



Cincinnati Streetcar Monthly Report December 2013



Table of Contents

Project Overview.....	3
Monthly Report – November 2013.....	4
1. Progress Update Summary	4
2. Progress Details.....	6
2.1. Schedule.....	6
2.2. Trackwork.....	6
2.3. Maintenance and Operations Facility	8
2.4. Utilities	9
2.5. Community Relations.....	10
2.6. Procurement and Project Management Details	11
2.7. MPD Billings for November.....	12
3. Vehicles	13
4. Budget & Expenditures	14
4.1. Budget vs. Expenditures.....	14
4.2. Major Contract Activity.....	14
4.3. Federal Grant Activity	14
5. Safety & Security, Operations & Maintenance Planning	15
5.1. Job Site Safety	15
5.2. Safety & Security Certification	15
5.3. Operations & Maintenance.....	15
6. Inclusion/DBE Compliance	16
7. Federal Oversight Activities	17
8. SORTA Board of Trustees Action.....	18

Appendices

- Appendix A – Budget vs. Expenditure Report
- Appendix B – Change Order Status Report
- Appendix C - MPD Monthly Schedule Update
- Appendix D – Grant Drawdown Summary

Project Overview

The City is constructing a modern streetcar system connecting the Central Business District (CBD) and the Uptown area and surrounding neighborhoods through the Over-the-Rhine (OTR) neighborhood. Phase 1a of the Cincinnati Streetcar system consists of a 3.6 mile circulator route through the CBD and OTR extending from The Banks riverfront development at 2nd Street to Henry Street near Findlay Market. The Phase 1a route will be serviced by five modern streetcar vehicles operating on embedded rail in shared right-of-way, with 18 station stops and a maintenance facility at the northern end of the route.

Figure 1- Phase 1a Streetcar Route



Monthly Report – November 2013

1. Progress Update Summary

In November, Cincinnati voters elected a new Mayor and City Council to a new four year term. The new City Council voted to suspend work on the project and called for an outside evaluation of costs to both continue and to permanently stop the project. The Administration had previously provided to the previous Council estimates of the costs to cancel the project.

Council first passed a motion (Doc. 201301501) calling for an immediate suspension of all work on December 2, 2013 and followed up with formal ordinances to suspend work on December 4, 2013. Those ordinances authorized the City Manager to contract with a suitable audit firm to conduct a review of the costs to both continue the project and terminate it. The City selected KPMG, which had the requisite auditing and construction management skills.

In response to those Council actions, the City Administration issued stop work orders to the construction, vehicle, all other contractors and consultants working on the project including third party utility companies and SORTA. MPD briefly continued work during that first week of December on water mains, traffic control, sewers, potholing, existing pavement removal, track concrete, rail delivery and installation, and temporary traffic restoration to enable them to get the project areas to safe stopping points. Duke and Cincinnati Bell continued their work to reach a logical stopping point or a point where they could safely reopen a work area to traffic. Although winter had begun and snow falls required plowing, some work areas had to be covered with plates because that work may have been abandoned if the project was canceled.

After December 4, City contracted work stopped with certain exceptions where the City's Construction Engineering Division received permission through the City Manager from the Mayor to complete critical activities that needed to continue to completion. The criteria included work required to ensure public safety, work that had to be completed whether the project was completed or stopped, work that improved access to businesses, or certain work that would reduce costs to either continue or terminate the project. Work in these categories included filling a trench and restoring pavement to reopen a street or sidewalk and completing the track slab concrete work past Findlay Market where rails and other preparatory work had already been completed. Several low cost items were also authorized that could have dramatically increased the cost of the suspension if they were not done. Items in that category included keeping a small order for 100 pound rail in place because it was only made once a year and would have dramatically increased in price if the project was continued. Additionally, work continued on shop drawings for special track work and traction power substations; items whose delay would greatly affect the schedule, and therefore cost, by losing our place in line for fabrication. Maintenance of the temporary pedestrian and roadway safety measures continued during the period.

