

| Project Number | Public Transportation Service Provider | Project name (50 characters) | Project Description | Priority Criteria the project addresses | Oregon Public Transportation Plan Goals supported by project | 100% List | 115% List | 130% List |
|----------------|--|--|---|---|--|------------------|--------------------|--------------------|
| 1 | Clackamas County | Clackamas County Transit Development Plan Match | Clackamas County has applied for a TGM grant for a Transit Development Plan. This plan will inform future transit projects throughout Clackamas County, increasing connectivity between our communities and enhancing coordination between providers. | Planning project- will improve frequency and reliability of service connections between communities and reduce fragmentation in the provision of transportation services | Goals 1, 2, 3, 4, 5, 10 | \$ 24,000 | \$ 24,000 | \$ 24,000 |
| 2 | Clackamas County | Transit Hub Planning | Conduct preliminary planning on a transit hub for coordination of bus services on Mt Hood | Planning project- will improve frequency and reliability of service connections between communities and reduce fragmentation in the provision of transportation services | Goal 1, 2, 3, 4, 10 | \$ 75,000 | \$ 75,000 | \$ 75,000 |
| 3 | Clackamas County | Service Expansion-Mt Hood Express | Increase Express service to Government Camp and Timberline by one run daily and increase Villages shuttle service by one run daily | Increased frequency of service to low income communities, student transportation | Goal 1, 2, 3, 4, 5 | \$ 233,551 | \$ 233,551 | \$ 233,551 |
| 4 | Clackamas County | Capital Purchases-Mt Hood Express | Provide partial match to Federal funds for purchase of three buses in FY18/19 to preserve existing service and address fleet needs for service expansion STIF project for Mt Hood Express | Increased frequency of service to low income communities, student transportation | Goal 1, 2, 3, 4, 5 | \$ 31,730 | \$ 31,730 | \$ 31,730 |
| 5 | Clackamas County | Capital Purchases-Mt Hood Express | Purchase two new buses to stabilize fleet capacity of existing service as well as address future service expansion resulting from Transit Development Plan/ Vision of Transit around the Mountain Project | Increased frequency of service to low income communities, student transportation, reduce fragmentation in the provision of transportation services | Goal 1, 2, 3, 4, 5 | \$ 334,400 | \$ 334,400 | \$ 334,400 |
| 6 | Clackamas County | Administrative Costs | Approved category to cover the costs of administering the STIF program, including project/plan development | Administration | Goal 9 and 10 | \$ 87,005 | \$ 87,005 | \$ 87,005 |
| 7a | | Capital Purchases-Mt Hood Express | Provide balance of match to Federal funds for purchase of three buses in FY18/19 to preserve existing service and address fleet needs for service expansion STIF project for Mt Hood Express | Increased frequency of service to low income communities, student transportation | Goal 1, 2, 3, 4, 5 | | \$ 40,767 | \$ 40,767 |
| 7b | Clackamas County | Capital Purchases-Mt Hood Express | Capital purchase contingency plan for 115%/130% list for purchase of one additional bus for current and future service capacity | Increased frequency of service to low income communities, student transportation, reduce fragmentation in the provision of transportation services | Goal 1, 2, 3, 4, 5 | | \$ 167,200 | \$ 167,200 |
| 8 | | Carryover for next planning cycle-service expansion/infrastructure | Funds to be carried over to next STIF planning cycle for implementation of projects resulting from Transit Development Plan, for Transit Hub buildout, or for projects identified in the Vision around the Mountain planning process | Increased frequency of service to low income communities, student transportation, expansion of service to low income communities, improvement in frequency and reliability of service connections, reduce fragmentation between service providers | Goal 1, 2, 3, 4, 5, 9, 10 | \$ 84,365 | \$ 6,906 | \$ 137,414 |
| | | | | | | \$870,051 | \$1,000,559 | \$1,131,067 |

