Sout	hwest LR	T Potential Cost Reduction Scenario A						
		at Southwest Station						
Cost (Category:					. n.	alat! a	Distanshin
			Range	PC	tential Cos In Mill			Ridership Delta
Cost ID		Description	(In Millions)		Low		, High	****
Corrid	dor-Wide (·	\$0.55-0.60	\$	0.53	\$	0.58	
	27	Reduce Station Site Furnishings Project Wide by 50% Reduce Station Art Project Wide by 50%	\$1.8-2.3	Ş	0.53	Ş	0.58	
	28	Reduce Station Art Project Wide by 100%	\$4-4.5	\$	4.00	\$	4.50	
	29 43	Reduce Landscaping Project Wide by 50% Padves Landscaping Project Wide by 75%	<i>\$8-9</i> \$11-13	\$	11.00	\$	13.00	
		Reduce Landscaping Project Wide by 75% Convert Ramp to Surface Lot and Reduce to 2020 - Beltline (Assumes \$7M CMAQ plus \$1.75M St. Louis Park			11.00			
		match)	\$6.25-8.25	\$	6.25	\$	8.25	
		Reduce Park & Ride to 2020 - Louisiana Reduce Park & Ride to 2020 - Blake	\$0.25-0.30 \$0.85-0.90	\$	0.25 0.85	\$	0.30	
		Reduce Park & Ride to 2020 - Downtown Hopkins (Assumes \$6M CMAQ plus \$1.5M Hopkins match)	\$0.85-0.90	\$	-	\$	2.50	
	6	Reduce Park & Ride to 2020 - Opus	\$0.05-0.10	\$	0.05	\$	0.10	
		Reduce Park & Ride to 2020 - City West Reduce Park & Ride to 2020 - Golden Triangle	\$0.15-0.20 \$0.35-0.40	\$	0.15 0.35	\$	0.20	
	1	Reduce Park & Ride to 2020 - Golden Hangle Reduce Park & Ride to 2020 - Southwest Station**	\$3-4	Ų	0.55	Ų	0.40	
		Subotal Potential Corridor-Wide Options:		\$	23.43	\$	30.73	
Opera	ations Opt	ions						
	30	Replace Duct Bank with Cable Trough (adjusted for Western end at Southwest Station)	\$7.8-8.8	\$	7.80	\$	8.80	
		Modify Track and Shady Oak Station Modify LRT Bridge at Glenwood	\$1.3-1.8 \$1.5-2.5	\$	1.30 1.50	\$	1.80 2.50	
	31	Modify Non-Revenue LRT Vehicle Storage Building at OMF	\$0.25-0.30	\$	0.25	\$	0.30	
-		Modify Cold Storage Building at OMF	\$0.5-1	\$	0.50	\$	1.00	
		Subtotal Potential Operations Options:		Ś	11.35	Ś	14.40	
		Subtotal r Otential Operations Options:		~	21.55	<u> </u>		
	holder Op							
Light	Rail Vehic	les: Reduce Light Rail Vehicle Fleet Size (2)	\$10-12	\$	10.00	\$	12.00	
		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	Use Hennepin Co. Regional Rail Authority Property for Park & Ride - Beltline	\$2.8-3.3	7	1.00	Υ	2.00	(300)
		Delete 2020 Reduced Park & Ride - Louisiana*	\$0.45-0.90	\$	0.45	\$	0.90	(425)
	12 13	Convert Ramp to Surface Lot and Reduce to 2020 - Blake Delete 2020 Reduced Park & Ride - Blake*	\$4.6-5.6 \$5.2-6.2	\$	5.20	\$	6.20	(450)
		Delete 2020 Reduced Park & Ride - Downtown Hopkins (Assumes \$6M CMAQ plus \$1.5M Hopkins match)*	\$1.5-2.5	\$	1.50		2.50	(525)
		Delete 2020 Reduced Park & Ride - Shady Oak	\$25-27	\$	25.00		27.00	(450)
		Delete 2020 Reduced Park & Ride - Opus* Delete 2020 Reduced Park & Ride - City West*	\$0.50-0.55 \$0.75-0.80	\$	0.50 0.75		0.55	(150)
		Delete 2020 Reduced Park & Ride - City West Delete 2020 Reduced Park & Ride - Golden Triangle*	\$0.75-0.80	\$	0.75		1.60	(400)
	35	Delete 2020 Reduced Park & Ride - Southwest Station**	\$22-23	\$	22.00		23.00	(1,690)
	34	Delete Park & Ride - Mitchell	\$23-25					(1,070)
Statio	ons:							
	24	Defer Royalston Station	\$4-5					
	23 41	Delete Royalston Station and Associated Station Area Pedestrian Improvements and 7th Street Bikeway*** Defer Penn Station	\$6-7 \$12-14	\$	6.00	\$	7.00	(200)
