	510	157	27.2%
Oct.		528	509	741	662	232	31.3%
Nov.		611	402	534	402	132	24.7%
Dec.	182	597	388	442	395	54	12.2%
Jan.	213	429	394	667	530	273	40.9%
Feb.	308	660	473	545	456	72	13.2%
March	358	651	511	532	488	21	3.9%
April	371	554	583	688		29	5.0%
May	428	982	568	644		-414	56.4%
June	434	624	428	580		-196	30.4%
Sub Total	2,294	7,088	5,819	7,088	4,781	0	#DIV/0!
						0	#DIV/0!
Grand Total	2,294	7,088	5,819	7,088		0	#DIV/0!





1400 Queen Ave SE • Suite 201 • Albany, OR 97322
(541) 967-8720 • FAX (541) 967-6123

MEMORANDUM

DATE: May 12, 2026
TO: Albany Transit Service
FROM: OCWCOG Community & Economic Development
RE: **Saturday Shopper Loop Service**

Loop Saturday Shopper Route Exploration

At the February 10, 2026 Technical Advisory Committee meeting ATS Transit Manager Candy Bliss requested OCWCOG and Albany Area Metropolitan Planning Organization staff assist looking into possible alternate routes for the Loop Saturday Shopper. GIS Planner Mary Bach-Jackson developed several scenarios using Remix Transit Planning Software through the ODOT license. This memo lays out these scenarios in Figures 1 through 7.

In preparation for discussions regarding the Loop Route with ATS, Cascades West staff looked at two primary considerations: the existing route with the addition of WinCo and Walmart stops, and the addition of those stops along a modified Loop route.

As an additional use of Remix, which ODOT is allowing the license to expire for, Cascades West staff also surmised that it could be both interesting and useful to examine a potential Albany only Saturday ATS route of which are described via Figures 8 through 10. Albany currently operates Routes A-D Monday through Friday with no local Saturday option. A local Saturday route is another option to fill the Saturday shopper gap identified in the Loop meetings. As an example, Corvallis currently offers weekend bus service.

Staff also propose that along with route changes being looked at, that flow direction of routes also be evaluated. Contraflow Saturday routes could serve to decrease aggregate wait times and allow more ease of use or additional options not realized in a single direction of flow system.

The proposed routes are exploratory in nature and will need additional analysis to determine route timing and feasibility. The goal with the initial public outreach effort is to narrow down the options to a few preferred options.

Next Steps

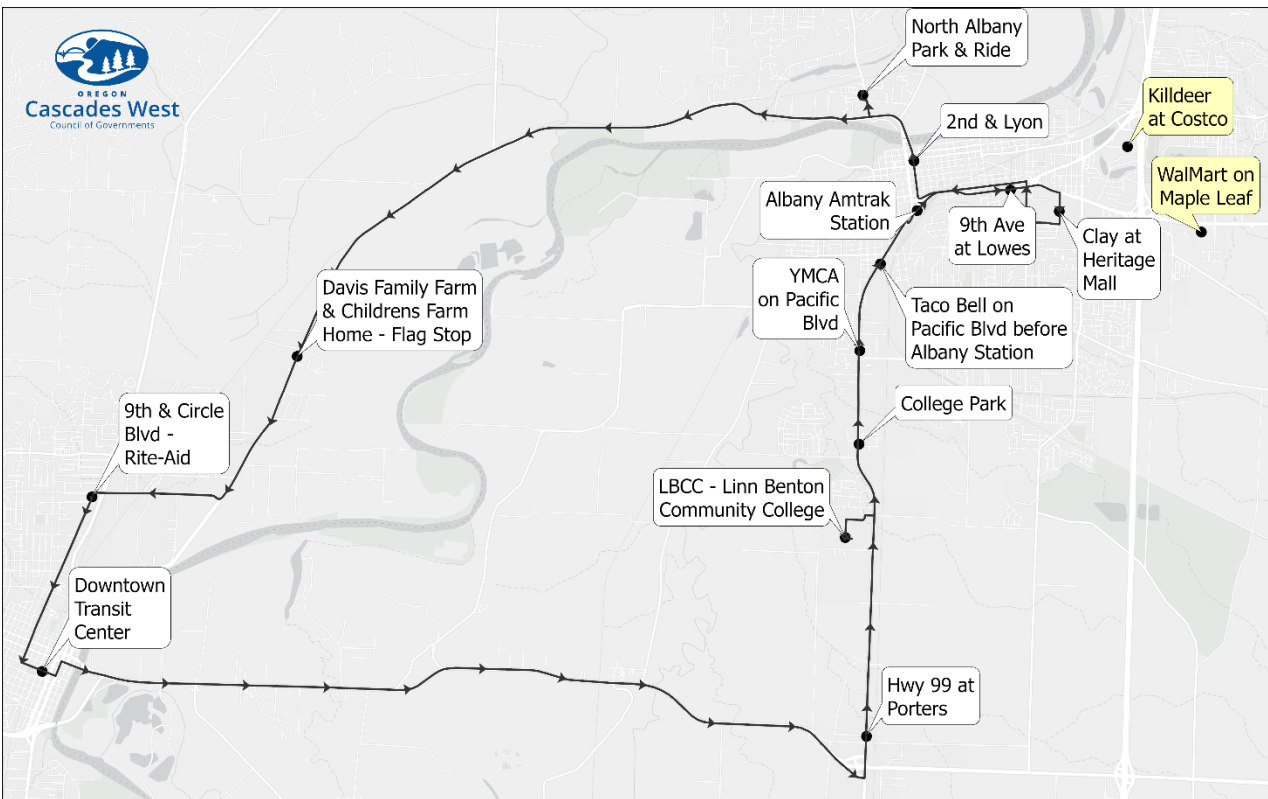
- Present the route options to the TAC and Policy Board for public outreach approval
- Develop a public outreach survey for feedback
- Present survey results at a future TAC and Policy Board meeting

Any future route adjustments or additions are contingent on Loop Board approval and funding availability.

