## Recalibration Milestones

### Previous Scope Items Deleted

- Decrease insurance budget
- Willamette River bridge’s mid-span overlooks (belvederes)
- Willamette River Bridge surface to delineate bikes/peds
- SE 42nd signal and traffic calming on Johnson Creek Blvd between 32nd and 45th
- Reduce construction contingency
- Reduce Tacoma Park & Ride from 1,000 spaces to 800
- Reduce Ruby Junction maintenance facility to opening day levels
- Adjusting Harbor Structure alignment but preserve ODOT’s future I-5 ramp, freeway improvements
- PMLR share of electronic fare system replacement (migrating to SMART card system)

### December 2010: Willamette River Bridge Contract

- Reduce pathway around towers on Willamette River bridge from 22 feet to 14 feet
- Remove Willamette River bridge’s in-water pier aesthetic elements
- Willamette River Bridge - Stainless Steel Railing
- Willamette River Bridge - Aesthetic Lighting
- Willamette River Bridge - White Cement

### Mid 2011: At 60% Design

- Defer remaining Streetcar "close the loop" facilities within LRT alignment
- Streetcar "close the loop" facilities within the LRT Alignment

### Fall 2011: At 90% Design

- Defer upgrades for future Harold Station

### Mid 2012: Before FFGA and Start of Civil Construction

- Defer track switch heaters
- Build 320-space surface parking lot at Tacoma instead of 800-space structured lot
- Defer purchase of 2 additional light rail vehicles
- Defer one light rail vehicle
- Defer south pullout on Bybee Bridge (keep north pullout)
- Defer one of two elevators at Bybee Station (keep north elevator)
### November 2012: At 25% Civil Construction
- Defer side platform at Downtown Milwaukie Station
- Defer sidewalks north side of McLoughlin between Harold and 17th
- Defer New stair connection to Springwater corridor from Tacoma

### Spring 2013: At 50% Civil Construction
- Defer Second Shelter at New Stations
- Defer Second Shelters on SW 5th: Union Station to PSU
- Build 355-space parking structure at Park Avenue instead of 600 spaces (one level instead of three)
- Defer Pedestrian overpass at Park Ave Park & Ride
- Reduce Park Ave Park & Ride from 1,000 spaces to 600

### Spring 2014: 18 months before opening
- Defer replacement of Rhine-Layfayette Street pedestrian overcrossing
- Defer pedestrian overcrossing at 13th - 14th (without additional improvement at Powell)
- Defer ice caps on overhead catenary system from PSU Station to Clinton Station
- Defer ice caps on overhead catenary system from Clinton Station to Park Ave Station
- Reduce Art Program budget by 10 percent
- Reduce supplemental bike parking throughout alignment by 20 percent