

Southwest LRT Potential Cost Reduction Scenario A					
Western End at Southwest Station					
Cost Category:					
Cost ID	Description	Range (In Millions)	Potential Cost Reduction (In Millions)		Ridership Delta ****
			Low	High	
Corridor-Wide Options					
26	Reduce Station Site Furnishings Project Wide by 50%	\$0.55-0.60	\$ 0.53	\$ 0.58	
27	<i>Reduce Station Art Project Wide by 50%</i>	<i>\$1.8-2.3</i>			
28	Reduce Station Art Project Wide by 100%	\$4-4.5	\$ 4.00	\$ 4.50	
29	<i>Reduce Landscaping Project Wide by 50%</i>	<i>\$8-9</i>			
43	Reduce Landscaping Project Wide by 75%	\$11-13	\$ 11.00	\$ 13.00	
17	Convert Ramp to Surface Lot and Reduce to 2020 - Beltline (Assumes \$7M CMAQ plus \$1.75M St. Louis Park match)	\$6.25-8.25	\$ 6.25	\$ 8.25	
14	Reduce Park & Ride to 2020 - Louisiana	\$0.25-0.30	\$ 0.25	\$ 0.30	
11	Reduce Park & Ride to 2020 - Blake	\$0.85-0.90	\$ 0.85	\$ 0.90	
10	Reduce Park & Ride to 2020 - Downtown Hopkins (Assumes \$6M CMAQ plus \$1.5M Hopkins match)	\$0-2.5	\$ -	\$ 2.50	
6	Reduce Park & Ride to 2020 - Opus	\$0.05-0.10	\$ 0.05	\$ 0.10	
4	Reduce Park & Ride to 2020 - City West	\$0.15-0.20	\$ 0.15	\$ 0.20	
2	Reduce Park & Ride to 2020 - Golden Triangle	\$0.35-0.40	\$ 0.35	\$ 0.40	
1	<i>Reduce Park & Ride to 2020 - Southwest Station**</i>	<i>\$3-4</i>			
Subtotal Potential Corridor-Wide Options:			\$ 23.43	\$ 30.73	
Operations Options					
30	Replace Duct Bank with Cable Trough (adjusted for Western end at Southwest Station)	\$7.8-8.8	\$ 7.80	\$ 8.80	
9	Modify Track and Shady Oak Station	\$1.3-1.8	\$ 1.30	\$ 1.80	
25	Modify LRT Bridge at Glenwood	\$1.5-2.5	\$ 1.50	\$ 2.50	
31	Modify Non-Revenue LRT Vehicle Storage Building at OMF	\$0.25-0.30	\$ 0.25	\$ 0.30	
33	Modify Cold Storage Building at OMF	\$0.5-1	\$ 0.50	\$ 1.00	
Subtotal Potential Operations Options:			\$ 11.35	\$ 14.40	
Stakeholder Options					
Light Rail Vehicles:					
44	Reduce Light Rail Vehicle Fleet Size (2)	\$10-12	\$ 10.00	\$ 12.00	
32	Reduce Operations and Maintenance Facility Scope - Store 30 Vehicles	\$8-9	\$ 8.00	\$ 9.00	
Park-and-Rides:					
18	Delete 2020 Reduced Park & Ride - Beltline (Assumes \$7M CMAQ plus \$1.75M St. Louis Park match)*	\$1-2	\$ 1.00	\$ 2.00	(900)
19	<i>Use Hennepin Co. Regional Rail Authority Property for Park & Ride - Beltline</i>	<i>\$2.8-3.3</i>			
15	Delete 2020 Reduced Park & Ride - Louisiana*	\$0.45-0.90	\$ 0.45	\$ 0.90	(425)
12	<i>Convert Ramp to Surface Lot and Reduce to 2020 - Blake</i>	<i>\$4.6-5.6</i>			
13	Delete 2020 Reduced Park & Ride - Blake*	\$5.2-6.2	\$ 5.20	\$ 6.20	(450)
36	Delete 2020 Reduced Park & Ride - Downtown Hopkins (Assumes \$6M CMAQ plus \$1.5M Hopkins match)*	\$1.5-2.5	\$ 1.50	\$ 2.50	(525)
37	Delete 2020 Reduced Park & Ride - Shady Oak	\$25-27	\$ 25.00	\$ 27.00	(450)
7	Delete 2020 Reduced Park & Ride - Opus*	\$0.50-0.55	\$ 0.50	\$ 0.55	(150)