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|---|---|--------------------------------------|---|--|--|-------------|-----------|-------------|-----------------------------------|
| 1 | City of Wilsonville - South Metro Area Regional Transit | Enhanced Route 2X Service | Add hours of service on the 2X to Tualatin and/or Tigard with enhanced connections to TriMet. | 1) increased frequency and reliability of service connections between communities 2) expansion of routes to low-income areas 3) coordination to reduce fragmentation | Goal 1: Mobility/User Experience Goal 2: Accessibility & Connectivity Goal 3: Community Livability & Economic Vitality Goal 4: Equity Goal 5: Health Goal 9: Funding & Strategic Investment Goal 10: CCC | \$120,923 | | \$157,200 | Yes |
| 2 | City of Wilsonville - South Metro Area Regional Transit | Expanded Route 4 Hours of Service | Additional Saturday service and hours of service on Route 4. | 1) Increased frequency for low income households 2) Provide student transit service | Goal 1: Mobility/User Experience Goal 2: Accessibility & Connectivity Goal 3: Community Livability & Economic Vitality Goal 4: Equity | \$256,959 | | \$334,047 | Yes |
| 3 | City of Wilsonville - South Metro Area Regional Transit | Increased Salem Frequency | Add midday or late-morning service on the 1X. | 1) increased frequency and reliability of service connections between communities 2) expansion of bus routes 3) reduce fragmentation | Goal 1: Mobility/User Experience Goal 2: Accessibility & Connectivity Goal 3: Community Livability & Economic Vitality Goal 4: Equity | \$370,154 | | \$481,200 | Yes |
| 4 | City of Wilsonville - South Metro Area Regional Transit | Expanded Villebois Shuttle | Expand service to Villebois neighborhood with connections to Wilsonville Transit Center. | 1) increased frequency and reliability of service connections between communities 2) expansion of bus routes 3) reduce fragmentation | Goal 2: Accessibility & Connectivity Goal 3: Community Livability & Economic Vitality | \$147,692 | | \$192,000 | Yes |
| 5 | City of Wilsonville - South Metro Area Regional Transit | Neighborhood Community Connections * | Planning and design costs for service to Coffee Creek and Frog Pond growth areas.* | 1) increased frequency | Goal 2: Accessibility & Connectivity Goal 3: Community Livability & Economic Vitality Goal 8: Land Use | \$57,692 | | \$75,000 | Yes |
| 6 | City of Wilsonville - South Metro Area Regional Transit | Increased Tualatin Connections | Service to Tualatin with a TriMet Line 96 connection to downtown Portland. | 1) increased frequency and reliability of service connections between communities 2) expansion of bus routes 3) reduce fragmentation | Goal 2: Accessibility & Connectivity Goal 3: Community Livability & Economic Vitality Goal 4: Equity Goal 5: Health Goal 9: Funding & Strategic Investment | \$580,846 | | \$755,100 | Yes |
| 7 | City of Wilsonville - South Metro Area Regional Transit | Service to Woodburn | Begin service to Woodburn in partnership with Woodburn Transit System and Salem Area Mass Transit District (Cherriots). | 1) improve frequency of bus service to communities with a high percentage of low-income households 2) increased frequency and reliability of service connections between communities 3) expansion of bus routes 4) coordination to reduce fragmentation | Goal 2: Accessibility & Connectivity Goal 3: Community Livability & Economic Vitality Goal 4: Equity Goal 9: Funding & Strategic Investment Goal 10: CCC | \$357,847 | | \$465,201 | Yes |
| 8 | City of Wilsonville - South Metro Area Regional Transit | Electric Fleet Procurement | Acquire battery-electric buses, specifically for in-town use. | 1) procure buses powered by natural gas, electricity or other low or no emission propulsion | Goal 5: Health Goal 7: Env. Sustainability | \$461,538 | | \$600,000 | No |
| | | | | | | \$2,353,652 | | \$3,059,748 | |
| *Project completion dependent upon development of identified areas. | | | | | | | | | |

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| 1 | Canby Area Transit | CAT Route 99X Saturday Service | Expand CAT Route 99X and Demand Responsive services to include Saturday service. The project includes 10 revenue hours of service for CAT Route 99X and 2 Demand Response vehicles and dispatch support to be available during the 10 hour span of fixed-route/commuter services on Saturdays. | 2) Expansion of bus routes and bus services to reach communities with a high percentage of Low-Income Households. 5) Improve the frequency and reliability of service connections between communities inside and outside of the Qualified Entity's service area. 6) Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services. | Most specifically addresses Goals 1 through 7 of the OPTP. Which are: 1) Mobility: Public Transportation User Experience 2) Accessibility and Connectivity 3) Community Livability and Economic Vitality 4) Equity 5) Health 6) Safety and Security and 7) Environmental Sustainability. | \$323,112 | \$323,112 | \$323,112 |
| 2 | Canby Area Transit | CAT Fleet Expansion | Purchase two (2) 20 passenger low-floor buses to provide a future local circulator service in southern canby. | Once the local circulator route is implemented it will address: 1) Increased frequency of bus service schedules in communities with a high percentage of Low-Income Households. 2) Expansion of bus routes and bus services to reach communities with a high percentage of Low-Income Households. 3) Programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households. 7) Programs to provide student transit services for students in grades 9 through 12. | Once the local circulator route is implemented it will most specifically addresses: Goals 1 through 7 of the OPTP. Which are: 1) Mobility: Public Transportation User Experience 2) Accessibility and Connectivity 3) Community Livability and Economic Vitality 4) Equity 5) Health 6) Safety and Security and 7) Environmental Sustainability. | \$239,011 | \$298,675 | \$298,675 |
| 3 | Canby Area Transit | CAT Technology | Purchase software and hardware to improve the efficiency of the CAT Demand Response scheduling software platform to include automatic scheduling, mobile data terminals, automatic vehicle location, GIS and reporting improvements. Limited scope of improved reporting tools for fixed route service to be included in the Demand Response package. | 2) Expansion of bus routes and bus services to reach communities with a high percentage of Low-Income Households. 5) Improve the frequency and reliability of service connections between communities inside and outside of the Qualified Entity's service area. | Most specifically addresses Goals 1 through 7 of the OPTP. Which are: 1) Mobility: Public Transportation User Experience 2) Accessibility and Connectivity 3) Community Livability and Economic Vitality 4) Equity 5) Health 6) Safety and Security and 7) Environmental Sustainability. | \$0 | \$24,654 | \$108,973 |
| | | | | | | \$562,123 | \$646,441 | \$730,760 |

