

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	Expand / Improve Service (Yes/No)	Local Plan Name	Local Plan Page Number	Is this project part of a multi-phase project?	FY 22 July 2021 - June 2022	FY 23 July 2022 - June 2023
1	City of Canby / Canby Area Transit	Canby Area Transit Saturday Service	This project will provide continued funding for the Saturday service that was started during the last STIF funding cycle	Increased frequency of service to low income communities, Expansion of bus routes and bus services to areas with a high percentage of Low-Income Households, The improvement in the frequency and reliability of service between communities inside and outside of the Quailified Entity's service area, Coordination between Public Transportation Service Providers.	Goal 1, 2, 3, 4, 5,6,7,9,10	\$ 239,000	No	Canby's Transit Master Plan	4, 18-22	No	\$ 118,000	\$ 121,000
2	City of Canby / Canby Area Transit	Canby City Circulator	The city circulator will connect underserved areas of Canby to local services and increase access to transit providers from outside the city. The city circulator will provide no less than 10 hours per day of service.	Increased frequency of service to low income communities, Expansion of bus routes and bus services to areas with a high percentage of Low-Income Households, Coordination between Public Transportation Service Providers, implementation of programs to provide student transit services for students grades 9-12	Goal 1, 2, 3, 4, 5,6,7,8,9,10	\$ 523,000	Yes	Canby's Transit Master Plan	4, 18-22 & 45-46	No	\$ 259,000	\$ 264,000
3	City of Canby / Canby Area Transit	Program Reserve	Reserve for Grant funding shortfalls- This Shortfall will address any potential loses in STIF, 5311, 5310 or STF funding used for operation during the next biennium			\$ 80,000				No	\$ 30,000	\$ 50,000
Total											\$ 407,000	\$ 435,000

STIF estimates	\$ 270,426	\$ 295,783
Difference	\$ (136,574)	\$ (139,217)
Carryover	\$ 107,000	\$ 107,000
Final Difference	\$ (29,574)	\$ (32,217)

Project Levels	100%
2022 TriMet STIF Estimates for Canby	\$ 270,426
2023 TriMet STIF Estimates for Canby	\$ 295,783
Potential Carry-Over	\$ 214,800
2022 50% Estimates	\$ 107,000
2023 50% Estimates	\$ 107,000