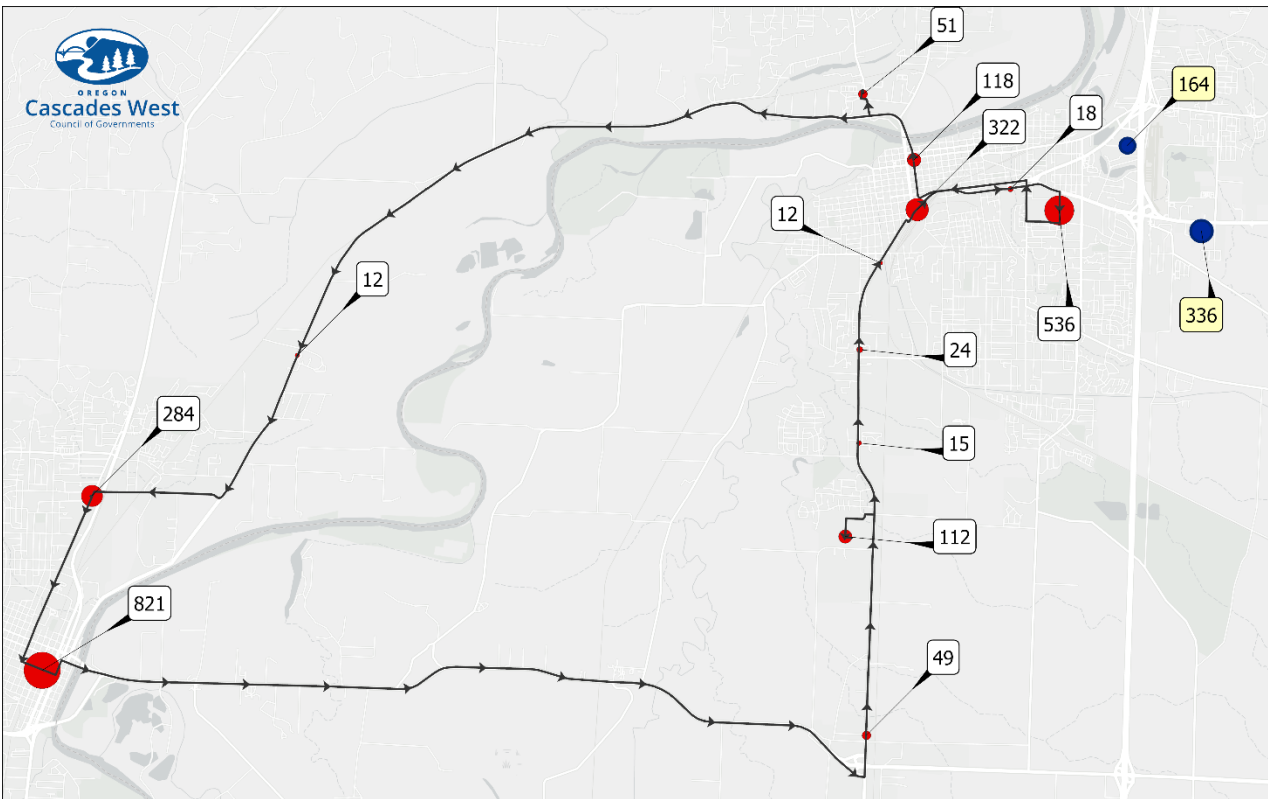
Table 1. Route Details

Options	Stops in N. Albany	Yearly Passengers (Approx.)	Length (Miles)	Runtime (Minutes)	Population Served	SNAP Retailers Reached	Nursing Home Served	Jobs Reached (Approx. Employees)
Existing Saturday Route	Yes	2,374	30.31	85	9,100	35	1	8,600
Existing Saturday + Option A (Winco)	Yes	2,538	33.01	96	10,400	41	1	9,900
Existing Saturday + Option B (Walmart)	Yes	2,710	34.2	101	10,100	39	1	9,400
Existing Saturday + Option C (Winco & Walmart)	Yes	2,874	35.01	104	10,400	41	1	9,900
Reduction: North	Yes	2,162	27.1	73	9,700	35	1	9,100
Reduction: North + Option A (Winco)	Yes	2,326	29.8	84	11,000	41	1	10,400
Reduction: North + Option B (Walmart)	Yes	2,498	30.99	89	10,700	39	1	9,900
Reduction: North + Option C (Winco & Walmart)	Yes	2,662	31.8	92	11,000	41	1	10,400
Reduction: South	No	2,193	32.27	90	9,200	35	1	8,600
Reduction: South + Option A (Winco)	No	2,357	34.97	101	10,500	41	1	9,900
Reduction: South + Option B (Walmart)	No	2,529	36.16	106	10,200	39	1	9,400
Reduction: South + Option C (Winco & Walmart)	No	2,693	36.97	109	10,500	41	1	9,900
Reduction South + N. Albany	Yes	2,362	38.54	107	10,200	36	1	9,600
Reduction South + N. Albany + Option A (Winco)	Yes	2,526	41.24	118	11,500	42	1	10,900
Reduction South + N. Albany + Option B (Walmart)	Yes	2,698	42.43	123	11,200	40	1	10,400
Reduction South + N. Albany + Option C (Winco & Walmart)	Yes	2,862	43.24	126	11,500	42	1	10,900