		Delete Penn Station and Associated Station Area Pedestrian Improvements***	\$14-16	\$	14.00	\$	16.00	(750)
	22	Defer 21st Street Station	\$4-5					
		Delete 21st Street Station and Associated Pedestrian Connections to Cedar Lake*** Delete Vertical Circulation at West Lake Station; At-grade Crossing of Freight Tracks Provided by Others	\$6-7 \$5-6	\$	6.00 5.00	\$	7.00 6.00	(1,660) (1,370)
		Delete Joint Development at Blake	\$13-15	\$	13.00	\$	15.00	(1,370)
		·						
Trail S	Structures		40.55.0.60	_	0.55	_	0.50	
		Delete Trail Underpass Under Freight Tracks at Louisiana Station Delete Trail/Pedestrian Bridge Crossing of LRT and Freight Railroad East of Beltline Station	\$0.55-0.60 \$13-14	\$	0.55 13.00	\$	0.60 14.00	
		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:		Ś	145.60	Ś	167.15	
		Subtotal Fotential Stakenoliuei Options.		_	<u></u>	<u> </u>		
West		Line Options	6420.127		420.00	_	125.55	14 000
	45 46	End at Southwest Station** End at Eden Prairie Town Center (per PE Plans)	\$120-125 \$190-195	\$	120.00	\$	125.00	(1,000) (3,200)
	47	End at Eden Prairie Town Center (per PE Plans) 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					(6,600)
		Subtotal Potential Western End of Line Options:		Ś	120.00	\$	125.00	
		Subtotal Fotential Western End of Line Options.		7	120.00	<u> </u>	123.00	
Sumn	nary							
		Total Potential Cost Reduction:		\$	300.38	\$	337.28	
				*	230.30	_		
		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)	
							/	
Addit	ional Reve	nue Service Delay Delete CP Rail Swap	\$5-10					
	50	Delete CP Rail Swap Delete Kenilworth Tunnel; LRT, freight tracks, and trail at-grade	\$5-10 -\$5-0					
Analy	sis Pendin							
	51 52	Additional Reduction to Light Rail Vehicle Fleet Finance Charge Reduction						
Notes		2000 Dark and Dide Associated for an der Comide 1997 Course						
*		2020 Park-and-Ride Accounted for under Corridor Wide Options dding 409 park-and-ride spaces (2020 Build) to the Southwest Station ramp for a total of 859 spaces. Excludes an a	dditional \$4 F~-	illion	cost to swi	2nd	to 2040	
**		ncrease of 270 spaces for a total of 1129 spaces); ROW reduced by 11 acres, 0 relocations; no change in vehicles rec		mun	cost to exp	and	.U 2U4U	
***		nts to Station Site Furnishings, Artwork, and Landscaping reductions not included						
		forecast metrics evaluated independently						

٠ا		OT Detential Cost Deduction Connects D						
		RT Potential Cost Reduction Scenario B at Golden Triangle						
		- · u -						
ost Cate	egory:		Range	Pote	ential Cost	Redu	iction (In	Ridership
Co	ost ID	Description	(In Millions)		Milli Low		High	Delta ****
orridor-	-Wide	Options						
	26 27	Reduce Station Site Furnishings Project Wide by 50% Reduce Station Art Project Wide by 50%	\$0.55-0.60 \$1.8-2.3					
		Reduce Station Art Project Wide by 100% Reduce Landscaping Project Wide by 50%	\$4-4.5 \$8-9					
		Reduce Landscaping Project Wide by 50% Reduce Landscaping Project Wide by 75%	\$8-9 \$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					
		Reduce Park & Ride to 2020 - Blake Reduce Park & Ride to 2020 - Downtown Hopkins	\$0.85-0.90 \$0-2.5					
	6	Reduce Park & Ride to 2020 - Opus	\$0.05-0.10					
		Reduce Park & Ride to 2020 - City West Reduce Park & Ride to 2020 - Golden Triangle	\$0.15-0.20 \$0.35-0.40					
	1	Reduce Park & Ride to 2020 - Southwest Station	\$3-4					
