



METROPOLITAN SERVICE DISTRICT  
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

## MEMORANDUM

Date: June 15, 1982  
To: Donald MacDonald/Bob Sandman  
From: Andy Cotugno *AC*  
Regarding: Banfield Funding Status Report

At the last regional funding group meeting, it was requested that we put together a reporting format to monitor the latest cost estimates for the Banfield against local funding authorization. I propose three forms, as follows:

A. Banfield Costs - similar to Don's memo (attached) but with the following column headings:

- 1) Base Costs for each line item from the March 1980 cost estimates.
- 2) Firm Costs: } Each line item will have an entry in  
                  } one of these columns only. Those that
- 3) Estimates: } have recent estimates or contracts in  
                  } the first, those that are still rough  
                  } costs in the second. This will provide  
                  } a ready illustration of the portion of  
                  } the project that is still uncertain.
- 4) Potential Increase: This column should include the financial impact of escalator clauses; i.e., the LRV line item would show \$22 million in the "Firm Cost" column and \$4 million in this column.

B. Local Authorization - This should be directly reconcilable to the TIP and broken down into the same categories of work as the "cost" memo to provide cost vs. authorization comparison. In addition, it should show obligations and unobligated balance to provide a ready illustration of the extent to which we are subject to the NCCI. Attached is an example of this report showing the three categories of work as rows (Tri-Met, ODOT/highways, ODOT/transit) and the three categories of funding as columns (Section 3, transit e(4), highway e(4)). The red footnotes flag those entries that are directly reconcilable to the TIP, as follows:

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- 1) This is the \$8.9 million Section 3 obligation.
  - 2) This is the portion of the \$76.8 million Section 3 letter of intent attributable to the Banfield; this value incorporates escalation of the Section 3 "traded" projects for September and December 1981 and is therefore less than the original \$24.98 million.
  - 3) This is the past transit e(4) obligations as shown in the TIP. I need some help breaking this down into transit work and ODOT work attributable to transit.
  - 4) This is the remaining unobligated e(4) transit work and must be spread across all three categories of work. I will need help with this item as well.
  - 5) This is the past ODOT e(4) highway obligations and includes the old PE/DEIS obligation. As close as I can tell from the obligation history, this is a \$3,340,270 federal share cost that must also be reflected in the project costs.
  - 6) This is the remaining \$12.4 million that we intend to obligate as e(4) highway.
- C. Summary - A very simple cover summary can be compiled from the key figures on the two detailed charts, as follows:

A. Project Cost	<u>Tri-Met</u>	<u>ODOT</u>	<u>Total</u>
Firm Costs			
Estimates			
Potential Increase			
 TOTAL COST			
 B. Project Financing			
Local Authorization			
Match			
 TOTAL			
Excess <shortfall>			
85%			
15%			

ACC:lmk

Enclosures

CC: Paul Bay  
Ted Spence

BANFIELD PROJECT ESTIMATED COSTS AND FUNDING

I. Transit Contracts Estimates (\$ thousands)

	<u>Base Estimates</u> <u>April, 1980</u>	<u>Contracts* and</u> <u>Current Estimates</u>	<u>Full-Funding</u> <u>Agreement</u> <u>(Inflation @ 12%/yr)</u>
i) <u>Systemwide Elements:</u>			
(a) Vehicle & System Consultants	\$ 2,831	\$ 3,150*	\$ 4,386
Vehicles & Spare Parts	25,800	26,000*	35,862
Maintenance Facility:	10,645	12,812	13,839
{ Shops - \$7,000		{ 7,862*	
{ Yards - 1,245		{ 3,600	
{ Tools & Equip. - \$1,800 }		{ 1,350	
Wayside Lifts	700	900*	994
Electrification	11,740	17,000	17,962
Signals System	1,800	3,800	2,700
Communications	650	800	910
Maintenance and Service Equipment (includes Work Vehicles)	<u>600</u>	<u>650</u>	<u>780</u>
Sub-Total	<u>\$ 54,766</u>	<u>\$ 65,112</u>	<u>\$ 77,433</u>
(b) Civil & Station Consultants	\$ 1,879	\$ 4,359*	\$ 2,800
Rail Procurement	4,030	6,000	6,005
Tie Procurement	1,010	1,771*	1,505
Special Trackwork	1,010	1,500	1,505
Rail Welding	340	500	507
Grade Crossing Procurement	1,340	1,500	1,997
Traffic Signal Equipment	569	1,000	780
Signs & Graphics Procurement	166	300	241
Track Installation	<u>6,674</u>	<u>11,000</u>	<u>10,612</u>
Sub-Total	<u>\$ 17,018</u>	<u>\$ 27,930</u>	<u>\$ 25,952</u>
(c) Support Services	\$ 5,200	\$ 7,000*	\$ 7,228
Fare Collection Equipment	1,200	1,300	1,740
Contingency	1,262	1,800*	661
Planning Studies	<u>          </u>	<u>          </u>	<u>1,200</u>
Sub-Total	<u>\$ 7,662</u>	<u>\$ 10,100</u>	<u>\$ 10,829</u>
<u>Sub-Total Systemwide Elements</u>	<u>\$ 79,446</u>	<u>\$103,142</u>	<u>\$114,214</u>