5	Delete 2020 Reduced Park & Ride - City West*	\$0.75-0.80	\$ 0.75	\$ 0.80	(300)
3	Delete 2020 Reduced Park & Ride - Golden Triangle*	\$0.65-1.60	\$ 0.65	\$ 1.60	(400)
35	Delete 2020 Reduced Park & Ride - Southwest Station**	\$22-23	\$ 22.00	\$ 23.00	(1,690)
34	<i>Delete Park & Ride - Mitchell</i>	<i>\$23-25</i>			<i>(1,070)</i>
Stations:					
24	<i>Defer Royalston Station</i>	<i>\$4-5</i>			
23	Delete Royalston Station and Associated Station Area Pedestrian Improvements and 7th Street Bikeway***	\$6-7	\$ 6.00	\$ 7.00	(200)
41	<i>Defer Penn Station</i>	<i>\$12-14</i>			
40	Delete Penn Station and Associated Station Area Pedestrian Improvements***	\$14-16	\$ 14.00	\$ 16.00	(750)
22	<i>Defer 21st Street Station</i>	<i>\$4-5</i>			
21	Delete 21st Street Station and Associated Pedestrian Connections to Cedar Lake***	\$6-7	\$ 6.00	\$ 7.00	(1,660)
20	Delete Vertical Circulation at West Lake Station; At-grade Crossing of Freight Tracks Provided by Others	\$5-6	\$ 5.00	\$ 6.00	(1,370)
38	Delete Joint Development at Blake	\$13-15	\$ 13.00	\$ 15.00	
Trail Structures:					
16	Delete Trail Underpass Under Freight Tracks at Louisiana Station	\$0.55-0.60	\$ 0.55	\$ 0.60	
39	Delete Trail/Pedestrian Bridge Crossing of LRT and Freight Railroad East of Beltline Station	\$13-14	\$ 13.00	\$ 14.00	
42	Delete N. Cedar Lake Trail Bridge at Penn Station	\$12-14	\$ 12.00	\$ 14.00	
8	Remove 2 Pedestrian Underpasses at Opus Station	\$1-2	\$ 1.00	\$ 2.00	
Subtotal Potential Stakeholder Options:			\$ 145.60	\$ 167.15	
Western End of Line Options					
45	End at Southwest Station**	\$120-125	\$ 120.00	\$ 125.00	(1,000)
46	<i>End at Eden Prairie Town Center (per PE Plans)</i>	<i>\$190-195</i>			<i>(3,200)</i>
47	<i>End at Eden Prairie Town Center (with station at Eden Road and Flying Cloud Drive)</i>	<i>\$230-235</i>			<i>(3,200)</i>
48	<i>End at Golden Triangle</i>	<i>\$375-380</i>			<i>(6,600)</i>
Subtotal Potential Western End of Line Options:			\$ 120.00	\$ 125.00	
Summary					
Total Potential Cost Reduction:			\$ 300.38	\$ 337.28	
May 20 CMAQ Award to St. Louis Park for Beltline Park-and-Ride Ramp:			\$ 8.75	\$ 8.75	
Remaining Reduction Needed to Achieve \$341M:			\$ 31.87	\$ (5.03)	
Additional Revenue Service Delay					
49	<i>Delete CP Rail Swap</i>	<i>\$5-10</i>			
50	<i>Delete Kenilworth Tunnel; LRT, freight tracks, and trail at-grade</i>	<i>-\$5-0</i>			
Analysis Pending					
51	<i>Additional Reduction to Light Rail Vehicle Fleet</i>				
52	<i>Finance Charge Reduction</i>				
Notes:					
*	Reduced 2020 Park-and-Ride Accounted for under Corridor Wide Options				
**	Includes adding 409 park-and-ride spaces (2020 Build) to the Southwest Station ramp for a total of 859 spaces. Excludes an additional \$4-5million cost to expand to 2040 Build (an increase of 270 spaces for a total of 1129 spaces); ROW reduced by 11 acres, 0 relocations; no change in vehicles required.				
