

2023 RTP TriMet projects briefing

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TriMet's constrained revenue forecast includes operating and capital:

- Federal formula funds
- Federal, state and regional grants
- Payroll tax revenue and STIF
- Fare revenues
- Bond revenues

Capital cost targets

2023-2030: **\$1.667B**

2031-2045: **\$2.418B**

Summary of project list changes:

- Higher operating costs, fewer big capital projects
- More funds to state of good repair, asset management, fleet and zero emission bus facilities
- HCT projects:
 - SW Corridor, MAX Tunnel Construction to strategic
 - Future corridors in strategic based on HCT study tiers, no funding commitments yet

RTP constrained capital projects include:

- **High Capacity Transit (HCT) projects**
 - 82nd Ave, TV Highway, Montgomery Park Streetcar, Better Red
 - HCT Portland to Vancouver now part of IBR
- **ETC Transit priority corridors and bucket for improvements (Total of \$27.5M through 2030)**
 - TriMet and partners to prioritize improvements
 - Existing ETC corridors that are not Tier 1 HCT and outside Central City
- **Future HCT Projects**
 - SW Corridor (\$2M short term, Engineering/ROW after 2031)
 - Steel Bridge Transit Bottleneck/MAX Tunnel PD (after 2031)
 - Project Development for up to 3 future FX Corridors (after 2031)



RTP constrained capital projects include:

- **Bus Facilities and Zero Emission Bus projects**
 - Columbia – design and construction
 - Merlo (Phase 1 in short term, Phase 2 after 2030)
 - Powell (Phase 1 in short term, Phase 2 after 2030)
 - Center (after 2031)
- **Fleet replacement (MAX, bus, LIFT)**
- **Federal earmark and grant projects**
- **\$2-5M buckets of capital projects:**
 - Transit centers and layovers (NEW)
 - Transit Oriented Development (NEW)
 - Bus stop and access to transit improvements
 - Park and Ride, Bike and Ride improvements



East Multnomah County

Changes:

- **Burnside/Stark as Tier 2 HCT (strategic)**
- **MAX Blue Line Station Rehabilitation**
- **Better Bus/ETC program bucket**
- **Transit Centers/layovers program bucket**