

Southwest LRT Potential Scope/Budget Reductions By Scope Category

Key:

EP	Eden Prairie
Mk	Minnetonka
H	Hopkins
SLP	St Louis Park
Mp	Minneapolis
MC	Met Council

Column	Definition
Capital Cost Savings	Fully loaded, year of expenditure, includes contingency, right-of-way, and soft costs
Capital Cost Post Project	Cost range for 2020 to 2030 implementation
Operational Cost Impact	Increase or decrease to current project scope operational costs
LRT Ridership Impact (Total SWLRT Alignment)	Reduction in net number to current project scope 2040 corridor ridership of 36,162
Municipal Consent	Y: Substantial change to scope item requiring Municipal Consent N: No substantial change to scope item
Impact to New Starts Rating (Subject to FTA Review)	Increase, decrease or no change to current overall project rating
Environmental Clearance	FEIS: Include in FEIS Other Additional: Additional documentation required
Revenue Service Delay	Y: Revenue service delayed beyond 2020 N: Revenue service in 2020

Note: All scope item metrics evaluated independently

Potential Budget Impact: Park-and-Rides

ID		Scope Item	Capital Cost Savings	Capital Cost Post Project	Operational Cost Impact	LRT Ridership Impact (Total SWLRT Alignment)	Municipal Consent	Impact to New Starts Rating	Environmental Clearance	Revenue Service Delay	Notes
34	EP	Delete Park & Ride - Mitchell	\$23-25M	\$25-33M	Decrease	(1070)	N	No change	FEIS	N	Eliminates 665 spaces
1	EP	Reduce Park & Ride to 2020 - Southwest Station	\$3-4M	\$4-5M	Decrease	(250)	N	N/A	FEIS	N	Reduce by 165 spaces (450 to 285 spaces)
35	EP	Delete Park & Ride - Southwest Station	\$13-15M	\$15-20M	Decrease	(600)	N	No change	FEIS	N	Eliminates 450 spaces
2	EP	Reduce Park & Ride to 2020 - Golden Triangle	\$350-400K	\$400-540K	Decrease	N/A	N	N/A	FEIS	N	Reduce by 70 spaces (270 to 200 spaces)
3	EP	Delete Park & Ride - Golden Triangle	\$1-2M	\$2-3M	Decrease	(400)	N	No change	FEIS	N	Eliminates 270 spaces
4	EP	Reduce Park & Ride to 2020 - City West	\$150-200K	\$200-270K	Decrease	N/A	N	N/A	FEIS	N	Reduce by 45 spaces (160 to 115 spaces)
5	EP	Delete Park & Ride - City West	\$0.9-1M	\$1-1.5M	Decrease	(300)	N	No change	FEIS	N	Eliminates 160 spaces
6	Mk	Reduce Park & Ride to 2020 - Opus	\$50-100K	\$100-140K	Decrease	N/A	N	N/A	FEIS	N	Reduce by 20 spaces (100 to 80 spaces)
7	Mk	Delete Park & Ride - Opus	\$550-600K	\$600-810K	Decrease	(150)	N	No change	FEIS	N	Eliminates 100 spaces
37	H	Delete Park & Ride - Shady Oak	\$20-22M	\$22-30M	Decrease	(450)	N	No change	FEIS	N	Assumes modified track alignment; Eliminates 265 spaces and full acquisition of Hopkins Tech Center; Passenger drop-off accommodated on 5th St.
10	H	Reduce Park & Ride to 2020 - Downtown Hopkins	\$200-250K	\$250-340K	Decrease	N/A	N	N/A	FEIS	N	Reduce by 60 spaces (250 to 190 spaces)
36	H	Delete Park & Ride - Downtown Hopkins	\$10-12M	\$12-16M	Decrease	(525)	N	No change	FEIS	N	Eliminates 250 spaces
11	H	Reduce Park & Ride to 2020 - Blake	\$850-900K	\$900K-1.2M	Decrease	N/A	N	N/A	FEIS	N	Reduce by 35 spaces (240 to 205 spaces)
12	H	Convert Ramp to Surface Lot and Reduce to 2020 - Blake	\$5.5-6.5M	\$6.5-8.5M	Decrease	N/A	N	N/A	FEIS	N	Reduce by 35 spaces (240 to 205 spaces)
13	H	Delete Park & Ride - Blake	\$6-7M	\$7-9.5M	Decrease	(450)	N	No change	FEIS	N	Eliminates 240 spaces
14	SLP	Reduce Park & Ride to 2020 - Louisiana	\$250-300K	\$300-400K	Decrease	N/A	N	N/A	FEIS	N	Reduce by 45 spaces (230 to 185 spaces)
15	SLP	Delete Park & Ride - Louisiana	\$0.7-1.2M	\$1.2-1.6M	Decrease	(425)	N	No change	FEIS	N	Eliminates 230 spaces
17	SLP	Reduce Park & Ride to 2020 - Beltline	\$550-600K	\$600-810K	Decrease	(250)	N	N/A	FEIS	N	Eliminates 115 spaces (540 to 425 spaces)
18	SLP	Delete Park & Ride - Beltline	\$6-7M	\$7-9.5M	Decrease	(900)	N	No change	FEIS	N	Eliminates 540 spaces
19	SLP	Use Hennepin Co. Regional Rail Authority Property for Park & Ride - Beltline	\$2.8-3.3M	\$3.3-4.5M	No Impact	N/A	N	N/A	FEIS	N	