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											July 2021 - June 2022	July 2022 - June 2023	July 2022 - June 2023	July 2023 - June 2024	
Carryover	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	No (planning)	Mt Hood Multimodal Plan	MHMP p. 4 (PubT-3)	Yes	\$ 75,000	\$ -	\$ -	\$ -	
Carryover	Clackamas County	Capital Purchases- Mt Hood Express	Purchase one 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	\$ 190,000	Yes	Mt Hood Multimodal Plan, CHSP	MHMP p. 4 (PubT-2), CHSP p. 2-14, 3-5, 5-18, 5-19	Yes	\$ 190,000	\$ -	\$ -	\$ -	
Carryover	Clackamas County	Planning and Technology Upgrades	Evaluate and purchase new dispatch software to be used by TRP, Clackamas County Senior Centers, Mt Hood Express, and Last Mile Shuttles	Reduce fragmentation in provision of transportation services, increased frequent of service to low income communities, student transportation	Goal 1, 2, 3, 4, 5	\$ 57,000	Yes	CHSP	MHMP p. 4 (PubT-2), CHSP p. 2-14, 3-5, 5-18, 5-19	No	\$ 57,000	\$ -	\$ -	\$ -	
1	Clackamas County	Mt Hood Express Service	Express service to Government Camp, including one Express run daily and one Villages Shuttle daily added during the last fiscal year.	Increased frequency of service to low income communities, student transportation	Goal 1, 2, 3, 4, 5	\$ 201,339	Yes	Mt Hood Multimodal Plan, CHSP	MHMP p. 4 (PubT-2), CHSP p. 2-14, 3-5, 5-18, 5-19	Yes	\$ 100,000	\$ -	\$ 101,339	\$ -	
2	Clackamas County	Service - Clackamas County Programs	Provide increased demand response services for Seniors and Persons with disabilities. This project would increase the availability of demand response services for rural Clackamas County and those that fall outside of the TriMet LIFT District	Reduce fragmentation in provision of transportation services, increased frequent of service to low income communities, student transportation	Goal 1, 2, 3, 4, 5	\$ 110,000	Yes	CHSP	4-16, 4-17, 4-18, 5-24	Yes	\$ 55,000	\$ -	\$ 55,000	\$ -	
3	Clackamas County	Administrative Costs	Approved category to cover the costs of administering the STIF program, including project/plan development	Administration	Goal 9 and 10	\$ 147,053	No	STIF program rules	N/A	No	\$ 69,387	\$ -	\$ 77,666	\$ -	
4	Clackamas County	Capital Purchases- Mt Hood Express	purchase of two buses in FY22/23 to preserve existing service and address fleet needs for the Mt Hood Express and Transportation Reaching People Programs. All new bus purchases in FY20/21 and many of our older buses are in desperate need of upgraded equipment to meet the needs of the Express service. Upgraded equipment includes the purchase of bike trailers, ski boxes, in bus equipment.	Increased frequency of service to low income communities, student transportation, E&D transportation	Goal 1, 2, 3, 4, 5	\$ 50,000	Yes	Mt Hood Multimodal Plan, CHSP	MHMP p. 4 (PubT-2), CHSP p. 2-14, 3-5, 5-18, 5-19	Yes	\$ 20,000	\$ -	\$ 30,000	\$ -	
5	Clackamas County	Local Service Connections	Address two key missing connections in Clackamas County between existing transit providers as identified in the Clackamas County Transit Development Plan (TDP). Look to further study the missing connections, complete a full feasibility analysis, and outline an implementation plan. Full implementation planning of one identified key missing connection identified in the TDP.	Reduce fragmentation in provision of transportation services, increased frequent of service to low income communities, student transportation	Goal 1, 2, 3, 4, 5	\$ 115,000	Yes	Transit Development Plan, TriMet Unified Service Enhancement Plan	MHMP p. 4 (PubT-2), CHSP p. 2-14, 3-5, 5-18, 5-19	No	\$ 45,000	\$ -	\$ 70,000	\$ -	
6	Clackamas County	Program Reserve	Approved category to cover the costs of existing service for Mt Hood Express and TRP			\$ 539,477		STIF program rules	N/A	No	\$ 319,509	\$ -	\$ 219,968	\$ -	
7	Clackamas County	Audit	Yearly required audit by TriMet	Administration	Goal 9 and 10	\$ 10,000	No	STIF program rules	N/A	Yes	\$ 5,000	\$ -	\$ 5,000	\$ -	
8	Clackamas County	Planning - Site Development Transit Hub	Building on Transit Hub initial study. Study and engage in initial site development activities	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	\$ 40,000	No	Mt Hood Multimodal Plan	MHMP p. 4 (PubT-3)	Yes	\$ -	\$ -	\$ 40,000	\$ -	
9	Clackamas County	Infrastructure Updates Mt Hood Express	Updates to the infrastructure for Mt Hood Express. Improve / place shelters and improve customer information (on-street signage)			\$ 15,000	No	Mt Hood Multimodal Plan		No	\$ 8,000	\$ -	\$ 7,000	\$ -	
											\$ 943,896	\$ -	\$ 605,973	\$ -	
											\$ 979,035	\$ -	\$ 570,834	\$ -	
											Difference	\$ 35,139	\$ -	\$ (35,139)	\$ -
Total Expenses						\$ 1,549,869									
Total Revenue expected (High)						\$ 1,092,736									
Carryover from FY19/21						\$ 457,139									
Total Revenue FY22/23						\$ 1,549,875									

