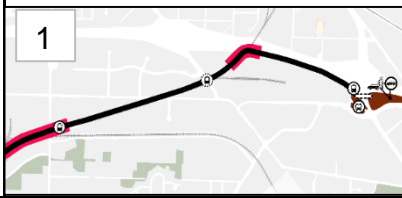
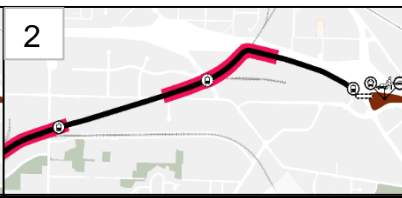
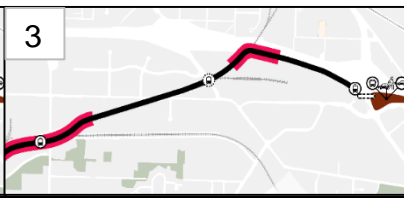





Bonita to Bridgeport Options Comparison
DRAFT 4/4/19

	LPA 2018 (IRP in DEIS) (Summer 2018)	LPA Elevated (Late 2018)	LPA at-grade refined (Mar/Apr 2019)	74th Ave (Jan/Feb 2019)	74th Ave Refined (Mar/Apr 2019)	East of WES (Mar/Apr 2019)
						
Traffic						
At-grade crossings	72nd Ave Upper Boones, with queuing concern	--	72nd Ave Upper Boones, with queuing concern	--	--	--
Bridgeport Park & Ride	South of Lower Boones	South of Lower Boones	South of Lower Boones	North of Lower Boones	North of Lower Boones	North of Lower Boones
Light Rail Performance						
Travel time difference from LPA	N/A	30 seconds faster	30 seconds slower	60 seconds faster	60 seconds faster	60 seconds faster
On-time performance	Risk of delay	--	Risk of delay	--	--	--
Property Acquisitions						
Full taxlot parcels	10	8	12	7	4	3
Partial acquisitions	21	20	21	25	30	21
Relocations						
Businesses	12	11	8	31	8	9
Employees	320	270	130	520	160	250
Environmental Impacts						
Acres of floodplain	0.00	0.00	0.00	0.80	0.00	0.00
Acres of wetland	0.01	0.01	0.60	0.56	0.14	0.26
Land Use, Trails						
Differences in land uses served by an Upper Boones station	More commercial, industrial	More commercial, industrial	More commercial, industrial	More residential	More residential	More residential
Regional trail opportunity	--	--	--	On-street	On-street	--
Risks						
Railroad interface	Union Pacific; no existing agreement	Union Pacific; no existing agreement	Union Pacific; no existing agreement	Outside railroad right-of-way	Portland & Western (WES); shared use agreement	Portland & Western (WES); shared use agreement
Utilities	--	--	--	High risk	Higher risk	--
Cost						
Difference from most recent full- project cost estimate	(-\$55m)	--	(-\$53m)	(-\$31m)*	(-\$77m)*	+\$12.5m*

* Risk of additional environmental study