Figure 1 & 2. Existing Saturday Shopper Route



Existing Saturday Shopper Route w/ Stops Identified, Winco and Wlamart Shown in Yellow



Existing Saturday Shopper Route w/ Average Yearly Saturday Passenger Counts, Winco and Wlamart Shown in Yellow

Figures 3-5. Extensions: Options A/B/C

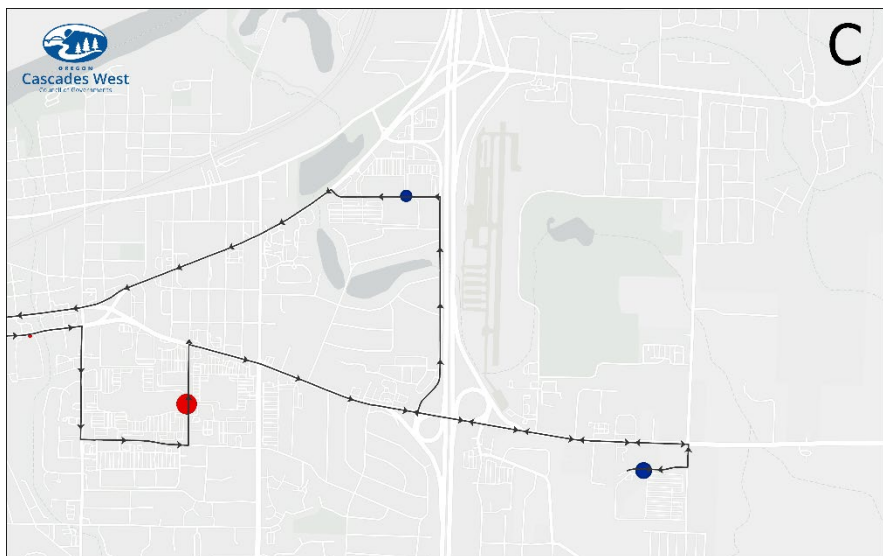
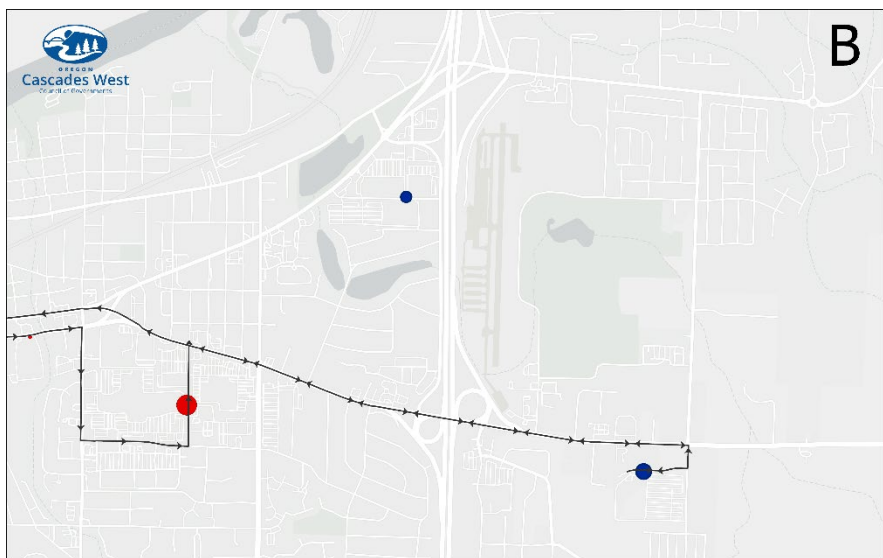
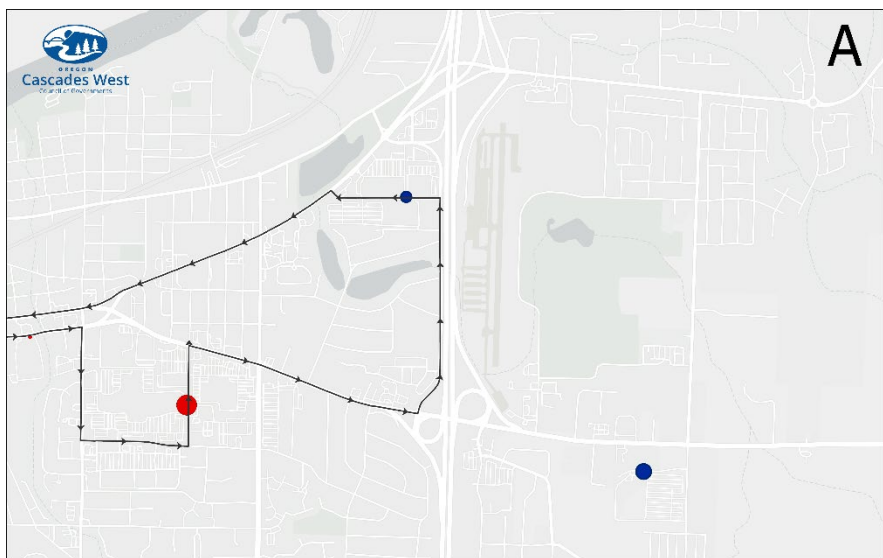
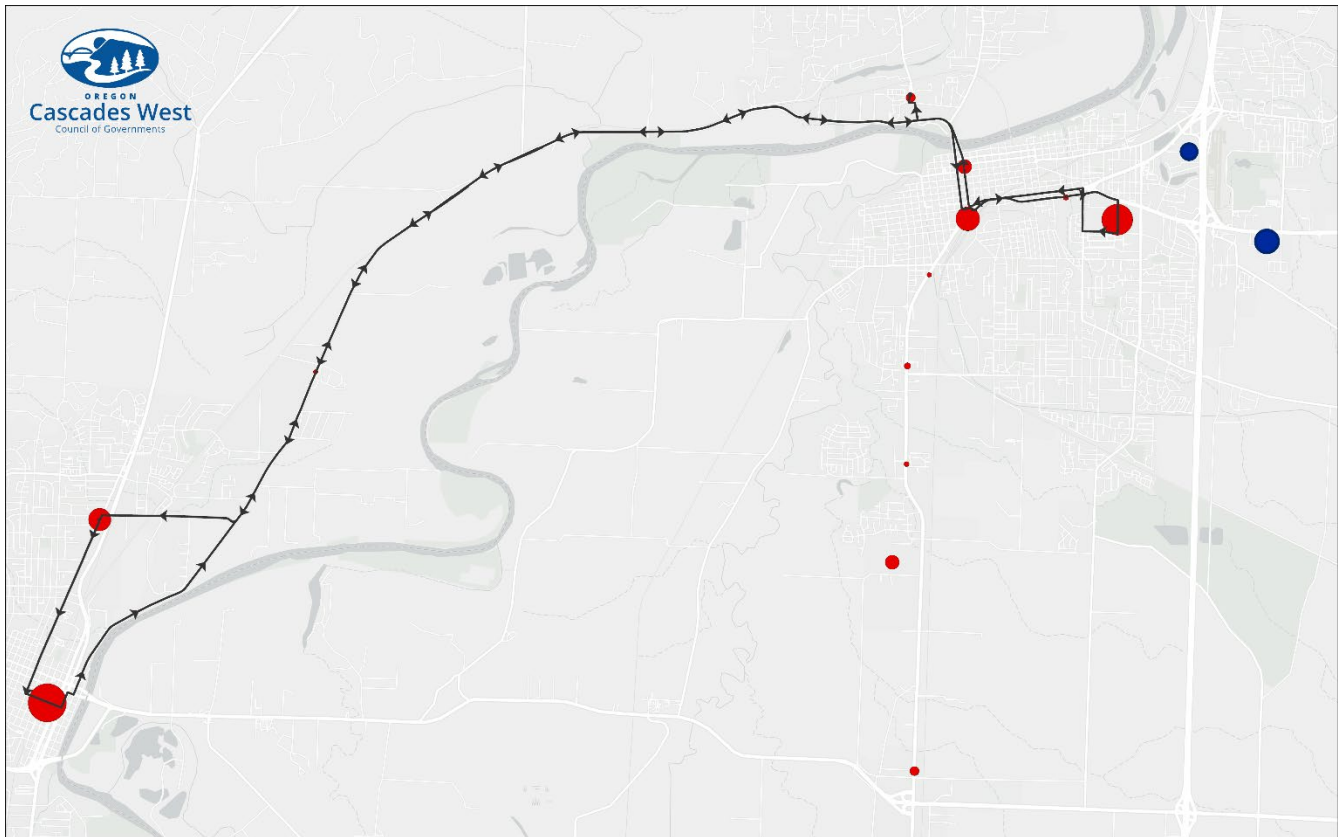