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| 1 | South Clackamas Transportation District (SCTD) | TGM TDMP Match funds | Transit Development and Master Plan Update Match TGM Grant | Planning-Improve & coordinate transportation services | All | \$ 20,000 | \$ 20,000 | \$ 20,000 |
| 2 | SCTD | Administration Costs | Administrative costs associated with the development and marketing of service enhancements to begin in FY20 | 1) Increased frequency of service to high percentage of low-income households; 5) Improve frequency and reliability of service btw communities inside and outside QE; 6) coordination | 1,2,3,9,10 | \$ 25,000 | 25,000 | 25,000 |
| 3 | SCTD | Service enhancements to 3 existing routes within or originating in Molalla, a low-income area. | Within or originating in Molalla, a low-income area, increase days of service to include Saturdays on existing Molalla city route; increase AM peak-hour service on existing inter-community route (Molalla/CCC); increase length of service hours M-F on existing route between communities (Molalla/Canby). | 1) expands existing service 5) Improvement in frequency and reliability 6)Coordination | All | \$246,000 | 246,000 | 246,000 |
| 4 | SCTD | Infrastructure | Use of funding beyond 100% to make various infrastructure improvements of transit amenities | 1) Increased frequency of service to high percentage of low-income households; 5) Improve frequency and reliability of service btw communities inside and outside QE; 6) coordination | 5,8,10 | \$ 13,508 | \$ 59,871 | \$ 106,288 |
| 5 | SCTD | Google Maps | Hire consultant to get SCTD transit System on Google Maps | 5) Improve reliability; 6) Coordination | 2,3,9,10 | \$ 5,000 | \$ 5,000 | \$ 5,000 |
| Totals | | | | | | \$ 309,508 | \$ 355,871 | \$ 402,288 |

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| 1 | Sandy Area Metro (SAM) | Infrastructure Improvements | New signage and schedules, bus and bus stop improvements, computer software upgrades (transit tax and dispatch), staff computer upgrades, dispatch office equipment | | | \$44,392 | \$44,392 | \$44,392 |
| 2 | Sandy Area Metro (SAM) | Capacity Planning/Construction | Plan for improved admin space, adequate and private training room, addition of a driver restroom/break area. (FY 20) | | | \$3,980 | \$6,682 | \$13,318 |
| 3 | | Capacity Planning/Construction | Plan for improved admin space, adequate and private training room, addition of a driver restroom/break area. (FY21) | | | | | \$28,990 |
| 4 | | Capacity Planning/Construction | Plan for improved admin space, adequate and private training room, addition of a driver restroom/break area. | | | | | \$39,874 |
| 5 | Sandy Area Metro (SAM) | Shopper Shuttle Extension (2 hours) | Add 2 Hours to in-town Shopper Shuttle, expand route | 2,7 the Shopper Shuttle runs in dense, low-income neighborhoods of Sandy. It will also be rerouted to serve the High School. | | \$79,081 | \$79,081 | \$79,081 |
| 6 | Sandy Area Metro (SAM) | SAM Gresham M-F later Service Weekdays | Add 1 hour to weekday service for better connectivity | 2,5,6 SAM Gresham will expand bus service in communities with a high percentage of low-income households and improves connectivity inside the QE's service area while also coordinating with other public transportation Service Providers | | \$39,540 | \$39,540 | \$39,540 |
| 7 | Sandy Area Metro (SAM) | SAM Estacada M-S (1 hr) | Add 1 hour to Estacada Service for improved connectivity | 2,5,6 SAM Estacada will expand bus service in communities with a high percentage of low-income households and improves connectivity inside the QE's service area while also coordinating with other public transportation Service Providers | | \$47,418 | \$47,418 | \$47,418 |
| 8 | Sandy Area Metro (SAM) | SAM Estacada M-S (1 hr) (FY21) | Add another hour to Estacada Service for improved connectivity, rather than 1 hr if by 2021 it appears appropriate | 2,5,6 SAM Estacada will expand bus service in communities with a high percentage of low-income households and improves connectivity inside the QE's service area while also coordinating with other public transportation Service Providers | | \$46,261 | \$46,261 | \$46,261 |
| | | | | | | \$260,672 | \$263,374 | \$338,874 |