Throughout the month, MPD also cooperated and coordinated with City Administration and KPMG to provide construction cost and schedule estimates for proposed scenarios of cancelling or of pausing the project. Upon completion of KPMG's review, the City Council determined that the project should continue and on December 19, 2013, passed an Ordinance directing the Administration to continue the project. The Administration issued notices to all contractors rescinding the December 4 stop work orders effective December 24, 2013. Following the resumption of work, the City began working with contractors and consultants to determine and minimize the impacts to cost and schedule of the City Council-imposed work suspension. Progress

slowly resumed during the last week of December as contractors were re-mobilized, but hindered by the holidays and weather. MPD received a delivery of rail on the day after Christmas, signifying that the project was back up and underway.

Construction work continued, with utility and sitework taking place at the Maintenance & Operations Facility (MOF) site. As of December 31, 2013, almost all work on the project had resumed and was proceeding well. Trackwork installation in OTR along Elm Street had carried trackwork north of Liberty Street near Findlay Market. In total, MPD had installed nearly 0.75 miles of trackwork along Elm Street by the end of the year, covering nearly the entire Elm Street section of the Phase 1 alignment. Additional intersection work along Elm Street at Liberty and Findlay Streets will continue into January 2014, as well as track work proceeding south along Race Street from Elder Street.

2. Progress Details

2.1. Schedule

As of the end of December 2013, MPD and the City began work to determine impact of the suspension on the schedule with the goal of getting the project back on schedule without additional cost. Until a change is negotiated, the contractual milestones continued to be:

- 📅 Maintenance & Operations Facility (MOF) and test track completion – March 1, 2015
- 📅 OTR Loop Completion – June 29, 2015
- 📅 Completion of all work – March 15, 2016
- 📅 Revenue Service start – September 15, 2016

The construction of the streetcar system includes numerous components of work, some of which involve third party utility work performed by the utilities themselves, rather than MPD. At the end of December, the Project Team did not have enough information to ascertain the impact on the overall schedule of the City Council-mandated suspension.

Appendix C shows the projected schedule for streetcar trackwork, although it will be subject to revision in the new year once all impacts of the suspension are clear.