***	Adjustments to Station Site Furnishings, Artwork, and Landscaping reductions not included				
****	Ridership forecast metrics evaluated independently				

Southwest LRT Potential Cost Reduction Scenario B					
Western End at Golden Triangle					
Cost Category:					
Cost ID	Description	Range (In Millions)	Potential Cost Reduction (In Millions)		Ridership Delta ****
			Low	High	
Corridor-Wide Options					
26	Reduce Station Site Furnishings Project Wide by 50%	\$0.55-0.60			
27	Reduce Station Art Project Wide by 50%	\$1.8-2.3			
28	Reduce Station Art Project Wide by 100%	\$4-4.5			
29	Reduce Landscaping Project Wide by 50%	\$8-9			
43	Reduce Landscaping Project Wide by 75%	\$11-13			
17	Convert Ramp to Surface Lot and Reduce to 2020 - Beltline (Assumes \$7M CMAQ plus \$1.75M St. Louis Park match)	\$6.25-8.25			
14	Reduce Park & Ride to 2020 - Louisiana	\$0.25-0.30			
11	Reduce Park & Ride to 2020 - Blake	\$0.85-0.90			
10	Reduce Park & Ride to 2020 - Downtown Hopkins	\$0-2.5			
6	Reduce Park & Ride to 2020 - Opus	\$0.05-0.10			
4	Reduce Park & Ride to 2020 - City West	\$0.15-0.20			
2	Reduce Park & Ride to 2020 - Golden Triangle	\$0.35-0.40			
1	Reduce Park & Ride to 2020 - Southwest Station	\$3-4			
Subtotal Potential Corridor-Wide Options:			\$ -	\$ -	
Operations Options					
30	Replace Duct Bank with Cable Trough (adjusted for Western end at Golden Triangle)	\$6.1-7.1	\$ 6.10	\$ 7.10	
9	Modify Track and Shady Oak Station	\$1.3-1.8	\$ 1.30	\$ 1.80	
25	Modify LRT Bridge at Glenwood	\$1.5-2.5	\$ 1.50	\$ 2.50	
31	Modify Non-Revenue LRT Vehicle Storage Building at OMF	\$0.25-0.30			
33	Modify Cold Storage Building at OMF	\$0.5-1			
Subtotal Potential Operations Options:			\$ 8.90	\$ 11.40	
Stakeholder Options					
Light Rail Vehicles:					
44	Reduce Light Rail Vehicle Fleet Size (2)	\$10-12			
32	Reduce Operations and Maintenance Facility Scope - Store 30 Vehicles	\$8-9			
Park-and-Rides:					
18	Delete 2020 Reduced Park & Ride - Beltline (Assumes \$7M CMAQ plus \$1.75M St. Louis Park match)*	\$1-2			(900)
19	Use Hennepin Co. Regional Rail Authority Property for Park & Ride - Beltline	\$2.8-3.3			
15	Delete 2020 Reduced Park & Ride - Louisiana*	\$0.45-0.90			(425)
12	Convert Ramp to Surface Lot and Reduce to 2020 - Blake	\$4.6-5.6			
13	Delete 2020 Reduced Park & Ride - Blake*	\$5.2-6.2			(450)
36	Delete 2020 Reduced Park & Ride - Downtown Hopkins (Assumes \$6M CMAQ plus \$1.5M Hopkins match)*	\$1.5-2.5			(525)
37	Delete 2020 Reduced Park & Ride - Shady Oak	\$25-27			(450)