Range Total \$50K-93M

Potential Budget Impact: Stations

ID		Scope Item	Capital Cost Savings	Capital Cost Post Project	Operational Cost Impact	LRT Ridership Impact (Total SWLRT Alignment)	Municipal Consent	Impact to New Starts Rating	Environmental Clearance	Revenue Service Delay	Notes
23	Mp	Delete Royalston Station and Associated Station Area Pedestrian Improvements and 7th Street Bikeway	\$6-7M	\$7-9.5M	Decrease	(200)	Y	See table below	Other additional	N	
24	Mp	Defer Royalston Station	\$4-5M	\$5-7M	Decrease	N/A	N	N/A	FEIS	N	Build platform foundation and underground infrastructure
40	Mp	Delete Penn Station and Associated Station Area Pedestrian Improvements	\$14-16M	\$16-22M	Decrease	(750)	Y	See table below	Other additional	N	
41	Mp	Defer Penn Station	\$12-14M	\$14-19M	Decrease	N/A	N	N/A	FEIS	N	Build platform foundation and underground infrastructure
21	Mp	Delete 21st Street Station and Associated Pedestrian Connections to Cedar Lake	\$6-7M	\$7-9.5M	Decrease	(1,660)	Y	See table below	Other additional	N	
22	Mp	Defer 21st Street Station	\$4-5M	\$5-7M	Decrease	N/A	N	N/A	FEIS	N	Build platform foundation and underground infrastructure
20	Mp	Delete Vertical Circulation at West Lake Station; At-grade Crossing of Freight Tracks Provided by Others	\$5-6M	\$6-8M	Decrease	(1,370)	N	N/A	FEIS	N	Requires property acquisition or public easement north of the station
38	H	Delete Joint Development at Blake	\$13-15M	\$15-20M	Decrease	N/A	N	N/A	FEIS	N	
45	EP	End at Southwest Station	\$115-120M	\$120-160M	Decrease	(1,000)	Y	See table below	FEIS	N	Increase Southwest Park and Ride structure by 679 spaces; ROW reduced by 11 acres, 0 relocations; no change in vehicles required. For 2020 Park and Ride build, reduce 679 spaces to 409 and add \$4-5 million to the capital cost savings.
46	EP	End at Eden Prairie Town Center (per PE Plans)	\$185-190M	\$190-235M	Decrease	(3,200)	Y	See table below	FEIS	N	Change surface parking to 900 space structure at Golden Triangle Station. On-street parking at Town Center; ROW reduced by 13.7 acres, 3 relocations; no change in vehicles required. For 2020 Park and Ride build, reduce 900 spaces to 710 and add \$4-5 million to the capital cost savings.
47	EP	End at Eden Prairie Town Center (with station at Eden Road and Flying Cloud Drive)	\$225-230M	\$230-270M	Decrease	(3,200)	Y	See table below	FEIS	N	Shift station to Eden Road and Flying Cloud Drive. Change surface parking to 900 space structure at Golden Triangle Station; ROW reduced by 20.5 acres, 4 relocations; no change in vehicles required. For 2020 Park and Ride build, reduce 900 spaces to 710 and add \$4-5 million to the capital cost savings.
48	EP	End at Golden Triangle	\$370-375M	\$375-505M	Decrease	(6,600)	Y	See table below	FEIS	N	Change surface parking to 900 space structure; ROW reduced by 27.2 acres, 11 relocations; Reduce 7 vehicles. For 2020 Park and Ride build, reduce 900 spaces to 710 and add \$4-5 million to the capital cost savings.