		Subotal Potential Corridor-Wide Options:		\$	-	\$	-	
peratio	30	Replace Duct Bank with Cable Trough (adjusted for Western end at Golden Triangle)	\$6.1-7.1	\$	6.10	\$	7.10	
		Modify Track and Shady Oak Station Modify LRT Bridge at Glenwood	\$1.3-1.8 \$1.5-2.5	\$	1.30 1.50		1.80 2.50	
	31	Modify Non-Revenue LRT Vehicle Storage Building at OMF	\$0.25-0.30	٠	1.50	ب	2.30	
	33	Modify Cold Storage Building at OMF	\$0.5-1					
		Subtotal Potential Operations Options:		\$	8.90	\$	11.40	
akehol	lder Or	otions						
ght Rai	il Vehic	les:	640.10					
		Reduce Light Rail Vehicle Fleet Size (2) Reduce Operations and Maintenance Facility Scope - Store 30 Vehicles	\$10-12 \$8-9					
	d-Rides							
		: Delete 2020 Reduced Park & Ride - Beltline (Assumes \$7M CMAQ plus \$1.75M St. Louis Park match)*	\$1-2					(900)
		Use Hennepin Co. Regional Rail Authority Property for Park & Ride - Beltline Delete 2020 Reduced Park & Ride - Louisiana*	\$2.8-3.3 \$0.45-0.90					(125)
		Convert Ramp to Surface Lot and Reduce to 2020 - Blake	\$4.6-5.6					(425)
	13 36	Delete 2020 Reduced Park & Ride - Blake* Delete 2020 Reduced Park & Ride - Downtown Hopkins (Assumes \$6M CMAQ plus \$1.5M Hopkins match)*	\$5.2-6.2 \$1.5-2.5					(450) (525)
	37	Delete 2020 Reduced Park & Ride - Shady Oak	\$25-27					(450)
_		Delete 2020 Reduced Park & Ride - Opus* Delete 2020 Reduced Park & Ride - City West*	\$0.50-0.55 \$0.75-0.80					(150)
	3	Delete 2020 Reduced Park & Ride - Golden Triangle*	\$0.65-1.60					(400)
		Delete 2020 Reduced Park & Ride - Southwest Station* Delete Park & Ride - Mitchell	\$10-11 \$23-25					(600) (1,070)
tations:								
	24	Defer Royalston Station	\$4-5					
_		Delete Royalston Station and Associated Station Area Pedestrian Improvements and 7th Street Bikeway*** Defer Penn Station	\$6-7 \$12-14					(200)
	40	Delete Penn Station and Associated Station Area Pedestrian Improvements***	\$14-16					(750)
		Defer 21st Street Station Delete 21st Street Station and Associated Pedestrian Connections to Cedar Lake***	\$4-5 \$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					
rail Stru								
		Delete Trail Underpass Under Freight Tracks at Louisiana Station Delete Trail/Pedestrian Bridge Crossing of LRT and Freight Railroad East of Beltline Station	\$0.55-0.60 \$13-14					
4	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:		\$	-	\$	-	
/estern	End of	Line Options						
4	45	End at Southwest Station	\$120-125					(1,000)
	47	End at Eden Prairie Town Center (per PE Plans) End at Eden Prairie Town Center (with station at Eden Road and Flying Cloud Drive)	\$190-195 \$230-235					(3,200) (3,200)
		End at Golden Triangle**	\$375-380	\$	375.00	\$	380.00	6,600
		Subtotal Potential Western End of Line Options:		\$	375.00	\$	380.00	
ımmarı	·v							
	7							
		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)	
٠٠٠ الم ال							,	
		enue Service Delay Delete CP Rail Swap	\$5-10					
	50	Delete Kenilworth Tunnel; LRT, freight tracks, and trail at-grade	-\$5-0		-			
nalysis	Pendir							
	51 52	Additional Reduction to Light Rail Vehicle Fleet Finance Charge Reduction						
		Finance Charge Reduction						
		2020 Park-and-Ride Accounted for under Corridor Wide Options rface parking to 710 space structure (2020 Build). Excludes an additional \$4-5million in cost to expand park-and-ride	canacity to 20	140 Ru	ild (an inc	-22G	of 190	
