



**HYBRID SCENARIOS (IN MILLIONS, ESCALATED TO YEAR OF EXPENDITURE)**

SCENARIOS ELEMENTS ↓	I-5/Surface/Transit Hybrid			SR 99 Elevated Bypass Hybrid		
	Low	Probable	High	Low	Probable	High
SR 99 Elements						
1.1 Base Cost	\$ 630	\$ 630	\$ 630	\$ 1,033	\$ 1,033	\$ 1,033
1.2 Contingency	\$ 63	\$ 76	\$ 95	\$ 103	\$ 124	\$ 155
1.3 Risk	\$ 97	\$ 113	\$ 138	\$ 227	\$ 289	\$ 345
1.4 Escalation	\$ 100	\$ 111	\$ 167	\$ 203	\$ 216	\$ 352
Total with #1.1 through 1.4 above	\$ 890	\$ 929	\$ 1,029	\$ 1,566	\$ 1,662	\$ 1,885
NON-SR99 Elements						
2.1 Base Cost	\$ 876	\$ 891	\$ 905	\$ 410	\$ 425	\$ 439
2.2 Contingency	\$ 149	\$ 211	\$ 277	\$ 91	\$ 134	\$ 178
2.3 Risk	\$ 50	\$ 107	\$ 170	\$ 24	\$ 52	\$ 85
2.4 Escalation	\$ 45	\$ 74	\$ 59	\$ 23	\$ 28	\$ 26
Total with #2.1 through 2.4 above	\$ 1,120	\$ 1,282	\$ 1,410	\$ 548	\$ 640	\$ 728
<b>TOTAL FOR ALL ELEMENTS</b>						
3.1 Base Cost	\$ 1,506	\$ 1,521	\$ 1,535	\$ 1,443	\$ 1,458	\$ 1,472
3.2 Contingency	\$ 212	\$ 287	\$ 372	\$ 194	\$ 258	\$ 333
3.3 Risk	\$ 147	\$ 219	\$ 307	\$ 251	\$ 342	\$ 430
3.4 Escalation	\$ 144	\$ 184	\$ 226	\$ 226	\$ 244	\$ 378
Total with #3.1 through 3.4 above	\$ 2,009	\$ 2,211	\$ 2,440	\$ 2,115	\$ 2,302	\$ 2,613
Construction Mitigation	\$ 30	\$ 30	\$ 30	\$ 105	\$ 130	\$ 155
Moving Forward, Spent & Committed	\$ 1,067	\$ 1,067	\$ 1,067	\$ 1,067	\$ 1,067	\$ 1,067
<b>TOTALS PER SCENARIO</b>	\$ 3,106	\$ 3,308	\$ 3,537	\$ 3,287	\$ 3,499	\$ 3,835

**HYBRID SCENARIOS WITH ANNUAL COSTS IN MILLIONS (SHOWN IN 2008 DOLLARS)**

SCENARIOS ELEMENTS ↓	I-5/ Surface/ Transit	SR 99 Elevated Bypass
	Operations & Maintenance	
SR 99 Elements		
	\$ 3	\$ 5
Streetcar Elements		
	\$ 0	\$ 0
Transit Elements		
	\$ 40	\$ 20
Policy and Management		
	\$ 12	\$ 23
<b>TOTAL FOR ALL ELEMENTS</b>		
	\$ 55	\$ 48

**NOTES:**

1. The development of the risks and the contingencies were originally developed at a Risk Workshop.
2. There is a cost associated with the traffic mitigation during construction for which an allowance of \$75M to \$125M is included in the SR 99 Elevated Bypass Hybrid, and an allowance for parking mitigation of \$30M in both hybrids.
3. Costs for the Central Seawall varies from \$242M to \$293M and the Public Utility Relocation varies from \$161M to \$235M. These costs are included in these scenarios.
4. Operations costs for the streetcars are shown as \$0 in 2008 since this service is planned to be operational in 2017.

PRELIMINARY WORKING DOCUMENT



**NON-SR 99 HYBRID SCENARIOS WITH ALL ELEMENTS SELECTED INCLUDED (IN MILLIONS, ESCALATED TO YEAR OF EXPENDITURE)**

SCENARIOS ELEMENTS ↓	I-5/Surface/Transit Hybrid			SR 99 Elevated Bypass Hybrid		
	Low	Probable	High	Low	Probable	High
<b>I-5 Elements</b>						
2.1a Base Cost	\$ 410	\$ 410	\$ 410	\$ 76	\$ 76	\$ 76
2.2a Contingency	\$ 41	\$ 49	\$ 62	\$ 8	\$ 9	\$ 11
2.3a Risk	\$ 23	\$ 46	\$ 71	\$ 4	\$ 9	\$ 13
2.4a Escalation	\$ 19	\$ 48	\$ 33	\$ 4	\$ 9	\$ 6
Total with #2.1a through 2.4a above	\$ 493	\$ 553	\$ 576	\$ 91	\$ 103	\$ 107
<b>Transit Elements</b>						
2.1b Base Cost	\$ 320	\$ 320	\$ 320	\$ 181	\$ 181	\$ 181
2.2b Contingency	\$ 64	\$ 96	\$ 128	\$ 36	\$ 54	\$ 72
2.3b Risk	\$ 19	\$ 42	\$ 67	\$ 11	\$ 23	\$ 38
2.4b Escalation	\$ 18	\$ 18	\$ 18	\$ 9	\$ 9	\$ 9
Total with #2.1b through 2.4b above	\$ 422	\$ 476	\$ 534	\$ 237	\$ 267	\$ 300
<b>City Street Elements</b>						
2.1c Base Cost	\$ 124	\$ 124	\$ 124	\$ 132	\$ 132	\$ 132
2.2c Contingency	\$ 44	\$ 66	\$ 87	\$ 47	\$ 71	\$ 95
2.3c Risk	\$ 8	\$ 19	\$ 32	\$ 9	\$ 20	\$ 34
2.4c Escalation	\$ 8	\$ 8	\$ 8	\$ 11	\$ 11	\$ 11
Total with #2.1c through 2.4c above	\$ 183	\$ 216	\$ 250	\$ 199	\$ 234	\$ 271
<b>TDM and TSM Elements</b>						
2.1d Base Cost	\$ 22	\$ 37	\$ 51	\$ 22	\$ 37	\$ 51
2.2d Contingency (not used)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2.3d Risk (not used)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2.4d Escalation (not used)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total with #2.1d through 2.4d above	\$ 22	\$ 37	\$ 51	\$ 22	\$ 37	\$ 51
<b>Construction Mitigation</b>	\$ 30	\$ 30	\$ 30	\$ 105	\$ 130	\$ 155

**NOTES:**

1. The variation in Line 2.1d Base Cost is caused by variable amounts used for the TDM/TSM costs.