Range Total \$4M - 426M

Scope Item	Cost Effectiveness Index	Percent Retained by Category			
		Transit Dependent Riders	Developable Acreage	Access to Jobs	Population served
Delete Royalston Station	No change	99%	94%	95%	89%
Delete Penn Station	No change	97%	99%	99%	96%
Delete 21st Street Station	No change	97%	100%	100%	99%
End at Southwest Station	No change	96%	95%	97%	98%
End at Eden Prairie Town Center (per PE Plans)	No change	83%	95%	95%	96%
End at Eden Prairie Town Center (with station at Eden Road and Flying Cloud Drive)	No change	83%	95%	95%	96%
End at Golden Triangle	No change	75%	86%	93%	90%

Source: Met Council

Potential Budget Impact: Landscaping, Art, and Furnishings

ID		Scope Item	Capital Cost Savings	Capital Cost Post Project	Operational Cost Impact	LRT Ridership Impact (Total SWLRT Alignment)	Municipal Consent	Impact to New Starts Rating	Environmental Clearance	Revenue Service Delay	Notes
26	All	Reduce Station Site Furnishings Project Wide by 50%	\$550-600K	\$600-810K	Decrease	N/A	N	N/A	N/A	N	Reduce allowance for off-platform amenities (trash cans, bike parking, seating)
27	All	Reduce Station Art Project Wide by 50%	\$1.8-2.3M	\$2.3-3M	Decrease	N/A	N	N/A	N/A	N	Requires new procurement; potential for cost exposure due to change orders to construction contracts
28	All	Reduce Station Art Project Wide by 100%	\$4-4.5M	\$5-6.5M	Decrease	N/A	N	N/A	N/A	N	
29	All	Reduce Landscaping Project Wide by 50%	\$8-9M	\$9-12M	Decrease	N/A	N	N/A	FEIS	N	
43	All	Reduce Landscaping Project Wide by 75%	\$11-13M	\$13-17M	Decrease	N/A	N	N/A	FEIS	N	Reduce by 75% - seeding (no irrigation)
Range Total			\$550K - 18M								

Potential Budget Impact: Operations

ID		Scope Item	Capital Cost Savings	Capital Cost Post Project	Operational Cost Impact	LRT Ridership Impact (Total SWLRT Alignment)	Municipal Consent	Impact to New Starts Rating	Environmental Clearance	Revenue Service Delay	Notes
44	MC	Reduce Light Rail Vehicle Fleet Size (2)	\$10-12M	\$12-16M	Increase	N/A	N	N/A	FEIS	N	Reduce by 2 vehicles from 32 to 30; impacts service reliability
32	MC	Reduce Operations and Maintenance Facility Scope - Store 30 Vehicles	\$8-9M	\$9-12.5M	Increase	N/A	N	N/A	FEIS	N	Reduce light rail vehicle storage area in the OMF building and associated yard track
31	MC	Modify Non-Revenue LRT Vehicle Storage Building at OMF	\$250-300K	\$300-500K	Increase	N/A	N	N/A	N/A	N	Roof only, no enclosure
33	MC	Modify Cold Storage Building at OMF	\$500K-1M	\$600-1.5M	Increase	N/A	N	N/A	N/A	N	No enclosure
30	MC	Replace Duct Bank with Cable Trough	\$8.5-9.5M	N/A	Decrease	N/A	N	N/A	N/A	N	For systems communications cabling; implementing
9	H	Modify Track and Shady Oak Station	\$1.3-1.8M	N/A	No Impact	N/A	N	N/A	FEIS	N	Eliminates 43 storage unit relocations; implementing
25	Mp	Modify LRT Bridge at Glenwood	\$1.5-2.5M	N/A	Decrease	N/A	N	N/A	FEIS	N	Implementing
Range Total			\$250K - 36M								