** add	ditional	spaces for a total of 900 spaces); ROW reduced by 27.2 acres, 11 relocations; Reduce 7 vehicles; Reduce Operation						
	nicles.	nts to Station Site Furnishings, Artwork, and Landscaping reductions not included		1		1		
		forecast metrics evaluated independently						

-		RT Potential Cost Reduction Scenario C						
/e	stern End	d at Eden Prairie Town Center (PE)						
st	Category			Po	otential Co	st R	eduction	Ridership
	Cost ID	Description	Range		(In Mi		s)	Delta ****
rr	idor-Wide	- Triting	(In Millions)		Low		High	
	26 27	Reduce Station Site Furnishings Project Wide by 50% Reduce Station Art Project Wide by 50%	\$0.55-0.60 \$1.8-2.3	\$	0.53	\$	0.58	
	28 29	Reduce Station Art Project Wide by 100%	\$4-4.5 \$8-9	\$	4.00	\$	4.50	
	43	Reduce Landscaping Project Wide by 50% 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 10	Reduce Park & Ride to 2020 - Blake Reduce Park & Ride to 2020 - Downtown Hopkins (Assumes \$6M CMAQ plus \$1.5M Hopkins match)	\$0.85-0.90 \$0-2.5	\$	0.85	\$	0.90 2.50	
	6	Reduce Park & Ride to 2020 - Opus Reduce Park & Ride to 2020 - City West	\$0.05-0.10 \$0.15-0.20	\$	0.05	\$	0.10	
	2	Reduce Park & Ride to 2020 - Golden Triangle**	\$0.35-0.40					
	1	Reduce Park & Ride to 2020 - Southwest Station	\$3-4					
		Subotal Potential Corridor-Wide Options:		\$	23.08	\$	30.33	
e	rations Op	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 31	Modify LRT Bridge at Glenwood Modify Non-Revenue LRT Vehicle Storage Building at OMF	\$1.5-2.5 \$0.25-0.30	\$	1.50 0.25	\$	2.50 0.30	
	33	Modify Cold Storage Building at OMF	\$0.5-1	\$	0.50	\$	1.00	
		Subtotal Potential Operations Options:		\$	10.85	\$	13.90	
	eholder O	•						
,r11		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	
rk	-and-Ride	bs: Delete 2020 Reduced Park & Ride - Beltline (Assumes \$7M CMAQ plus \$1.75M St. Louis Park match)*	\$1-2	\$	1.00	\$	2.00	(900)
	19	Use Hennepin Co. Regional Rail Authority Property for Park & Ride - Beltline	\$2.8-3.3					, ,
	15 12	Delete 2020 Reduced Park & Ride - Louisiana* Convert Ramp to Surface Lot and Reduce to 2020 - Blake	\$0.45-0.90 \$4.6-5.6	\$	0.45	\$	0.90	(425)
	13 36	Delete 2020 Reduced Park & Ride - Blake* Delete 2020 Reduced Park & Ride - Downtown Hopkins (Assumes \$6M CMAQ plus \$1.5M Hopkins match)*	\$5.2-6.2 \$1.5-2.5	\$ \$	5.20 1.50		6.20 2.50	(450) (525)
	37	Delete 2020 Reduced Park & Ride - Shady Oak	\$25-27	\$	25.00	\$	27.00	(450)
	7 5	Delete 2020 Reduced Park & Ride - Opus* Delete 2020 Reduced Park & Ride - City West*	\$0.50-0.55 \$0.75-0.80	\$	0.50 0.75		0.55 0.80	(150) (300)
	3 35	Delete 2020 Reduced Park & Ride - Golden Triangle** Delete 2020 Reduced Park & Ride - Southwest Station*	\$19-21 \$10-11	\$	19.00	\$	21.00	(1,350) (600)
_	34	Delete Park & Ride - Mitchell	\$23-25					(1,070)
at	24 23	Defer Royalston Station Delete Royalston Station and Associated Station Area Pedestrian Improvements and 7th Street Bikeway***	<i>\$4-5</i> \$6-7	\$	6.00	\$	7.00	(200)
	41	Defer Penn Station Delete Penn Station and Associated Station Area Pedestrian Improvements***	\$12-14 \$14-16	\$	14.00	\$	16.00	(750)
	22 21	Defer 21st Street Station Delete 21st Street Station and Associated Pedestrian Connections to Cedar Lake***	\$4-5 \$6-7	٠.				