7	Delete 2020 Reduced Park & Ride - Opus*	\$0.50-0.55			(150)
5	Delete 2020 Reduced Park & Ride - City West*	\$0.75-0.80			(300)
3	Delete 2020 Reduced Park & Ride - Golden Triangle*	\$0.65-1.60			(400)
35	Delete 2020 Reduced Park & Ride - Southwest Station*	\$10-11			(600)
34	Delete Park & Ride - Mitchell	\$23-25			(1,070)
Stations:					
24	Defer Royalston Station	\$4-5			
23	Delete Royalston Station and Associated Station Area Pedestrian Improvements and 7th Street Bikeway***	\$6-7			(200)
41	Defer Penn Station	\$12-14			
40	Delete Penn Station and Associated Station Area Pedestrian Improvements***	\$14-16			(750)
22	Defer 21st Street Station	\$4-5			
21	Delete 21st Street Station and Associated Pedestrian Connections to Cedar Lake***	\$6-7			(1,660)
20	Delete Vertical Circulation at West Lake Station; At-grade Crossing of Freight Tracks Provided by Others	\$5-6			(1,370)
38	Delete Joint Development at Blake	\$13-15			
Trail Structures:					
16	Delete Trail Underpass Under Freight Tracks at Louisiana Station	\$0.55-0.60			
39	Delete Trail/Pedestrian Bridge Crossing of LRT and Freight Railroad East of Beltline Station	\$13-14			
42	Delete N. Cedar Lake Trail Bridge at Penn Station	\$12-14			
8	Remove 2 Pedestrian Underpasses at Opus Station	\$1-2			
Subtotal Potential Stakeholder Options:			\$ -	\$ -	
Western End of Line Options					
45	End at Southwest Station	\$120-125			(1,000)
46	End at Eden Prairie Town Center (per PE Plans)	\$190-195			(3,200)
47	End at Eden Prairie Town Center (with station at Eden Road and Flying Cloud Drive)	\$230-235			(3,200)
48	End at Golden Triangle**	\$375-380	\$ 375.00	\$ 380.00	6,600
Subtotal Potential Western End of Line Options:			\$ 375.00	\$ 380.00	
Summary					
Total Potential Cost Reduction:			\$ 383.90	\$ 391.40	
May 20 CMAQ Award to St. Louis Park for Beltline Park-and-Ride Ramp:			\$ 8.75	\$ 8.75	
Remaining Reduction Needed to Achieve \$341M:			\$ (51.65)	\$ (59.15)	
Additional Revenue Service Delay					
49	Delete CP Rail Swap	\$5-10			
50	Delete Kenilworth Tunnel; LRT, freight tracks, and trail at-grade	-\$5-0			
Analysis Pending					
51	Additional Reduction to Light Rail Vehicle Fleet				
52	Finance Charge Reduction				
* Reduced 2020 Park-and-Ride Accounted for under Corridor Wide Options					
** additional spaces for a total of 900 spaces); ROW reduced by 27.2 acres, 11 relocations; Reduce 7 vehicles; Reduce Operations and Maintenance Facility scope - store 30 vehicles.					