*-bid likely  
in July*

BANFIELD PROJECT ESTIMATED COSTS AND FUNDING

I. Transit Contracts Estimates (\$ thousands)

	<u>Base Estimates April, 1980</u>	<u>Contracts* and Current Estimates</u>	<u>Full-Funding Agreement (Inflation @ 12%/yr.)</u>
(2) <u>Individual Segments:</u>			
(Utilities, Streets, Sub-Grade, Stations, P & R lot)			
(a) Line Section 1 (Gresham to 199th St.)	\$ 2,017	\$ 4,200	\$ 2,824
Line Section 2 (199th St. to Gateway)	15,061	20,800	21,537
Line Section 3 (Gateway to Lloyd Center)	3,006	5,800	4,389
Line Section 4 (Lloyd Center to 11th Ave. Terminal)	<u>7,859</u>	<u>16,100</u>	<u>12,732</u>
<u>Sub-total Individual Segments</u>	<u>\$ 27,943</u>	<u>\$ 46,900</u>	<u>\$ 41,482</u>
 <u>TOTAL TRANSIT CONTRACTS</u>	 <u>\$107,389</u>	 <u>\$150,042</u>	 <u>\$155,696</u>
 <u>Funding: Fed. Share (e)(4)</u>	 \$ 26.0	 \$ 26.0 55.3	 \$ 26.0 55.3 (exchange for 52.0 Sec. 3)
Sec. 3	60.9	8.9 24.8	8.9 24.8 (inflation reserve)
Tri-Met Match	<u>20.5</u>	<u>23.8</u>	<u>23.8</u>
	<u>\$107.4</u>	<u>\$138.8</u>	<u>\$138.8</u>
 Indicated need for Additional (e)(4) Funds		 \$ 9.5	 \$ 14.4
Tri-Met Match		<u>1.7</u>	<u>2.5</u>
		<u>\$150.0</u>	<u>\$155.7</u>

II. ODOT Contracts Estimates (\$ thousands)

	Base Estimates <u>April, 1980</u>	<u>Current Estimates</u>	Full-Funding Agreement (Inflation @ 12%/yr)
<b>) Highway Work:</b>			
Right-Of-Way Acquisition	\$ 11,046	\$ 11,046	\$ 13,850
Banfield Reconstruction	62,089	62,089	77,084
Steel Bridge & Ramps	<u>5,508</u>	<u>5,508</u>	<u>6,332</u>
<u>Sub-Total</u>	<u>\$ 78,643</u>	<u>\$ 78,643</u>	<u>\$ 97,266</u>
<b>) Attributed for Transit:</b>			
Right-Of-Way Acquisition	\$ 12,705	\$ 12,705	\$ 15,246
Banfield Relocation	15,621	15,621	23,892
Steel Bridge & Ramps	4,366	4,366	7,307
I-205	<u>7,534</u>	<u>7,534</u>	<u>11,438</u>
<u>Sub-Total</u>	<u>\$ 40,226</u>	<u>\$ 40,226</u>	<u>\$ 57,883</u>
<u>TOTAL ODOT CONTRACTS</u>	<u>\$118,869</u>	<u>\$118,869</u>	<u>\$155,149</u>
<b>Funding:</b>			
Fed. Share (e)(4)	\$101.0	\$101.0	\$ 82.7 (For Hwy.) 49.2 ( For Transit)
Hwy. Gas Tax Match	11.8	11.8	14.6
Tri-Met Match	<u>6.0</u>	<u>6.0</u>	<u>8.7</u>
	<u>\$118.8</u>	<u>\$118.8</u>	<u>\$155.2</u>

NOTE: ODOT Revised Estimates indicate this Inflation Rate is not applicable at this time.