Potential Budget Impact: Trail Structures

ID		Scope Item	Capital Cost Savings	Capital Cost Post Project	Operational Cost Impact	LRT Ridership Impact (Total SWLRT Alignment)	Municipal Consent	Impact to New Starts Rating	Environmental Clearance	Revenue Service Delay	Notes
8	Mk	Remove 2 Pedestrian Underpasses at Opus Station	\$1-2M	\$2-3M	Decrease	N/A	N	N/A	FEIS	N	Bus stop moves to Bren Road E.
16	SLP	Delete Trail Underpass Under Freight Tracks at Louisiana Station	\$550-600K	\$600-810K	Decrease	N/A	N	N/A	FEIS	N	Use existing trail access at Louisiana Ave
39	SLP	Delete Trail/Pedestrian Bridge Crossing of LRT and Freight Railroad East of Beltline Station	\$13-14M	\$15-19M	Decrease	N/A	N	N/A	FEIS	N	Creates at-grade trail/pedestrian crossing of LRT and freight railroad; will increase LRCI cost for proposed trail bridge over Beltline Boulevard, potentially jeopardizing grant monies
42	Mp	Delete N. Cedar Lake Trail Bridge at Penn Station	\$12-14M	\$14-19M	Decrease	N/A	N	N/A	FEIS	N	Provide at-grade trail crossing at Penn Station

Range Total \$550K - 31M

Potential Budget Impact: Additional Revenue Service Delay

ID		Scope Item	Capital Cost Savings	Capital Cost Post Project	Operational Cost Impact	LRT Ridership Impact	Municipal Consent	Impact to New Starts Rating	Environmental Clearance	Revenue Service Delay	Notes
49	H SLP	Delete CP Rail Swap	\$5-10M	N/A	Decrease	N/A	Y	N/A	Other Additional	Y	Build LRT north of existing Bass Lake Spur; remove southerly connector. Build LRT bridge over freight west of West Lake Station; Louisiana platform on HCRRRA property; requires CP property acquisition at select locations. \$60M in savings (fully loaded) for construction and right-of-way; \$50M added for schedule delay.
50	Mp	Delete Kenilworth Tunnel; LRT, freight tracks, and trail at-grade	-\$5-0M	N/A	Decrease	N/A	Y	N/A	Other Additional	Y	Requires acquisition of 26 Cedar Lake Townhomes. \$100M in savings (fully loaded) for tunnel; \$55M added for right-of-way, grade separation at Cedar Lake Parkway, retaining walls, building demolition, and OCS poles; \$50M added for schedule delay

Range Total -\$5M - 10M

Southwest LRT Potential Scope/Budget Reductions By Cost Category

Key:

EP	Eden Prairie
Mk	Minnetonka
H	Hopkins
SLP	St Louis Park
Mp	Minneapolis
MC	Met Council

Column	Definition
Capital Cost Savings	Fully loaded, year of expenditure, includes contingency, right-of-way, and soft costs
Capital Cost Post Project	Cost range for 2020 to 2030 implementation
Operational Cost Impact	Increase or decrease to current project scope operational costs
LRT Ridership Impact (Total SWLRT Alignment)	Reduction in net number to current project scope 2040 corridor ridership of 36,162
Municipal Consent	Y: Substantial change to scope item requiring Municipal Consent N: No substantial change to scope item
Impact to New Starts Rating (Subject to FTA Review)	Increase, decrease or no change to current overall project rating
Environmental Clearance	FEIS: Include in FEIS Other Additional: Additional documentation required
Revenue Service Delay	Y: Revenue service delayed beyond 2020 N: Revenue service in 2020