*** Adjustments to Station Site Furnishings, Artwork, and Landscaping reductions not included					
**** Ridership forecast metrics evaluated independently					

Southwest LRT Potential Cost Reduction Scenario C					
Western End at Eden Prairie Town Center (PE)					
Cost Category:					
Cost ID	Description	Range (In Millions)	Potential Cost Reduction (In Millions)		Ridership Delta ****
			Low	High	
Corridor-Wide Options					
26	Reduce Station Site Furnishings Project Wide by 50%	\$0.55-0.60	\$ 0.53	\$ 0.58	
27	<i>Reduce Station Art Project Wide by 50%</i>	<i>\$1.8-2.3</i>			
28	Reduce Station Art Project Wide by 100%	\$4-4.5	\$ 4.00	\$ 4.50	
29	<i>Reduce Landscaping Project Wide by 50%</i>	<i>\$8-9</i>			
43	Reduce Landscaping Project Wide by 75%	\$11-13	\$ 11.00	\$ 13.00	
17	Convert Ramp to Surface Lot and Reduce to 2020 - Beltline (Assumes \$7M CMAQ plus \$1.75M St. Louis Park match)	\$6.25-8.25	\$ 6.25	\$ 8.25	
14	Reduce Park & Ride to 2020 - Louisiana	\$0.25-0.30	\$ 0.25	\$ 0.30	
11	Reduce Park & Ride to 2020 - Blake	\$0.85-0.90	\$ 0.85	\$ 0.90	
10	Reduce Park & Ride to 2020 - Downtown Hopkins (Assumes \$6M CMAQ plus \$1.5M Hopkins match)	\$0-2.5	\$ -	\$ 2.50	
6	Reduce Park & Ride to 2020 - Opus	\$0.05-0.10	\$ 0.05	\$ 0.10	
4	Reduce Park & Ride to 2020 - City West	\$0.15-0.20	\$ 0.15	\$ 0.20	
2	<i>Reduce Park & Ride to 2020 - Golden Triangle**</i>	<i>\$0.35-0.40</i>			
1	<i>Reduce Park & Ride to 2020 - Southwest Station</i>	<i>\$3-4</i>			
Subtotal Potential Corridor-Wide Options:			\$ 23.08	\$ 30.33	
Operations Options					
30	Replace Duct Bank with Cable Trough (adjusted for Western end at Eden Prairie Town Center)	\$7.3-8.3	\$ 7.30	\$ 8.30	
9	Modify Track and Shady Oak Station	\$1.3-1.8	\$ 1.30	\$ 1.80	
25	Modify LRT Bridge at Glenwood	\$1.5-2.5	\$ 1.50	\$ 2.50	
31	Modify Non-Revenue LRT Vehicle Storage Building at OMF	\$0.25-0.30	\$ 0.25	\$ 0.30	
33	Modify Cold Storage Building at OMF	\$0.5-1	\$ 0.50	\$ 1.00	
Subtotal Potential Operations Options:			\$ 10.85	\$ 13.90	
Stakeholder Options					
Light Rail Vehicles:					
44	Reduce Light Rail Vehicle Fleet Size (2)	\$10-12	\$ 10.00	\$ 12.00	
32	Reduce Operations and Maintenance Facility Scope - Store 30 Vehicles	\$8-9	\$ 8.00	\$ 9.00	
Park-and-Rides:					
18	Delete 2020 Reduced Park & Ride - Beltline (Assumes \$7M CMAQ plus \$1.75M St. Louis Park match)*	\$1-2	\$ 1.00	\$ 2.00	(900)
19	<i>Use Hennepin Co. Regional Rail Authority Property for Park & Ride - Beltline</i>	<i>\$2.8-3.3</i>			
15	Delete 2020 Reduced Park & Ride - Louisiana*	\$0.45-0.90	\$ 0.45	\$ 0.90	(425)
12	<i>Convert Ramp to Surface Lot and Reduce to 2020 - Blake</i>	<i>\$4.6-5.6</i>			
13	Delete 2020 Reduced Park & Ride - Blake*	\$5.2-6.2	\$ 5.20	\$ 6.20	(450)
36	Delete 2020 Reduced Park & Ride - Downtown Hopkins (Assumes \$6M CMAQ plus \$1.5M Hopkins match)*	\$1.5-2.5	\$ 1.50	\$ 2.50	(525)
37	Delete 2020 Reduced Park & Ride - Shady Oak	\$25-27	\$ 25.00	\$ 27.00	(450)