	20	Delete Vertical Circulation at West Lake Station; At-grade Crossing of Freight Tracks Provided by Others	\$5-6	\$ \$	6.00 5.00	\$	7.00 6.00	(1,660) (1,370)
	38	Delete Joint Development at Blake	\$13-15	\$	13.00	\$	15.00	
ail	Structure		¢0.55.0.60	<u>د</u>	0.55	¢	0.60	
	16 39	Delete Trail Underpass Under Freight Tracks at Louisiana Station Delete Trail/Pedestrian Bridge Crossing of LRT and Freight Railroad East of Beltline Station	\$0.55-0.60 \$13-14	\$	0.55 13.00		0.60 14.00	
	42 8	Delete N. Cedar Lake Trail Bridge at Penn Station Remove 2 Pedestrian Underpasses at Opus Station	\$12-14 \$1-2	\$	12.00 1.00		14.00 2.00	
			·				163.55	
		Subtotal Potential Stakeholder Options:		\$	141.95	\$	103.33	
es	45	of Line Options End at Southwest Station	\$120-125					(1,000)
	46 47	End at Eden Prairie Town Center (per PE Plans)** End at Eden Prairie Town Center (with station at Eden Road and Flying Cloud Drive)	\$190-195 \$230-235	\$	190.00	\$	195.00	(3,200) (3,200)
	48	End at Golden Triangle	\$375-380					6,600
		Subtotal Potential Western End of Line Options:		\$	190.00	\$	195.00	
m	mary	Total Potential Cost Podustion		\$	365.88	\$	402.78	
_		Total Potential Cost Reduction: 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)	
di	itional Rev	venue Service Delay					/	
	49 50	Delete CP Rail Swap Delete Kenilworth Tunnel; LRT, freight tracks, and trail at-grade	\$5-10 -\$5-0					
			-33-0					
al	lysis Pendi 51	Additional Reduction to Light Rail Vehicle Fleet						
	52	Finance Charge Reduction						
*		2020 Park-and-Ride Accounted for under Corridor Wide Options						
**		urface parking to 710 space structure at Golden Triangle Station (2020 Build). Excludes an additional \$4-5million in c Id (an increase of 190 additional spaces for a total of 900 spaces); ROW reduced by 13.7 acres, 3 relocations; no char				apaci	ty to	
**	Adjustme	ents to Station Site Furnishings, Artwork, and Landscaping reductions not included of forecast metrics evaluated independently						

	T Potential Cost Reduction Scenario D						
tern End	at Eden Prairie Town Center (Modified)						
Category:							
		Range	Po	tential Co: In Mil)			Ridersh Delta
Cost ID	Description	(In Millions)		Low	lions	High	****
dor-Wide	•	¢0.55.0.60	Ċ	0.53	Ļ	0.50	
26 27	Reduce Station Site Furnishings Project Wide by 50% Reduce Station Art Project Wide by 50%	\$0.55-0.60 \$1.8-2.3	\$	0.53	\$	0.58	
	Reduce Station Art Project Wide by 100%	\$4-4.5	\$	4.00	\$	4.50	
29 43	Reduce Landscaping Project Wide by 50% Reduce Landscaping Project Wide by 75%	\$8-9 \$11-13	\$	11.00	\$	13.00	
	Convert Ramp to Surface Lot and Reduce to 2020 - Beltline (Assumes \$7M CMAQ plus \$1.75M St. Louis Park	·					
17	match)	\$6.25-8.25	\$	6.25	\$	8.25	
+	Reduce Park & Ride to 2020 - Louisiana Reduce Park & Ride to 2020 - Blake	\$0.25-0.30 \$0.85-0.90	\$	0.25	\$	0.30	
+	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	
2	Reduce Park & Ride to 2020 - City West Reduce Park & Ride to 2020 - Golden Triangle**	\$0.15-0.20 \$0.35-0.40	\$	0.15	\$	0.20	
1	Reduce Park & Ride to 2020 - Southwest Station	\$3-4					
	Subotal Potential Corridor-Wide Options:		Ś	23.08	Ś	30.33	
	·		· ·		· ·	50.00	
ations Opt		A7.4.5.1				0.15	
30 9	Replace Duct Bank with Cable Trough (adjusted for Western end at Eden Prairie Town Center- Modified) Modify Track and Shady Oak Station	\$7.1-8.1 \$1.3-1.8	\$	7.10	\$	8.10 1.80	
	Modify 1rack and Shady Oak Station Modify LRT Bridge at Glenwood	\$1.3-1.8	\$	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	
