



Recalibration Milestones

Mid 2011: At 60% Design	\$7,750,800
Streetcar "close the loop" facilities within the LRT alignment	\$7,750,800
Fall 2011: At 90% Design	\$127,700
Upgrades for future Harold Station	\$127,700
Mid 2012: Before FFGA and Start of Civil Construction	\$29,071,200
Add track switch heaters	\$871,200
Build 800-space structured parking at Tacoma instead of 320-space surface parking lot	\$10,800,000
Purchase two additional light rail vehicles (linked to supplemental parking)	\$9,900,000
Purchase one additional light rail vehicle (linked to supplemental parking)	\$4,950,000
Add south pullout on Bybee Bridge	\$1,850,000
Add second elevator at Bybee Station	\$700,000
November 2012: At 25% Civil Construction	\$2,003,800
Add side platform at Downtown Milwaukie Station	\$1,700,000
Add sidewalks north side of McLoughlin between Harold and 17th	\$231,400
Add stair connection to Springwater Corridor from Tacoma	\$72,400
Spring 2013: At 50% Civil Construction	\$16,341,500
Add second shelters at new stations	\$1,560,000
Add second shelters on SW 5th: Union Station to PSU	\$579,400
Expand Park Avenue Park & Ride from 355-space to 600 spaces (total of three levels)	\$6,800,000
Expand Park Avenue Park & Ride from 600 to 1,000 spaces (total of five levels)	\$5,462,100
Add pedestrian overpass at Park Avenue between station and Park & Ride	\$1,940,000



Recalibration Milestones

Spring 2014: 18 months before opening	\$7,901,900
Replace Rhine-Layfayette Street pedestrian overcrossing	\$3,171,800
Add pedestrian overcrossing at 13th - 14th	\$3,171,800
Add ice caps on overhead catenary system from PSU Station to Clinton Station	\$212,500
Add ice caps on overhead catenary system from Clinton Station to Park Ave Station	\$637,500
Restore Art Program budget from 90% to 100%	\$397,900
Restore the reduced supplemental bike parking throughout alignment from 80% to 100%	\$310,400
Total	\$63,196,900

May, 2011