7	Delete 2020 Reduced Park & Ride - Opus*	\$0.50-0.55	\$ 0.50	\$ 0.55	(150)
5	Delete 2020 Reduced Park & Ride - City West*	\$0.75-0.80	\$ 0.75	\$ 0.80	(300)
3	Delete 2020 Reduced Park & Ride - Golden Triangle**	\$19-21	\$ 19.00	\$ 21.00	(1,350)
35	<i>Delete 2020 Reduced Park & Ride - Southwest Station*</i>	<i>\$10-11</i>			<i>(600)</i>
34	<i>Delete Park & Ride - Mitchell</i>	<i>\$23-25</i>			<i>(1,070)</i>
Stations:					
24	<i>Defer Royalston Station</i>	<i>\$4-5</i>			
23	Delete Royalston Station and Associated Station Area Pedestrian Improvements and 7th Street Bikeway***	\$6-7	\$ 6.00	\$ 7.00	(200)
41	<i>Defer Penn Station</i>	<i>\$12-14</i>			
40	Delete Penn Station and Associated Station Area Pedestrian Improvements***	\$14-16	\$ 14.00	\$ 16.00	(750)
22	<i>Defer 21st Street Station</i>	<i>\$4-5</i>			
21	Delete 21st Street Station and Associated Pedestrian Connections to Cedar Lake***	\$6-7	\$ 6.00	\$ 7.00	(1,660)
20	Delete Vertical Circulation at West Lake Station; At-grade Crossing of Freight Tracks Provided by Others	\$5-6	\$ 5.00	\$ 6.00	(1,370)
38	Delete Joint Development at Blake	\$13-15	\$ 13.00	\$ 15.00	
Trail Structures:					
16	Delete Trail Underpass Under Freight Tracks at Louisiana Station	\$0.55-0.60	\$ 0.55	\$ 0.60	
39	Delete Trail/Pedestrian Bridge Crossing of LRT and Freight Railroad East of Beltline Station	\$13-14	\$ 13.00	\$ 14.00	
42	Delete N. Cedar Lake Trail Bridge at Penn Station	\$12-14	\$ 12.00	\$ 14.00	
8	Remove 2 Pedestrian Underpasses at Opus Station	\$1-2	\$ 1.00	\$ 2.00	
Subtotal Potential Stakeholder Options:			\$ 141.95	\$ 163.55	
Western End of Line Options					
45	<i>End at Southwest Station</i>	<i>\$120-125</i>			<i>(1,000)</i>
46	End at Eden Prairie Town Center (per PE Plans)**	\$190-195	\$ 190.00	\$ 195.00	(3,200)
47	<i>End at Eden Prairie Town Center (with station at Eden Road and Flying Cloud Drive)</i>	<i>\$230-235</i>			<i>(3,200)</i>
48	<i>End at Golden Triangle</i>	<i>\$375-380</i>			<i>6,600</i>
Subtotal Potential Western End of Line Options:			\$ 190.00	\$ 195.00	
Summary					
Total Potential Cost Reduction:			\$ 365.88	\$ 402.78	
May 20 CMAQ Award to St. Louis Park for Beltline Park-and-Ride Ramp:			\$ 8.75	\$ 8.75	
Remaining Reduction Needed to Achieve \$341M:			\$ (33.63)	\$ (70.53)	
Additional Revenue Service Delay					
49	<i>Delete CP Rail Swap</i>	<i>\$5-10</i>			
50	<i>Delete Kenilworth Tunnel; LRT, freight tracks, and trail at-grade</i>	<i>-\$5-0</i>			
Analysis Pending					
51	<i>Additional Reduction to Light Rail Vehicle Fleet</i>				
52	<i>Finance Charge Reduction</i>				
* Reduced 2020 Park-and-Ride Accounted for under Corridor Wide Options					
** Change surface parking to 710 space structure at Golden Triangle Station (2020 Build). Excludes an additional \$4-5million in cost to expand park-and-ride capacity to 2040 Build (an increase of 190 additional spaces for a total of 900 spaces); ROW reduced by 13.7 acres, 3 relocations; no change in vehicles required.					