abolds:: 0	tions						
eholder Op Rail Vehic							
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	
-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 15	Use Hennepin Co. Regional Rail Authority Property for Park & Ride - Beltline Delete 2020 Reduced Park & Ride - Louisiana*	<i>\$2.8-3.3</i> \$0.45-0.90	\$	0.45	\$	0.90	(425
12	Convert Ramp to Surface Lot and Reduce to 2020 - Blake	\$4.6-5.6	Υ	05	Υ	0.50	(0
	Delete 2020 Reduced Park & Ride - Blake*	\$5.2-6.2	\$	5.20		6.20	(450
	Delete 2020 Reduced Park & Ride - Downtown Hopkins (Assumes \$6M CMAQ plus \$1.5M Hopkins match)* Delete 2020 Reduced Park & Ride - Shady Oak	\$1.5-2.5 \$25-27	\$	1.50 25.00		2.50 27.00	(525 (450
	Delete 2020 Reduced Park & Ride - Opus*	\$0.50-0.55	\$	0.50	\$	0.55	(150
	Delete 2020 Reduced Park & Ride - City West*	\$0.75-0.80	\$	0.75		0.80	(300
3 35	Delete 2020 Reduced Park & Ride - Golden Triangle** Delete 2020 Reduced Park & Ride - Southwest Station*	\$19-21 \$10-11	\$	19.00	\$	21.00	(1,350 (600)
34	Delete Park & Ride - Mitchell	\$23-25					(1,070
ons:							
24	Defer Royalston Station	\$4-5					
	Delete Royalston Station and Associated Station Area Pedestrian Improvements and 7th Street Bikeway***	\$6-7	\$	6.00	\$	7.00	(200)
41	Delete Penn Station Delete Penn Station and Associated Station Area Pedestrian Improvements***	\$12-14 \$14-16	\$	14.00	\$	16.00	(750
22	Defer 21st Street Station	\$4-5	Ψ	200	Υ	20.00	
	Delete 21st Street Station and Associated Pedestrian Connections to Cedar Lake***	\$6-7 \$5-6	\$	6.00		7.00 6.00	(1,660
	Delete Vertical Circulation at West Lake Station; At-grade Crossing of Freight Tracks Provided by Others Delete Joint Development at Blake	\$13-15	\$	5.00 13.00		15.00	(1,370
	·		,				
Structures		60.55.0.60	<u>,</u>	0.55		0.60	
	Delete Trail Underpass Under Freight Tracks at Louisiana Station Delete Trail/Pedestrian Bridge Crossing of LRT and Freight Railroad East of Beltline Station	\$0.55-0.60 \$13-14	\$	0.55	\$	0.60 14.00	
	Delete N. Cedar Lake Trail Bridge at Penn Station	\$13-14	\$	12.00		14.00	
	Remove 2 Pedestrian Underpasses at Opus Station	\$1-2	\$	1.00		2.00	
	Subtotal Potential Stakeholder Options:		\$	141.95	\$	163.55	
	·						
tern End of	Line Options End at Southwest Station	\$120-125					(1,000
45	End at Southwest Station End at Eden Prairie Town Center (per PE Plans)	\$120-125					(3,200
	End at Eden Prairie Town Center (with station at Eden Road and Flying Cloud Drive)**	\$230-235	\$	230.00	\$	235.00	(3,200
48	End at Golden Triangle	\$375-380					6,600
	Subtotal Potential Western End of Line Options:		\$	230.00	\$	235.00	
mary							
	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)	
tional Reve	enue Service Delay						
49	Delete CP Rail Swap	\$5-10					
50	Delete Kenilworth Tunnel; LRT, freight tracks, and trail at-grade	-\$5-0					
ysis Pendir							
51	Additional Reduction to Light Rail Vehicle Fleet						
52	Finance Charge Reduction						
	2020 Park-and-Ride Accounted for under Corridor Wide Options						
4	on to Eden Road and Flying Cloud Drive. Change surface parking to 710 space structure at Golden Triangle Station (2						
	cost to expand park and rido capacity to 2040 Build (an increase of 400 additional ancies for a total of 600	• BU(V) • • • • • •	r "	/		unc.	
5million in	n cost to expand park-and-ride capacity to 2040 Build (an increase of 190 additional spaces for a total of 900 spaces) e in vehicles required.	; ROW reduced	by 20	7.5 acres, 4	rieic	cations,	