Table 2. Changes with Options A/B/C

Option	A	B	C
Length (Miles)	+2.7	+3.89	+4.7
Stops	+1	+1	+2
Runtime (Minutes)	+11	+16	+19
Yearly Passengers Added	+164	+336	+500
Within 0.25 miles of stops (5 minute walk)			
Population Served	+1,300	+1,000	+1,300
SNAP Retailers Added	+6	+4	+6
Jobs Reached	+1,300	+800	+1,300

Figure 6. Reduction: North



Options	Stops in N. Albany	Yearly Passengers (Approx.)	Length (Miles)	Runtime (Minutes)	Population Served	SNAP Retailers Reached	Nursing Home Served	Jobs Reached (Approx. Employees)
Existing Saturday Route	Yes	2,374	30.31	85	9,100	35	1	8,600
Reduction: North	Yes	2,162	27.1	73	9,700	35	1	9,100
Reduction: North + Option A (Winco)	Yes	2,326	29.8	84	11,000	41	1	10,400
Reduction: North + Option B (Walmart)	Yes	2,498	30.99	89	10,700	39	1	9,900
Reduction: North + Option C (Winco & Walmart)	Yes	2,662	31.8	92	11,000	41	1	10,400

Table 3. Reduction: North Compared to Existing Saturday Route

Figure 6. Reduction: South

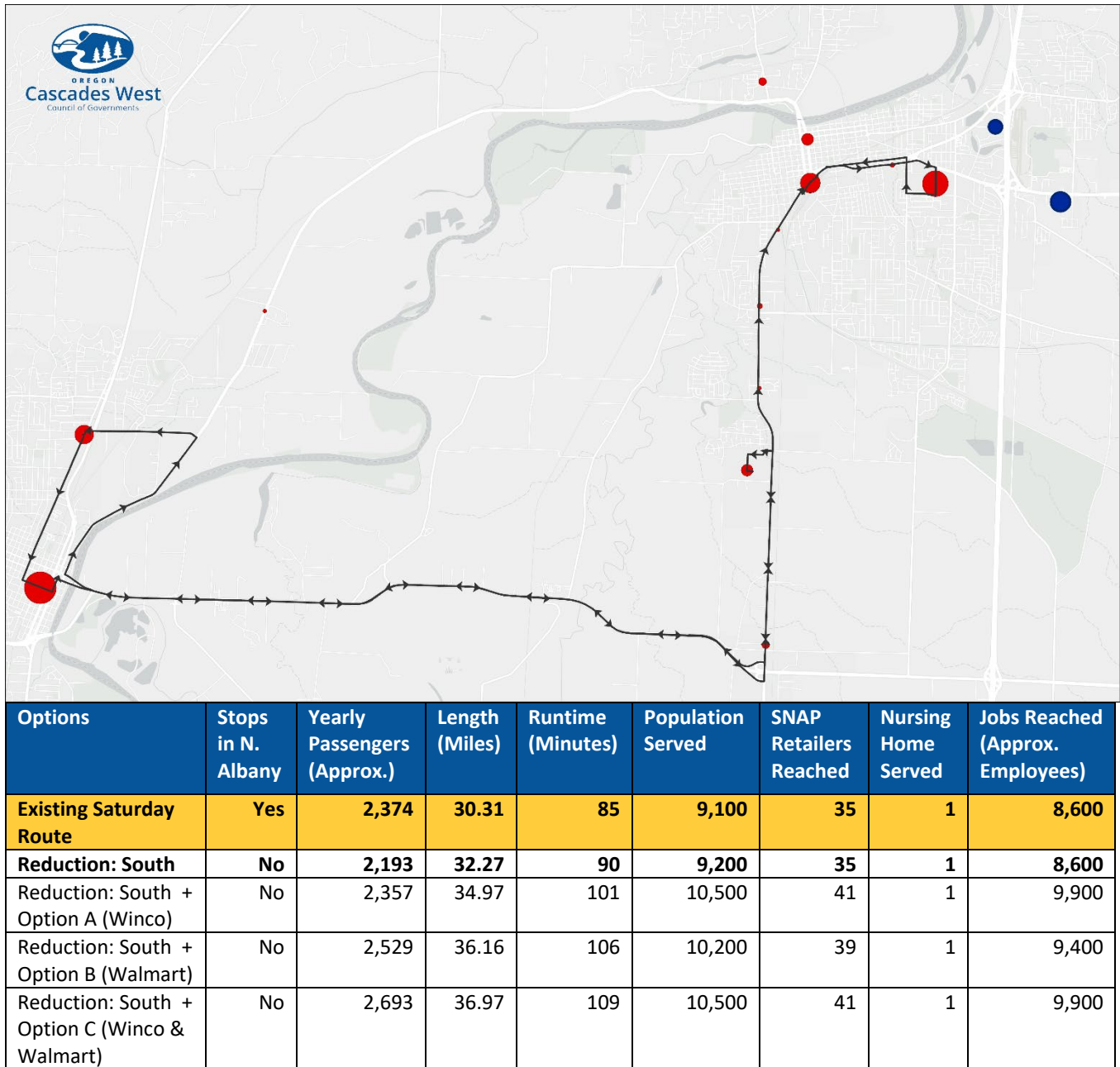


Table 4. Reduction: South Compared to Existing Saturday Route

Figure 6. Reduction: South + North Albany

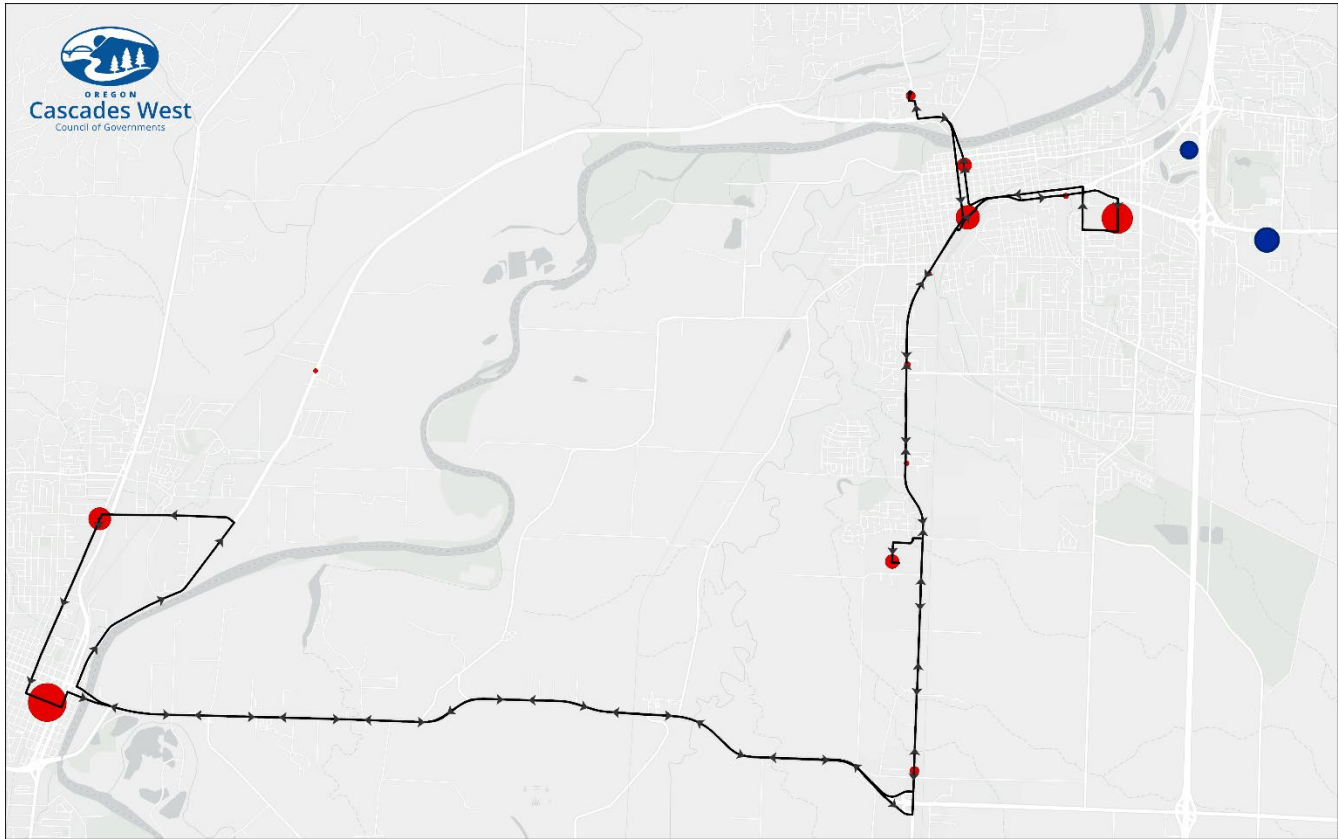


Table 5. Reduction: South + North Albany Compared to Existing Saturday Route

Options	Stops in N. Albany	Yearly Passengers (Approx.)	Length (Miles)	Runtime (Minutes)	Population Served	SNAP Retailers Reached	Nursing Home Served	Jobs Reached (Approx. Employees)
Existing Saturday Route	Yes	2,374	30.31	85	9,100	35	1	8,600
Reduction South + N. Albany	Yes	2,362	38.54	107	10,200	36	1	9,600
Reduction South + N. Albany + Option A (Winco)	Yes	2,526	41.24	118	11,500	42	1	10,900
Reduction South + N. Albany + Option B (Walmart)	Yes	2,698	42.43	123	11,200	40	1	10,400
Reduction South + N. Albany + Option C (Winco & Walmart)	Yes	2,862	43.24	126	11,500	42	1	10,900



COMMUNITY & ECONOMIC DEVELOPMENT

COMMUNITY PLANNING | ECONOMIC DEVELOPMENT | LENDING | TRANSPORTATION

Date: May 12, 2026
To: Linn Benton Loop Technical Advisory Committee (TAC) & Policy Board
From: Corum Ketchum, OCWCOG and CAMPO Staff
Re: 99 Vine Updates

This memo updates the Linn Benton Loop TAC and Policy Board on the current operations of the 99 Vine transit service and next steps of the pilot program.

Action: Information only

Background

The 99 Vine is a pilot transit service of Benton and Yamhill counties funded by a State Transit Improvement Fund (STIF) discretionary grant¹. The service was scoped by a 2020 Oregon Cascades West Council of Governments (OCWCOG) study *Highway 99 West Transit Feasibility Report* conducted by the University of Oregon². That study found that there would be demand for such a service which led to the successful grant application and current pilot service.