Note: All scope item metrics evaluated independently

Potential Budget Impact Less Than \$10 Million

ID		Scope Item	Capital Cost Savings	Capital Cost Post Project	Operational Cost Impact	LRT Ridership Impact (Total SWLRT Alignment)	Municipal Consent	Impact to New Starts Rating	Environmental Clearance	Revenue Service Delay	Notes
1	EP	Reduce Park & Ride to 2020 - Southwest Station	\$3-4M	\$4-5M	Decrease	(250)	N	N/A	FEIS	N	Reduce by 165 spaces (450 to 285 spaces)
2	EP	Reduce Park & Ride to 2020 - Golden Triangle	\$350-400K	\$400-540K	Decrease	N/A	N	N/A	FEIS	N	Reduce by 70 spaces (270 to 200 spaces)
3	EP	Delete Park & Ride - Golden Triangle	\$1-2M	\$2-3M	Decrease	(400)	N	No change	FEIS	N	Eliminates 270 spaces
4	EP	Reduce Park & Ride to 2020 - City West	\$150-200K	\$200-270K	Decrease	N/A	N	N/A	FEIS	N	Reduce by 45 spaces (160 to 115 spaces)
5	EP	Delete Park & Ride - City West	\$0.9-1M	\$1-1.5M	Decrease	(300)	N	No change	FEIS	N	Eliminates 160 spaces
6	Mk	Reduce Park & Ride to 2020 - Opus	\$50-100K	\$100-140K	Decrease	N/A	N	N/A	FEIS	N	Reduce by 20 spaces (100 to 80 spaces)
7	Mk	Delete Park & Ride - Opus	\$550-600K	\$600-810K	Decrease	(150)	N	No change	FEIS	N	Eliminates 100 spaces
8	Mk	Remove 2 Pedestrian Underpasses at Opus Station	\$1-2M	\$2-3M	Decrease	N/A	N	N/A	FEIS	N	Bus stop moves to Bren Road E.
9	H	Modify Track and Shady Oak Station	\$1.3-1.8M	N/A	No Impact	N/A	N	N/A	FEIS	N	Eliminates 43 storage unit relocations; implementing
10	H	Reduce Park & Ride to 2020 - Downtown Hopkins	\$200-250K	\$250-340K	Decrease	N/A	N	N/A	FEIS	N	Reduce by 60 spaces (250 to 190 spaces)
11	H	Reduce Park & Ride to 2020 - Blake	\$850-900K	\$900K-1.2M	Decrease	N/A	N	N/A	FEIS	N	Reduce by 35 spaces (240 to 205 spaces)
12	H	Convert Ramp to Surface Lot and Reduce to 2020 - Blake	\$5.5-6.5M	\$6.5-8.5M	Decrease	N/A	N	N/A	FEIS	N	Reduce by 35 spaces (240 to 205 spaces)
13	H	Delete Park & Ride - Blake	\$6-7M	\$7-9.5M	Decrease	(450)	N	No change	FEIS	N	Eliminates 240 spaces
14	SLP	Reduce Park & Ride to 2020 - Louisiana	\$250-300K	\$300-400K	Decrease	N/A	N	N/A	FEIS	N	Reduce by 45 spaces (230 to 185 spaces)
15	SLP	Delete Park & Ride - Louisiana	\$0.7-1.2M	\$1.2-1.6M	Decrease	(425)	N	No change	FEIS	N	Eliminates 230 spaces
16	SLP	Delete Trail Underpass Under Freight Tracks at Louisiana Station	\$550-600K	\$600-810K	Decrease	N/A	N	N/A	FEIS	N	Use existing trail access at Louisiana Ave
17	SLP	Reduce Park & Ride to 2020 - Beltline	\$550-600K	\$600-810K	Decrease	(250)	N	N/A	FEIS	N	Reduce by 115 spaces (540 to 425 spaces)
18	SLP	Delete Park & Ride - Beltline	\$6-7M	\$7-9.5M	Decrease	(900)	N	No change	FEIS	N	Eliminates 540 spaces
19	SLP	Use Hennepin Co. Regional Rail Authority Property for Park & Ride - Beltline	\$2.8-3.3M	\$3.3-4.5M	No Impact	N/A	N	N/A	FEIS	N	
20	Mp	Delete Vertical Circulation at West Lake Station; At-grade Crossing of Freight Tracks Provided by Others	\$5-6M	\$6-8M	Decrease	(1,370)	N	N/A	FEIS	N	Requires property acquisition or public easement north of the station
21	Mp	Delete 21st Street Station and Associated Pedestrian Connections to Cedar Lake	\$6-7M	\$7-9.5M	Decrease	(1,660)	Y	See table below	Other additional	N	
22	Mp	Defer 21st Street Station	\$4-5M	\$5-7M	Decrease	N/A	N	N/A	FEIS	N	Build platform foundation and underground infrastructure