2.2. Trackwork



Photo 1 - Concrete placement in track slab at Findlay Market

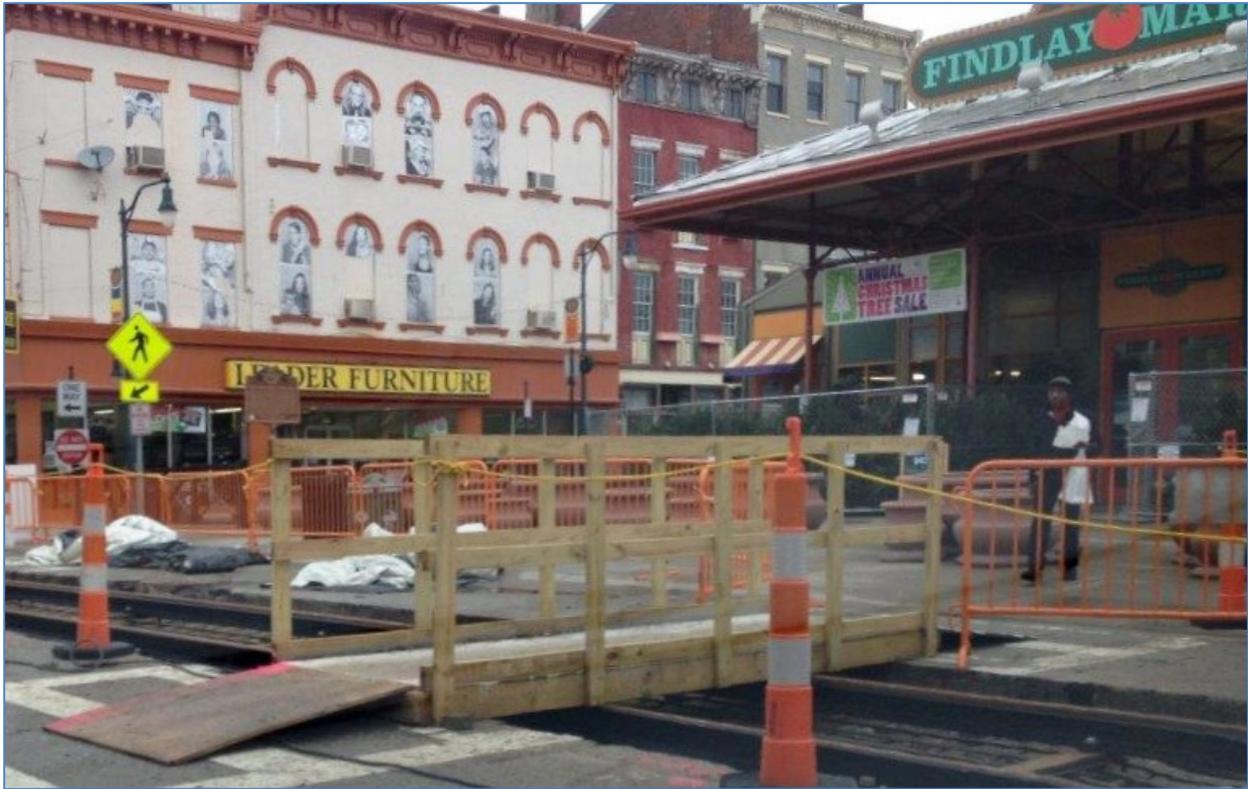


Photo 2 - Access to Findlay Market prior to placing concrete track slab

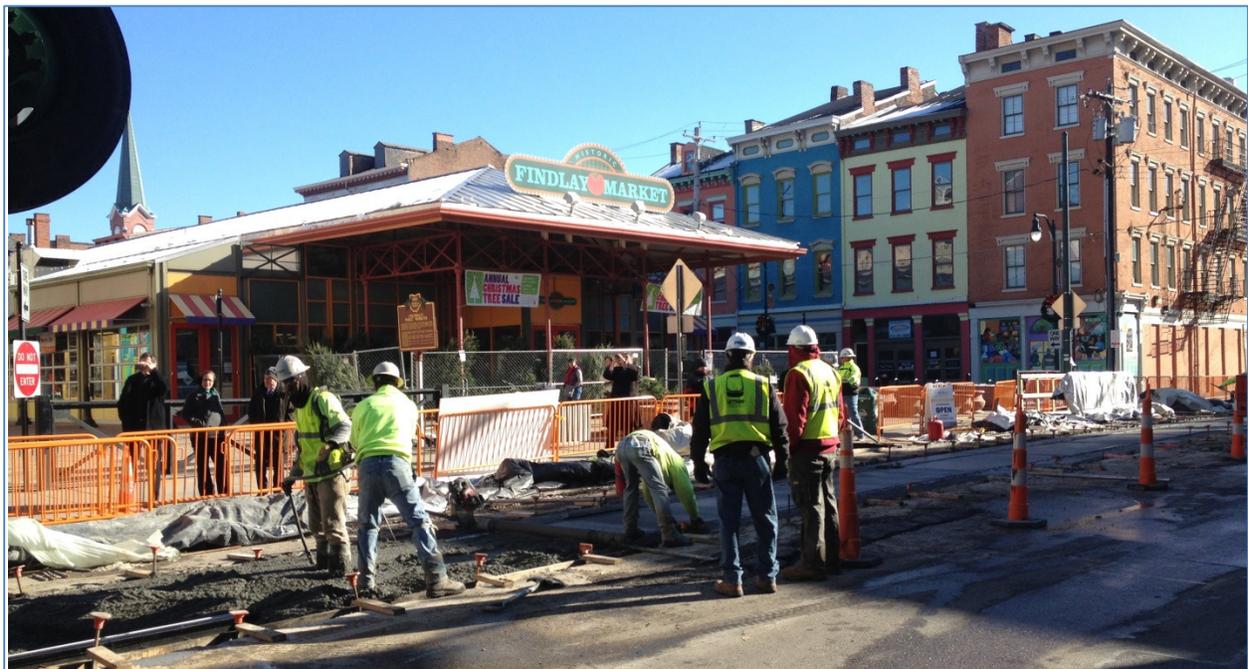


Photo 3 - Finishing the track slab at Findlay Market

Although the work was suspended before December 25, the Mayor allowed placing concrete at Findlay Market in the track slab where all the preparatory work had been done. This work greatly improved access and safety for merchants and the public during the busy holiday season. Elsewhere, work in areas was backfilled, demobilized and cleaned-up with traffic cones and barricades added where required for public safety during the work suspension or in certain exception excavations plated where it was not practical to fill the excavations. These areas were regularly monitored and maintained during the length of the work suspension.

Although any final settlement of the suspension or termination would be subject to extensive negotiation, MPD cooperated with the Administration to provide construction cost and schedule information for the various potential scenarios of the project.

2.3. Maintenance and Operations Facility

Prior to the work suspension, MPD completed the test of the Geo-Pier system that would underlay the foundations for the Maintenance and Operations Facility (MOF). These forty-five piers are to be formed by placing compacted stone into holes augured forty feet into the existing soil. Concrete spread footings on those geopiers should begin the later part of January.



Photo 4 - MOF aerial



Photo 5 - Idle Geopier equipment at the MOF site

When work was put on hold, the sewer relocation was complete except for one on-site manhole, materials were on site for the stormwater detention system, equipment largely moved off-site, and the site cleaned-up and secured.

2.4. Utilities

MPD-managed work included:

- ❑ Water main installation on Main Street between 2nd Street and 4th Street and on Walnut Street between 7th Street and Central Parkway.
- ❑ Conduit work for traffic signals took place on Race Street between Liberty and Green streets.
- ❑ New sewer installation on Race Street near 13th Street, and on Race between 14th and Liberty streets.