Pilot service began November 2025 and will conclude June 30th, 2026. The service is operated by Pacific Crest Bus Lines. Tickets are not required during the 6-month pilot period, thanks to grant funding. The service runs between 6:30 a.m. and 5:30 p.m.

From the Benton County website³:

*The new 99 Vine bus service makes four trips in each direction every Monday – Friday between McMinnville and Eugene, with four stops in Benton County. Best of all – it’s free!
 Benton County and Yamhill County have partnered to launch the pilot project providing bus service along the 99W corridor. The route follows Highway 99 with plenty of convenient stops:*

99 Vine Pilot Stops

McMinnville	Monroe	Eugene Amtrak Station
Amity	Junction City	Eugene downtown
Rickreall	Corvallis downtown	Eugene UO
Monmouth	Corvallis OSU	
Adair Village	Eugene Airport	

¹ <https://www.oregon.gov/odot/rptd/pages/stif-program-overview.aspx>

² See <https://ocwcog.org/wp-content/uploads/2021/04/Hwy-99W-Transit-Feasibility-FINAL.pdf>

³ <https://bat.bentoncountyor.gov/99-vine/>

Usage and Ridership

In the most recent available data, March 2026, just over 1,000 riders took advantage of the service, up from the 543 people who used the service during the first full month of service, December 2025. These data tables are available as Exhibit A attached to this memo. The high usage of the service is attractive to the operator, Pacific Crest Bus Lines, who will continue to provide the service once daily for at least weekdays beginning July 1st, 2026.

Next Steps for the 99 Vine

There are two immediate next steps for the service as it concludes its pilot phase:

- Adding Saturday service to evaluate the demand for off-week travel
- Conducting a survey of riders to determine the reasons what destinations they are traveling to, what makes the service attractive, and what can be improved

The pilot is scheduled to conclude June 30th, 2026, with the expiration of the grant that funds the service. Paid service will begin July 1st with a reduction of trips from four times per day down to once daily. To restore higher levels of service, Benton and Lane counties have applied for an additional STIF grant. The results of this application will not be known until February 2027, but would begin implementation July 1st, 2027, if successful.