ID		Scope Item	Capital Cost Savings	Capital Cost Post Project	Operational Cost Impact	LRT Ridership Impact (Total SWLRT Alignment)	Municipal Consent	Impact to New Starts Rating	Environmental Clearance	Revenue Service Delay	Notes
23	MP	Delete Royalston Station and Associated Station Area Pedestrian Improvements and 7th Street Bikeway	\$6-7M	\$7-9.5M	Decrease	(200)	Y	See table below	Other additional	N	
24	MP	Defer Royalston Station	\$4-5M	\$5-7M	Decrease	N/A	N	N/A	FEIS	N	Build platform foundation and underground infrastructure
25	MP	Modify LRT Bridge at Glenwood	\$1.5-2.5M	N/A	Decrease	N/A	N	N/A	FEIS	N	Implementing
26	All	Reduce Station Site Furnishings Project Wide by 50%	\$550-600K	\$600-810K	Decrease	N/A	N	N/A	N/A	N	Reduce allowance for off-platform amenities (trash cans, bike parking, seating)
27	All	Reduce Station Art Project Wide by 50%	\$1.8-2.3M	\$2.3-3M	Decrease	N/A	N	N/A	N/A	N	Requires new procurement; potential for cost exposure due to change orders to construction contracts
28	All	Reduce Station Art Project Wide by 100%	\$4-4.5M	\$5-6.5M	Decrease	N/A	N	N/A	N/A	N	
29	All	Reduce Landscaping Project Wide by 50%	\$8-9M	\$9-12M	Decrease	N/A	N	N/A	FEIS	N	
30	MC	Replace Duct Bank with Cable Trough	\$8.5-9.5M	N/A	Decrease	N/A	N	N/A	N/A	N	For systems communications cabling; implementing
31	MC	Modify Non-Revenue LRT Vehicle Storage Building at OMF	\$250-300K	\$300-500K	Increase	N/A	N	N/A	N/A	N	Roof only, no enclosure
32	MC	Reduce Operations and Maintenance Facility Scope - Store 30 Vehicles	\$8-9M	\$9-12.5M	Increase	N/A	N	N/A	FEIS	N	Reduce light rail vehicle storage area in the OMF building and associated yard track
33	MC H	Modify Cold Storage Building at OMF	\$500K-1M	\$600-1.5M	Increase	N/A	N	N/A	N/A	N	No enclosure

Range Total \$50K-83M

Impact to New Starts Rating Categories

Scope Item	Cost Effectiveness Index	Percent Retained by Category			
		Transit Dependent Riders	Developable Acreage	Access to Jobs	Population served
Delete 21st Street Station	No change	97%	100%	100%	99%
Delete Royalston Station	No change	99%	94%	95%	89%

Source: Met Council

Potential Budget Impact Between \$10 to \$49 Million

ID		Scope Item	Capital Cost Savings	Capital Cost Post Project	Operational Cost Impact	LRT Ridership Impact (Total SWLRT Alignment)	Municipal Consent	Impact to New Starts Rating	Environmental Clearance	Revenue Service Delay	Notes
34	EP	Delete Park & Ride - Mitchell	\$23-25M	\$25-33M	Decrease	(1070)	N	No change	FEIS	N	Eliminates 665 spaces
35	EP	Delete Park & Ride - Southwest Station	\$13-15M	\$15-20M	Decrease	(600)	N	No change	FEIS	N	Eliminates 450 spaces
36	H	Delete Park & Ride - Downtown Hopkins	\$10-12M	\$12-16M	Decrease	(525)	N	No change	FEIS	N	Eliminates 250 spaces
37	H	Delete Park & Ride - Shady Oak	\$20-22M	\$22-30M	Decrease	(450)	N	No change	FEIS	N	Assumes modified track alignment; Eliminates 265 spaces and full acquisition of Hopkins Tech Center; Passenger drop-off accommodated on 5th St.
38	H	Delete Joint Development at Blake	\$13-15M	\$15-20M	Decrease	N/A	N	N/A	FEIS	N	
39	SLP	Delete Trail/Pedestrian Bridge Crossing of LRT and Freight Railroad East of Beltline Station	\$13-14M	\$15-19M	Decrease	N/A	N	N/A	FEIS	N	Creates at-grade trail/pedestrian crossing of LRT and freight railroad; will increase LRCI cost for proposed trail bridge over Beltline Boulevard, potentially jeopardizing grant monies
40	Mp	Delete Penn Station and Associated Station Area Pedestrian Improvements	\$14-16M	\$16-22M	Decrease	(750)	Y	See table below	Other additional	N	
41	Mp	Defer Penn Station	\$12-14M	\$14-19M	Decrease	N/A	N	N/A	FEIS	N	Build platform foundation and underground infrastructure
42	Mp	Delete N. Cedar Lake Trail Bridge at Penn Station	\$12-14M	\$14-19M	Decrease	N/A	N	N/A	FEIS	N	Provide at-grade trail crossing at Penn Station
43	All	Reduce Landscaping Project Wide by 75%	\$11-13M	\$13-17M	Decrease	N/A	N	N/A	FEIS	N	Reduce by 75% - seeding (no irrigation)
44	MC	Reduce Light Rail Vehicle Fleet Size (2)	\$10-12M	\$12-16M	Increase	N/A	N	N/A	FEIS	N	Reduce by 2 vehicles from 32 to 30; impacts service reliability