*** Adjustments to Station Site Furnishings, Artwork, and Landscaping reductions not included					
**** Ridership forecast metrics evaluated independently					

Southwest LRT Potential Cost Reduction Scenario D					
Western End at Eden Prairie Town Center (Modified)					
Cost Category:					
Cost ID	Description	Range (In Millions)	Potential Cost Reduction (In Millions)		Ridership Delta ****
			Low	High	
Corridor-Wide Options					
26	Reduce Station Site Furnishings Project Wide by 50%	\$0.55-0.60	\$ 0.53	\$ 0.58	
27	<i>Reduce Station Art Project Wide by 50%</i>	<i>\$1.8-2.3</i>			
28	Reduce Station Art Project Wide by 100%	\$4-4.5	\$ 4.00	\$ 4.50	
29	<i>Reduce Landscaping Project Wide by 50%</i>	<i>\$8-9</i>			
43	Reduce Landscaping Project Wide by 75%	\$11-13	\$ 11.00	\$ 13.00	
17	Convert Ramp to Surface Lot and Reduce to 2020 - Beltline (Assumes \$7M CMAQ plus \$1.75M St. Louis Park match)	\$6.25-8.25	\$ 6.25	\$ 8.25	
14	Reduce Park & Ride to 2020 - Louisiana	\$0.25-0.30	\$ 0.25	\$ 0.30	
11	Reduce Park & Ride to 2020 - Blake	\$0.85-0.90	\$ 0.85	\$ 0.90	
10	Reduce Park & Ride to 2020 - Downtown Hopkins (Assumes \$6M CMAQ plus \$1.5M Hopkins match)	\$0-2.5	\$ -	\$ 2.50	
6	Reduce Park & Ride to 2020 - Opus	\$0.05-0.10	\$ 0.05	\$ 0.10	
4	Reduce Park & Ride to 2020 - City West	\$0.15-0.20	\$ 0.15	\$ 0.20	
2	<i>Reduce Park & Ride to 2020 - Golden Triangle**</i>	<i>\$0.35-0.40</i>			
1	<i>Reduce Park & Ride to 2020 - Southwest Station</i>	<i>\$3-4</i>			
Subtotal Potential Corridor-Wide Options:			\$ 23.08	\$ 30.33	
Operations Options					
30	Replace Duct Bank with Cable Trough (adjusted for Western end at Eden Prairie Town Center- Modified)	\$7.1-8.1	\$ 7.10	\$ 8.10	
9	Modify Track and Shady Oak Station	\$1.3-1.8	\$ 1.30	\$ 1.80	
25	Modify LRT Bridge at Glenwood	\$1.5-2.5	\$ 1.50	\$ 2.50	
31	Modify Non-Revenue LRT Vehicle Storage Building at OMF	\$0.25-0.30	\$ 0.25	\$ 0.30	
33	Modify Cold Storage Building at OMF	\$0.5-1	\$ 0.50	\$ 1.00	
Subtotal Potential Operations Options:			\$ 10.65	\$ 13.70	
Stakeholder Options					
Light Rail Vehicles:					
44	Reduce Light Rail Vehicle Fleet Size (2)	\$10-12	\$ 10.00	\$ 12.00	
32	Reduce Operations and Maintenance Facility Scope - Store 30 Vehicles	\$8-9	\$ 8.00	\$ 9.00	
Park-and-Rides:					
18	Delete 2020 Reduced Park & Ride - Beltline (Assumes \$7M CMAQ plus \$1.75M St. Louis Park match)*	\$1-2	\$ 1.00	\$ 2.00	(900)
19	<i>Use Hennepin Co. Regional Rail Authority Property for Park & Ride - Beltline</i>	<i>\$2.8-3.3</i>			
15	Delete 2020 Reduced Park & Ride - Louisiana*	\$0.45-0.90	\$ 0.45	\$ 0.90	(425)
12	<i>Convert Ramp to Surface Lot and Reduce to 2020 - Blake</i>	<i>\$4.6-5.6</i>			
13	Delete 2020 Reduced Park & Ride - Blake*	\$5.2-6.2	\$ 5.20	\$ 6.20	(450)
36	Delete 2020 Reduced Park & Ride - Downtown Hopkins (Assumes \$6M CMAQ plus \$1.5M Hopkins match)*	\$1.5-2.5	\$ 1.50	\$ 2.50	(525)
37	Delete 2020 Reduced Park & Ride - Shady Oak	\$25-27	\$ 25.00	\$ 27.00	(450)
7	Delete 2020 Reduced Park & Ride - Opus*	\$0.50-0.55	\$ 0.50	\$ 0.55	(150)
5	Delete 2020 Reduced Park & Ride - City West*	\$0.75-0.80	\$ 0.75	\$ 0.80	(300)