The new proposed service will change from serving communities along 99W to focus on communities along 99E, namely Tangent, Shedd, Halsey and Harrisburg, while still maintaining service to Corvallis and Junction City. This will result in a loss of service to communities north of Corvallis, as well as the city of Monroe. Benton County hopes to support transit in Monroe through a separate service which itself is being evaluated as part of an Oregon Dept. of Transportation Innovative Mobility Program (IMP) grant.

Relevance to the Linn Benton Loop

The 99 Vine, both currently and in its future proposed service along 99E, serves the Mobility Hub site at Oregon State University, providing regional access to the riders of the Linn Benton Loop. Making it possible, for example, for a rider to take the Linn Shuttle from Sweet Home to Linn Benton Community College, ride the Loop to OSU, and then the 99 Vine to the University of Oregon or the Eugene Airport.

Action: *Information only.*

Exhibit A: 99 Vine Ridership Data*Provided by Pacific Crest Bus Lines***Table 1** - 99 Vine Boardings, March 2026

Stop Boardings by day of the week									
Stop	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total	Average
Jaqua Academic Center	10	4	3	7	19	0	0	43	4%
Eugene Transit (LTD)	40	27	22	16	12	0	0	117	11%
Eugene Amtrak	15	23	18	14	34	0	0	104	10%
Eugene Airport	13	13	11	25	16	0	0	78	8%
Junction City	6	11	8	8	5	0	0	38	4%
Monroe	7	2	4	7	6	0	0	26	3%
Corvallis OSU	46	36	42	42	68	0	0	234	23%
Corvallis Downtown	42	39	33	36	50	0	0	200	19%
Adair Village	2	1	2	0	2	0	0	7	1%
Monmouth	21	18	15	12	15	0	0	81	8%
Rickreall	2	1	0	0	0	0	0	3	0%
Amity	2	7	0	7	4	0	0	20	2%
McMinnville	18	21	12	17	20	0	0	88	8%
Total	224	203	170	191	251	0	0	1039	
Average	22%	20%	16%	18%	24%	0%	0%		

Table 2 - 99 Vine Alights, March 2026

Stop Alights by day of the week									
Stop	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total	Average
Jaqua Academic Center	11	10	6	17	27	0	0	71	7%
Eugene Transit (LTD)	38	34	44	35	38	0	0	189	18%
Eugene Amtrak	3	11	9	4	9	0	0	36	3%
Eugene Airport	22	18	30	25	37	0	0	132	13%
Junction City	3	7	1	8	3	0	0	22	2%
Monroe	9	3	5	8	9	0	0	34	3%
Corvallis OSU	40	32	26	42	38	0	0	178	17%
Corvallis Downtown	27	24	21	19	29	0	0	120	12%
Adair Village	7	0	3	4	3	0	0	17	2%
Monmouth	21	26	9	20	15	0	0	91	9%
Rickreall	3	1	1	2	0	0	0	7	1%
Amity	1	5	3	5	4	0	0	18	2%
McMinnville	20	24	14	17	25	0	0	100	10%
Total	205	195	172	206	237	0	0	1015	
Average	20%	19%	17%	20%	23%	0%	0%		

Table 3 - 99 Vine Ridership (Boarding and Alights), December 2025

Ridership by Stop				
Stop	Boardings	%	Alights	%
Jaqua Academic Center	40	7%	15	3%
Eugene Transit (LTD)	60	11%	89	16%
Eugene Amtrak	52	10%	49	9%
Eugene Airport	29	5%	51	9%
Junction City	23	4%	15	3%
Monroe	18	3%	14	3%
Corvallis OSU	93	17%	96	18%
Corvallis Downtown	94	17%	71	13%
Adair Village	17	3%	9	2%
Monmouth	28	5%	30	6%
Rickreall	15	3%	2	0%
Amity	18	3%	4	1%
McMinnville	56	10%	98	18%
TOTAL	543		543	

Bylaws for the Linn-Benton Loop Technical Advisory Committee

Section 1: Purpose

The purpose of these Bylaws is to define the operating procedures for the technical advisory committee as established by the Linn-Benton Loop Board (hereafter Board). The committee is to advise the Linn-Benton Loop Board and staff regarding operations and performance of the Linn-Benton Loop Transit Service.

Section 2: Name

This committee shall be the Linn-Benton Loop Technical Advisory Committee (TAC).

Section 3: Responsibilities

Specific responsibilities of the Linn-Benton Loop TAC include, but are not limited to, the following:

- a. Advise on Linn-Benton Loop operations, including fare structure, routes and route timing, and service delivery
- b. Advise on strategic planning efforts, including service expansion, service cuts, and regional coordination;
- c. Recommend to the Board an annual budget;
- d. Explore additional funding or match sources as directed by the Board;
- e. Develop and, at the direction of the Board, oversee a transit safety program
- f. Review customer feedback and complaints and recommend to the Board follow-up actions requiring Board approval;
- g. Develop recommendations for and, at the direction of the Board, implement transit marketing programs;
- h. Conduct transit system planning, on-board or other rider surveys, regional transit service analyses, and other technical tasks as assigned by the Board.

