

VE Scenario	VE Item	Prelim. Cost Savings	VE Category	Element Seen or Felt by Riders
Project Refinement	► Use simplified shelter footing to reduce cost and avoid utility conflicts	\$\$	Platform Design	
	► Reduce number of stations getting 9" curbs following TriMet FX Standards	\$	Platform Design	X
	Adjust station placements to minimize ADA curbs added by project. ► Coordinating with ODOT ADA program installing ramps by 2030	\$	Corridor Design	
	Eliminate BAT lane design at Murray Blvd. Refining to shorter ► Right Turn Except Bus lane based on preliminary findings and approvability feedback.	\$	Operations	
	► Eliminate queue jump signal improvements, advancing only queue bypass.	\$	Operations	
	► Change electrical cabinets from custom design to off-the-shelf model	\$\$\$\$	Amenities	
	► Refine amenity package cost based on new vendors in the market	\$	Amenities	
	Refine fiber network cost. ► 15% estimate assumed worst case scenario; 30% design has already informed opportunities to provide the same fiber network with lower cost methodologies	\$\$	Corridor Design	
In Conflict with Project Goals	► Repurpose existing full fleet of 40-foot buses, modify branding, add hop reader. <i>Compromises travel time savings and potentially challenging to accommodate 3rd mobility device position</i>	\$\$\$\$\$	Vehicles	X
	► Design stations for 40-foot buses. <i>Compromises opportunity to future proof line for 60 ft buses</i>	\$\$	Corridor Design	X
	► Assume Rectangular Rapid Flashing Beacons instead of Pedestrian Hybrid Beacons at locations where they are proposed. <i>Safety trade-off</i>	\$	Operations & Safety	X
Up for Consideration (if \$40M ask is not successful)	► Use E-paper readers instead of the Digital Information Display (DID) at a number of stations	\$\$	Amenities	X
	► Eliminate garbage cans at a number of stations	\$	Amenities	X
	► Remove station platform at 30 th and 67 th station pair in Hillsboro	\$\$	Station Removal	X
	► Repurpose existing 40-foot buses to use as spares for new service	\$\$\$	Vehicles	X
	► Refine operator facility upgrades at Beaverton Transit Center and in Forest Grove	\$\$\$\$	Operations	
	Adjust intersection rebuilds and/or eliminate bike signals ► currently planned at the following intersections: Minter Bridge, 198 th , 170 th , and Murray Blvd	\$\$\$\$\$	Operations & Safety	X

LEGEND: Scale of Potential Cost Savings

\$100K - \$1M	\$
\$1M - \$3M	\$\$
\$3M - \$5M	\$\$\$
\$5M - \$7M	\$\$\$\$
\$7M +	\$\$\$\$\$

► Based off high level calculations and assumptions to support discussion

► All cost savings are approximate and subject to change as the design and constructability is further refined