3	Delete 2020 Reduced Park & Ride - Golden Triangle**	\$19-21	\$ 19.00	\$ 21.00	(1,350)
35	<i>Delete 2020 Reduced Park & Ride - Southwest Station*</i>	<i>\$10-11</i>			<i>(600)</i>
34	<i>Delete Park & Ride - Mitchell</i>	<i>\$23-25</i>			<i>(1,070)</i>
Stations:					
24	<i>Defer Royalston Station</i>	<i>\$4-5</i>			
23	Delete Royalston Station and Associated Station Area Pedestrian Improvements and 7th Street Bikeway***	\$6-7	\$ 6.00	\$ 7.00	(200)
41	<i>Defer Penn Station</i>	<i>\$12-14</i>			
40	Delete Penn Station and Associated Station Area Pedestrian Improvements***	\$14-16	\$ 14.00	\$ 16.00	(750)
22	<i>Defer 21st Street Station</i>	<i>\$4-5</i>			
21	Delete 21st Street Station and Associated Pedestrian Connections to Cedar Lake***	\$6-7	\$ 6.00	\$ 7.00	(1,660)
20	Delete Vertical Circulation at West Lake Station; At-grade Crossing of Freight Tracks Provided by Others	\$5-6	\$ 5.00	\$ 6.00	(1,370)
38	Delete Joint Development at Blake	\$13-15	\$ 13.00	\$ 15.00	
Trail Structures:					
16	Delete Trail Underpass Under Freight Tracks at Louisiana Station	\$0.55-0.60	\$ 0.55	\$ 0.60	
39	Delete Trail/Pedestrian Bridge Crossing of LRT and Freight Railroad East of Beltline Station	\$13-14	\$ 13.00	\$ 14.00	
42	Delete N. Cedar Lake Trail Bridge at Penn Station	\$12-14	\$ 12.00	\$ 14.00	
8	Remove 2 Pedestrian Underpasses at Opus Station	\$1-2	\$ 1.00	\$ 2.00	
Subtotal Potential Stakeholder Options:			\$ 141.95	\$ 163.55	
Western End of Line Options					
45	<i>End at Southwest Station</i>	<i>\$120-125</i>			<i>(1,000)</i>
46	<i>End at Eden Prairie Town Center (per PE Plans)</i>	<i>\$190-195</i>			<i>(3,200)</i>
47	End at Eden Prairie Town Center (with station at Eden Road and Flying Cloud Drive)**	\$230-235	\$ 230.00	\$ 235.00	(3,200)
48	<i>End at Golden Triangle</i>	<i>\$375-380</i>			<i>6,600</i>
Subtotal Potential Western End of Line Options:			\$ 230.00	\$ 235.00	
Summary					
Total Potential Cost Reduction:			\$ 405.68	\$ 442.58	
May 20 CMAQ Award to St. Louis Park for Beltline Park-and-Ride Ramp:			\$ 8.75	\$ 8.75	
Remaining Reduction Needed to Achieve \$341M:			\$ (73.43)	\$ (110.33)	
Additional Revenue Service Delay					
49	<i>Delete CP Rail Swap</i>	<i>\$5-10</i>			
50	<i>Delete Kenilworth Tunnel; LRT, freight tracks, and trail at-grade</i>	<i>-\$5-0</i>			
Analysis Pending					
51	<i>Additional Reduction to Light Rail Vehicle Fleet</i>				
52	<i>Finance Charge Reduction</i>				
* Reduced 2020 Park-and-Ride Accounted for under Corridor Wide Options					
** Shift station to Eden Road and Flying Cloud Drive. Change surface parking to 710 space structure at Golden Triangle Station (2020 Build). Excludes an additional \$4-5million in cost to expand park-and-ride capacity to 2040 Build (an increase of 190 additional spaces for a total of 900 spaces); ROW reduced by 20.5 acres, 4 relocations; no change in vehicles required.					
*** Adjustments to Station Site Furnishings, Artwork, and Landscaping reductions not included					
**** Ridership forecast metrics evaluated independently					