- ❑ Backfilling for the Maintenance & Operations Facility sewer at Henry and Race streets.
- ❑ Storm sewer work on Race Street near Findlay Street.
- ❑ Exploratory digging for utilities on Walnut Street between 6th Street and 7th streets.

City-managed utility contractors continued renewal and relocation of their facilities:

- Duke Energy performed underground gas work on Main Street between 4th and 6th streets; on Race Street between Liberty and Green streets; and on Walnut Street between 3rd and 5th streets.
- Duke also performed underground electrical work on 12th Street near Walnut, Vine, and Race streets.
- Telecom work took place on Race Street near Liberty and Green streets; on Race Street near 14th and 15th streets; and on Race Street near 12th Street.

All utility companies were issued notice to stop all work, with the exception of completing work that would have to be completed even if the project were halted, allow better access and/or safety. All utilities continued some work through the end of the month. Although final schedules were still being reconciled, at the end of December, it appeared that with the possible exception of gas main work on Race Street that utility work will stay ahead of track work.



Photo 6 - Cincinnati Bell Manhole reconstruction at Race Street and Central Parkway

2.5. Community Relations

During the month of December, the Project Team made a number of presentations for both committees and full Council to assist them in understanding the Administration's estimates for both terminating the project and completing the project with a work suspension.

During December, MPD completed the following:

- 📄 Business surveys and notifications to residents were wrapped up on Elm Street between Elder and Findlay streets prior to the work suspension.
- 📄 Due to the suspension in work, no additional businesses or residents were contacted by MPD in December. This process will resume in January on Race, south of Findlay Market.
- 📄 The Hotline was little used with only 1 message related to the public debate. MPD continued to monitor this line and respond when necessary.
- 📄 Open For Business signs were centered around the Findlay Market area throughout the month. Signs in the CBD were removed during the pause.

