

CAPITAL COST SUMMARY BY PHASE AND TASKS - SAINT PAUL UNION DEPOT

Contingency 30% Unless Specified by Item

Engineering and Program Management @ 15 %

Item	Phase	Investment Category	Item Subtotal	Item Contingency	Investment Item with Contingency	Investment Item with Program Management	Phase IA	Phase IB	Phase IC	Phase ID	Phase II	Phase III	Phase IV
							Amtrak, Intercity Bus, LRT, Metro Transit	Amtrak, Intercity Bus, Metro Transit	Amtrak, Intercity Bus	LRT, Metro Transit	Amtrak, Intercity Bus, LRT, Metro, Red Rock	Amtrak, Intercity Bus, LRT, Metro, Red Rock, Midwest HSR	Amtrak, Intercity Bus, LRT, Metro, Red Rock, Midwest HSR, Rush Line
1	3	Acquire and Restore Head House Building	\$30,960,000	0%	\$40,248,000	\$46,285,000						\$46,285,000	\$46,285,000
2	1	Initial Head House Renovations	\$380,000	0%	\$494,000	\$568,000	\$568,000	\$568,000	\$568,000	\$568,000	\$568,000	\$568,000	\$568,000
3	1	Demolish Post Office Loading Dock	\$300,000	0%	\$390,000	\$449,000	\$449,000	\$449,000	\$449,000	\$449,000	\$449,000	\$449,000	\$449,000
4	1	Restore and Fit Out Concourse	\$12,480,000	0%	\$16,224,000	\$18,658,000	\$18,658,000	\$18,658,000	\$18,658,000	\$18,658,000	\$18,658,000	\$18,658,000	\$18,658,000
5	1	Restore Station Trackbed for Phase One	\$4,977,750	0%	\$6,471,075	\$7,442,000	\$7,442,000	\$7,442,000	\$7,442,000		\$7,442,000	\$7,442,000	\$7,442,000
14	1	Connect St. Paul Union Depot Trackage to Freight Lines	\$6,630,375	0%	\$8,619,488	\$9,912,000	\$9,912,000	\$9,912,000	\$9,912,000		\$9,912,000	\$9,912,000	\$9,912,000
6	1	Platform and Vertical Circulation for Phase One	\$10,405,000	0%	\$13,526,500	\$15,555,000	\$15,555,000	\$15,555,000	\$15,555,000		\$15,555,000	\$15,555,000	\$15,555,000
7	1	Add Intercity Buses to Track Level	\$9,956,300	0%	\$12,943,190	\$14,885,000	\$14,885,000	\$14,885,000	\$14,885,000		\$14,885,000	\$14,885,000	\$14,885,000
8	3	Add Red Rock, Central Corridor Commuter Trains	\$23,718,525	0%	\$30,834,083	\$35,459,000					\$35,459,000	\$35,459,000	\$35,459,000
9	2	Add Central Corridor Light Rail to Track Level	\$8,165,300	0%	\$10,614,890	\$12,207,000	\$12,207,000			\$12,207,000	\$12,207,000	\$12,207,000	\$12,207,000
10	2	Add Metro Transit Buses to Track Level	\$4,493,800	0%	\$5,841,940	\$6,718,000	\$6,718,000	\$6,718,000		\$6,718,000	\$6,718,000	\$6,718,000	\$6,718,000
11	4	Add Midwest High Speed Rail	\$26,800,930	0%	\$34,841,209	\$40,067,000						\$40,067,000	\$40,067,000
12	5	Add Rush Line Commuter Trains	\$1,762,500	0%	\$2,291,250	\$2,635,000							\$2,635,000
15	3	Build Flyover as an Alternate to the Duck-Under	\$40,212,000	0%	\$52,275,600	\$60,117,000							
16	3	Build Duck Under for both UP Wye Tracks & BNSF Main Tracks	\$24,553,700	0%	\$31,919,810	\$36,708,000					\$36,708,000	\$36,708,000	\$36,708,000

TOTALS BY PHASE WITHOUT POST OFFICE RELOCATION COST INCLUDED	\$247,548,000	\$86,394,000	\$74,187,000	\$67,469,000	\$38,600,000	\$158,561,000	\$244,913,000	\$247,548,000
Totals, Rounded	\$247,500,000	\$86,400,000	\$74,200,000	\$67,500,000	\$38,600,000	\$158,600,000	\$244,900,000	\$247,500,000
Real Estate Purchases		\$16,900,000	\$16,900,000	\$16,900,000	\$14,200,000	\$23,800,000	\$24,200,000	\$24,300,000
GRAND TOTAL BY PHASE	\$247,500,000	\$103,300,000	\$91,100,000	\$84,400,000	\$52,800,000	\$182,400,000	\$269,100,000	\$271,800,000
Incremental (decremental) Cost						\$79,100,000	\$86,700,000	\$2,700,000