Range Total \$10-106M

Impact to New Starts Rating Categories

Scope Item	Cost Effectiveness Index	Percent Retained by Category			
		Transit Dependent Riders	Developable Acreage	Access to Jobs	Population served
Delete Penn Station	No change	97%	99%	99%	96%

Source: Met Council

Potential Budget Impact Greater Than \$50 Million

ID	Scope Item	Capital Cost Savings	Capital Cost Post Project	Operational Cost Impact	LRT Ridership Impact (Total SWLRT Alignment)	Municipal Consent	Impact to New Starts Rating	Environmental Clearance	Revenue Service Delay	Notes
45 EP	End at Southwest Station	\$115-120M	\$120-160M	Decrease	(1,000)	Y	See table below	FEIS	N	Increase Southwest Park and Ride structure by 679 spaces; ROW reduced by 11 acres, 0 relocations; no change in vehicles required. For 2020 Park and Ride build, reduce 679 spaces to 409 and add \$4-5 million to the capital cost savings.
46 EP	End at Eden Prairie Town Center (per PE Plans)	\$185-190M	\$190-235M	Decrease	(3,200)	Y	See table below	FEIS	N	Change surface parking to 900 space structure at Golden Triangle Station. On-street parking at Town Center; ROW reduced by 13.7 acres, 3 relocations; no change in vehicles required. For 2020 Park and Ride build, reduce 900 spaces to 710 and add \$4-5 million to the capital cost savings.
47 EP	End at Eden Prairie Town Center (with station at Eden Road and Flying Cloud Drive)	\$225-230M	\$230-270M	Decrease	(3,200)	Y	See table below	FEIS	N	Shift station to Eden Road and Flying Cloud Drive. Change surface parking to 900 space structure at Golden Triangle Station; ROW reduced by 20.5 acres, 4 relocations; no change in vehicles required. For 2020 Park and Ride build, reduce 900 spaces to 710 and add \$4-5 million to the capital cost savings.
48 EP	End at Golden Triangle	\$370-375M	\$375-505M	Decrease	(6,600)	Y	See table below	FEIS	N	Change surface parking to 900 space structure; ROW reduced by 27.2 acres, 11 relocations; Reduce 7 vehicles. For 2020 Park and Ride build, reduce 900 spaces to 710 and add \$4-5 million to the capital cost savings.

Range Total \$115 - 375M

Impact to New Starts Rating Categories

Scope Item	Cost Effectiveness Index	Percent Retained by Category			
		Transit Dependent Riders	Developable Acreage	Access to Jobs	Population served
End at Southwest Station	No change	96%	95%	97%	98%
End at Eden Prairie Town Center (per PE Plans)	No change	83%	95%	95%	96%
End at Eden Prairie Town Center (with station at Eden Road and Flying Cloud Drive)	No change	83%	95%	95%	96%
End at Golden Triangle	No change	75%	86%	93%	90%

Source: Met Council

Potential Budget Impact - Additional Revenue Service Delay

ID		Scope Item	Capital Cost Savings	Capital Cost Post Project	Operational Cost Impact	LRT Ridership Impact (Total SWLRT Alignment)	Municipal Consent	Impact to New Starts Rating	Environmental Clearance	Revenue Service Delay	Notes
49	H SLP	Delete CP Rail Swap	\$5-10M	N/A	Decrease	N/A	Y	N/A	Other Additional	Y	Build LRT north of existing Bass Lake Spur; remove southerly connector. Build LRT bridge over freight west of West Lake Station; Louisiana platform on HCRRA property; requires CP property acquisition at select locations. \$60M in savings (fully loaded) for construction and right-of-way; \$50M added for schedule delay.
50	Mp	Delete Kenilworth Tunnel; LRT, Freight Tracks, and Trail At-grade	-\$5-0M	N/A	Decrease	N/A	Y	N/A	Other Additional	Y	Requires acquisition of 26 Cedar Lake Townhomes. \$100M in savings (fully loaded) for tunnel; \$55M added for right-of-way, grade separation at Cedar Lake Parkway, retaining walls, building demolition, and OCS poles; \$50M added for schedule delay

Range Total -\$5M - 10M