

## TriMet 2023 RTP Project List

The list below is a summary of TriMet's 2023 RTP project list and notable changes to the 2018 project list.

### 2024-2030 HCT Constrained List

- 82<sup>nd</sup> Avenue and TVH FX<sup>1</sup> (BRT) projects
- Better Red Construction (remaining to be spent)
- Montgomery Park Streetcar<sup>2</sup>
- SW Corridor Project Development (not full costs)
- Enhanced Transit Corridor (ETC)/Better Bus corridor transit priority projects on frequent service bus lines and bucket for future investments

### 2031-2045 HCT Constrained List

- Steel Bridge Transit Bottleneck Improvement (MAX Tunnel Study) Project Development and Engineering
- SW Corridor Project Development, Engineering and Right of Way
- Bucket for Project Development for some Tier 2 Small Starts Projects
- ETC/Better Bus bucket for corridor transit priority projects on frequent service bus lines

### 2031-2045 HCT Strategic List

- SW Corridor Construction (moved from 2018 constrained)
- MAX Tunnel Construction (formerly Steel Bridge Transit bottleneck, moved from constrained)
- Johns Landing Streetcar (strategic)
- HCT Tier 2 Small Starts Projects (*costs and project descriptions aligned with HCT Plan*)
  - Hollywood Streetcar (moved from constrained to strategic)
  - Burnside/Stark
  - MLK
  - Cesar Chavez/Lombard to Milwaukie
  - SW 185<sup>th</sup>
  - Beaverton Hillsdale Highway

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<sup>1</sup> Assume these are Small Starts Projects and close to \$300M.

<sup>2</sup> City of Portland to cover capital cost match.

## **2024-2045 Operating Capital Constrained List**

- Bus Operating Facilities/ Zero Emission Bus facilities
  - Columbia Bus Base (new facility – cost increase since 2018 RTP)
  - Merlo, Center, Powell (renovations and charging infrastructure – some in long-term constrained)
  - 5<sup>th</sup> Bus Base Site Acquisition (long-term constrained)
- Transit Centers and layover improvements
  - North Downtown Transit Mall terminal for bus layover
  - Beaverton Transit Center - NEW
  - Oregon City Transit Center - NEW
  - Transit Centers and Layover improvements bucket – NEW
- Fleet – Replacement/refurbishment of buses, articulated buses, light rail and LIFT vehicles
- Park Avenue Park and Ride Construction – NEW
- Programmatic buckets
  - Better Bus/ETC
  - Transit-Oriented Development
  - Bus Stops and Access to transit improvements

## **2024-2030 Operating and Maintenance Constrained list**

- Preventative maintenance and expansion/enhancement of system assets, organized in programmatic buckets for:
  - Safety & Security – Safety enhancements, CCTV, Transit Police
  - HCT State of Good Repair and improvements: Signals, switches, stations, optimization, operational and reliability improvements
  - IT/Communication systems
  - Equipment and Facilities
- Willamette Shore Line improvements - NEW
- TriMet Operating costs through 2045 (reflect full Forward Together implementation plus annual service growth after 2027)
- TriMet Maintenance costs through 2045
- Programmatic buckets:
  - STIF Regional coordination and streetcar “pass-through” funds – NEW
  - Park and Rides and Bike and Rides (*amount tentative*)
  - Fare discount programs - NEW

## **2024-2045 Operating Capital Strategic List**

- Bus and rail system expansion
  - 5<sup>th</sup> Bus base design and construction
  - Ruby Junction/Hogan Yard expansion
  - Fleet expansion to support service growth
- Strategic service increases – funding for operations for service growth beyond projected revenues

## **2018 TriMet projects to delete or combine with other projects:**

- HCT Portland to Vancouver: Moved to part of larger IBR project
- HCT WES Double-tracking and frequency improvements: Tier 4 in HCT
- HCT I-205 Capital construction: Tier 4 in HCT – removed from list
- MLK streetcar – delete, future HCT project not mode-specific
- Move to City of Portland List:
  - ETC corridors that are Portland Central City only
- Bus: Columbia to Clackamas – delete as project because new TriMet route is included in 2027 bus service network
- Zero Emission Bus Phase 1 and 2: Zero Emission Bus improvements have been incorporated into TriMet bus facility projects and fleet replacement projects, rather than general buckets.