



COSTS TO COMPLETE RAIL TO DOWNTOWN USING STREET-LEVEL ALTERNATIVE

Construction & Equipment Costs

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| 1. 3.0 miles of street-level rail from Middle Street station to Alapai Street
(unit cost of \$139 M/mi is based on 2008 Phoenix urban rail project
20 miles at \$1.4B total cost = \$70 M/ mile x Phoenix-Honolulu
construction cost multiplier (1.79) x COLA index for
2008-2016 (11.1%) = \$139 M/ mile) | \$417M |
| 2. 8 new low-floor rail cars to replace (8) existing cars already delivered
(Based on unit cost of \$2.2M/ car) | \$17.6M |
| 3. Change order fee to redesign remaining 72 rail cars - 30% of contract
(Based on \$187M total value of rail car contract) | \$56.1M |
| 4. Modify or replace maintenance yard equipment for low-floor rail cars | \$50 - \$100M |

Total Construction & Equipment Costs: \$540M - \$590M

Paperwork Costs

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|--|----------------------|
| 1. A&E drawings and specifications for street-level route (3.0 miles)
(Based on 20% of construction cost of \$417M) | \$83M |
| 2. Preparation of EIS Technical Memorandum for route change and study
of traffic impacts | \$10M - \$15M |

Total Paperwork Costs: \$93M - \$98M

Total Cost of Street Level Rail from Middle St to Downtown: \$633M - \$688M

Current rail funding: \$6.8 B

Projected rail cost to Middle Street: \$6.22B

Current available rail funding after Middle Street: \$.58B (\$580 M)

Additional funding provided by SB1183: \$300 M

Total Available Rail Funds: \$880 M

Leaving a cushion of funding (assuming SB1183 gives State 10% share back to the City) of \$247M - \$192M.

With modification of the final portion of the route to street level, rail can be completed within the existing budget, without extending the GET surcharge.