Section 4: Membership

- a. **Membership:** The voting membership of the Linn-Benton Loop TAC shall consist of one technical or managerial staff representing each of the following:
 - City of Albany
 - City of Corvallis
 - Benton County
 - Linn County
 - Oregon Department of Transportation
 - Albany Area Metropolitan Planning Organization
 - Corvallis Area Metropolitan Planning Organization
 - Linn Benton Community College

- Oregon State University
 - **Up to four** at-large members, which may represent riders of the Linn-Benton Loop service, students, individuals with disabilities, bus drivers, interested citizens, or other funders of the Linn-Benton Loop service. At-large members should not represent entities already represented, except in the case of a bus driver.
- b. Appointment:** Representatives on the Linn-Benton Loop TAC shall be appointed by the entities listed above except for at-large members who shall be appointed by the Board upon review of the TAC and recommendation of staff. Entities may re-appoint representatives as necessary. Members may designate alternates to serve in their place and vote on their behalf.
 - c. Tenure:** Representatives of the entities specifically listed above may serve continually and those entities may reappoint as necessary. At-large members serve two-year terms and are able to be reappointed with no term limit.
 - d. Subcommittees:** The Linn-Benton Loop TAC, may create subcommittees consisting of its own members to conduct research or specific technical tasks. People who are not TAC members may be appointed if their knowledge and experience would assist the subcommittee in completing its work.

Section 5: Officers and Duties

- a. Election:** A Chair and Vice Chair of the Linn-Benton Loop TAC shall be elected at the first regularly scheduled meeting of the calendar year and shall hold the office until their successors are selected. The Chair shall not serve for more than two consecutive years.
- b. Responsibilities:** The Chair shall preside at all meetings and shall be responsible for the conduct at all meetings. The Chair shall also serve as a liaison between the Linn-Benton Loop TAC and the Board and any other advisory group as the need arises. The Chair has specific responsibility for the approval of agenda for all TAC meetings.
- c. Absence:** The Vice Chair shall perform the duties of the Chair in his or her absence and other duties as the Chair may assign. In the event that both the Chair and Vice Chair cannot attend a meeting, staff will assume responsibility for conducting a meeting.

Section 6: Meetings

- a. Regular Meetings:** Regular meetings shall be held at a date and time established by the Linn-Benton Loop TAC members. However, meetings shall be on an “as needed” basis and may be cancelled if agenda items do not justify.
- b. Cancellation:** Notice of cancellation or a change of meeting date, time, or location shall be sent to all members.

- c. **Electronic or Telephonic Participation:** Meetings may be held by telephone or other means of electronic communication, and Linn-Benton Loop TAC members may participate in any meeting by telephone or other means of electronic communication with advance notice of 24 hours given to staff. Such telephonic or electronic participation may only occur if the meeting is called to order at a location where all Linn-Benton Loop TAC members and any member of the general public can attend, understand, and either hear or read the comments of all the members participating in the meeting.
- d. **Special or Emergency Meetings:** Special or emergency meetings may be called by the Chair or staff on two days' notice. The person calling the special or emergency meeting shall fix the time and place for holding the meeting.
- e. **Development of meeting agendas:** Agendas shall be prepared prior to all meetings. Agendas should be sent with meeting notices, and, whenever possible, minutes of the previous meeting, at least seven calendar days prior to any regular meeting or coincident with notice of a special or emergency meeting. After consultation with staff, the Chair shall approve the agenda for all TAC meetings. In the absence of the Chair, the Vice Chair may approve the agenda. When timing is urgent, staff may add items to the approved agenda and advise the Chair at the earliest opportunity. Committee members may, at any time, forward a request to the Chair to place an item on the written agenda for the next meeting and the Chair shall inform the member about his/her decision.
- f. **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.
- g. **Public Participation:** All meetings will be open to the public and are subject to the provisions of Oregon Public Meeting laws (ORS 192.630)
- h. **Decision Making:** The Linn-Benton Loop TAC shall strive to reach decisions on a consensus basis. If consensus cannot be reached, a vote may be called by the Chair. All appointed members, including at-large members, are voting members of the TAC.
- i. **General Conduct:** Except as otherwise provided in these Bylaws, Roberts Rules of Order shall be followed at all meetings.
- j. **Minutes:** Written minutes from each meeting shall be taken and approved as a formal agenda item. The minutes may be in the form of "action minutes" simply noting major decisions and votes.

Section 7: Amendments to the Bylaws

The Linn-Benton Loop TAC may recommend amendments to, repeal of, or replacement of these bylaws at any regular meeting. Such changes become effective only upon endorsement of the

Linn-Benton Loop Board at a regular meeting of the Board and provided that written notice of the proposed change(s) has been sent to every Board member at least five calendar days before it is to be voted on.

Section 8: Effective Date

These Bylaws for the Linn-Benton Loop TAC have been reviewed and approved by the Board, effective May 26, 2026.

Sheldon Flom, Chair
Linn-Benton Loop Board



Hub notes

From Matthew Lehman <mlehman@ocwcog.org>

Date Wed 4/8/2026 9:44 AM

To Justin Peterson <jpeterson@ocwcog.org>; Corum Ketchum <CKetchum@ocwcog.org>; Billy McGregor <bmcgregor@ocwcog.org>

Hi All,

Thanks again for your participation in the ribbon cutting. After it died down a bit, I did get some comments regarding the Hub operation that I wanted to pass along:

1. Signage and Transit App access – We have received comments previously regarding the signage at the hub, but it still seems a bit confusing on site. I think we should also see about posting some links to the Transit App in the shelters.
2. Bus stopping locations – commentary was provided that the sign in-between lanes in the middle of the hub area is causing one of the busses to have to move well beyond the shelter to drop-off or pick-up. The feedback indicated that the location of the crossing sign inhibits the ability of the busses to maneuver around each other; thus the need to move the bus to the end of the service area to allow the other busses freedom of movement.

Regards,

Matt Lehman

Director, Community and Economic Development
Oregon Cascades West Council of Governments.

541-758-1911

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OCWCOG.org