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1	Sandy Area Metro	Expanded Services Continuance	Continue funding for existing STIF service on SAM Gresham, SAM Estacada, SAM Shopper	2,5,6,7 expand bus services in communities with a high percentage of low-income households, improves connectivity inside the QE's service area while also coordinating with other public transportation service providers and serves the middle and high school student population.	Goal 1, 2, 3, 4, 5, 7, 9, 10	\$ 163,560	Yes	Sandy Area Metro Master Plan		No	\$ 79,040	\$ 84,520
2	Sandy Area Metro	Administration Costs	Approved category to cover the costs of administering the STIF program, including project/plan development, ongoing operating costs, procurement, surveys of services, expand facilities, and audit costs	Administration	Goal 9 and 10	\$ 37,000	No	STIF program rules	N/A	No	\$ 12,000	\$ 25,000
3	Sandy Area Metro	Safe Routes	Safe Routes to School Bus Stop Improvements	Continue to improve on-street amenities at stops and shelters, and improve customer information (on-street signage)	Goal 2, 3, 6, 9	\$ 5,000		Sandy Area Metro Master Plan	Pg. 15		\$ -	\$ 5,000
4	Sandy Area Metro	Program Reserve	Approved category to cover cost of preserving service			\$ 86,829		Sandy Area Metro Master Plan			\$ 51,080	\$ 35,749
5	Sandy Area Metro	Capacity Planning				\$ 15,000		Sandy Area Metro Master Plan	Pg. 37	Yes	\$ 5,000	\$ 10,000

\$ 147,120 \$ 160,269
 \$153,695 \$153,695
 Difference \$ 6,575 \$ (6,575)

100%
Total Expenses \$ 307,389
Total Revenue \$ 307,389

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1	South Clackamas Transportation District	Maintain Enhanced Transit Service	Continue to maintain funding for existing transit services added during the last funding cycle in FY19/21; within or originating in Molalla, a low-income area, increase days of service to include Saturdays on intracity route; increase M-F AM peak-hour service on Molalla-CCC intercity route; increase service hours M-F on Molalla-Canby intercity route.	Increased frequency of service, to/from low income communities	Goal 1, 2, 3, 4, 5, 9	\$ 160,000	Yes	SCTD TDMP; Molalla TSP	TDMP p. 12; Molalla TSP p. 47	Yes	\$ 80,000	\$ 80,000	
2	South Clackamas Transportation District	Enhanced Transit Service	Provide increased transit services, especially for Seniors and Persons with disabilities, from Molalla, a low-income area, to Clackamas Community College connecting with other regional transit services.	Increased frequency of service, to/from low income communities	Goal 1, 2, 3, 4, 5, 9	\$ 30,000	Yes	SCTD TDMP; Molalla TSP	TDMP p. 12, 51-52; Molalla TSP p. 47	Yes	\$ -	\$ 30,000	
3	South Clackamas Transportation District	Infrastructure	Continue to improve on-street amenities at stops and shelters, and improve customer information (on-street signage)	Infrastructure	Goal 2, 3, 6, 9	\$ 80,000	Yes	SCTD TDMP	TDMP p. 52-54	Yes	\$ 40,000	\$ 40,000	
4	South Clackamas Transportation District	Electronic Customer Information	Provide enhanced customer information via electronic channels (such as websites, mobile apps) including real-time vehicle arrival information, improved trip planning, and other electronic tools to improve rider information, mobility and access.	Improve Transit Network Connections	Goal 9 and 10	\$ 25,000	Yes	SCTD TDMP; Coordinated Transportation Plan	TDMP p. 12, 52-54; CTP p. 4-23	Yes	\$ 15,000	\$ 10,000	
5	South Clackamas Transportation District	Audit	Yearly required audit by TriMet	Strategic Investment	Goal 9 and 10	\$ 15,000	No	STIF program rules	N/A	Yes	\$ 7,500	\$ 7,500	
6	South Clackamas Transportation District	Program Reserve	Approved category to cover the costs of existing service	Sustains transportation service to low-income communities	Goal 1, 2, 3, 4, 5, 9	\$ 61,000		STIF program rules	N/A		\$ 30,500	\$ 30,500	
7	South Clackamas Transportation District	New Vehicles	Purchase 2 new vehicles	Safety and Security	Goal 9 and 10	\$ 300,000	Yes	SCTD TDMP	P. 58	No	\$ 300,000	\$ -	
											\$ 473,000	\$ 198,000	
											Difference	\$ 335,500	\$ 335,500
												\$ (137,500)	\$ 137,500
							100%						
						Total Expenses	\$ 671,000						
						Total Revenue expected (High)	\$ 671,000						

*original \$610,000, adds 10% for Program Reserve Project