2.6. Procurement and Project Management Details

- 📄 MPD maintained the 1417 Central Parkway project office and lay down/storage areas during the work pause.
- 📄 MPD continued managing all construction activities, including de-mobilization and safety measure installation as directed.
- 📄 Critical meetings were held throughout the month to review submittals for items identified by MPD and the city as urgent so that long lead time items could be kept on track.
- 📄 MPD provided cost & schedule information for the city council audit as requested.
- 📄 Project QAQC processes were implemented on all installed work last month.

2.7. MPD Billings for November

Bld Form Section	Contract	Previously Billed	Dec (Net ret)
Behind the Curb Work	\$1,456,894	\$0	\$2,354
Central Parkway Median	\$116,455	\$0	\$0
Civil, Roadway and Drainage	\$10,445,950	\$1,790,419	\$201,770
Communication System	\$1,228,959	\$0	\$0
Corrosion Control	\$354,682	\$35,468	\$14,187
Misc. Items	\$5,075,000	\$2,559,327	\$7,605
MOF Civil and Track	\$3,170,177	\$827,197	\$62,651
MOF	\$8,744,492	\$824,520	\$134,745
OCS Mainline	\$5,502,798	\$0	\$4,860
Signal System Streetcar	\$669,588	\$0	\$0
Streetcar Stop Shelters and Sitework	\$2,243,714	\$0	\$0
Trackwork on Grade	\$13,018,686	\$1,660,069	-\$57,719
Trackwork on Structures	\$2,950,663	\$0	\$0
Traction Power	\$6,566,003	\$15,000	\$0
Traffic Signals and Lighting	\$4,793,179	\$557,023	\$14,887
Water Main - Main Street	\$2,508,352	\$162,390	\$110,761
Water Main - Walnut Street	\$2,046,457	\$462,786	\$87,866
CO #1	\$492,933	\$7,285	\$0
	\$71,384,983	\$8,901,484	\$583,967

3. Vehicles

In accordance with the City Council direction to “pause” work on the project, the City issued a Stop Work Order to CAF USA on December 4. Following City Council’s vote to continue the project on December 19, the City issued a second letter to CAF USA rescinding the Stop Work Order effective December 24, 2013.

On December 20, the City and CAF completed execution of Modification (Change Order) #1 to the CAF USA contract. This Change Order had been in the process of execution prior to the City Council-mandated “pause” and codified various previously approved modifications to the technical specifications and baseline schedule at no cost to the City.

Following the rescission of the Stop Work Order, CAF will assess cost and schedule impacts due to the City Council-mandated “pause” and submit a request for additional cost or schedule change in accordance with the contract. The ultimate impact of the City Council-mandated “pause” on the delivery dates for the streetcar vehicles and the resultant impact on the coordination of the delivery dates with the completion of required infrastructure work by MPD are unknown pending receipt and review of the updated CAF and MPD schedules.

4. Budget & Expenditures

4.1. Budget vs. Expenditures

Through December 31, 2013, \$30,027,328.19 has been expended on the project (not including Duke escrow). In addition, \$90,565,457.93 remains encumbered against open contractual obligations. Appendix A contains a breakout of project budget vs. expenditures by budget category.

4.2. Major Contract Activity

Through December 31, 2013, only one change order has been issued against the civil construction contract with MPD. Change Order #1 covered labor, materials, and bonding costs associated with the delay in the issuance of NTP and totaled \$492,933. This amount is reflected as part of the base contract budget in Appendix A.

A second change order in the amount of \$100,000 to cover costs associated with the City Council-mandated “pause” is in process pursuant to the ordinance passed by City Council imposing the stoppage of work.

One change order has been issued against the vehicle contract with CAF USA. The change order codified previously approved modifications to the technical specifications and baseline schedule. The change order comes at no cost to the City.

A summary of contract change orders for the civil construction and vehicle contracts can be found in Appendix B.

4.3. Federal Grant Activity

Through December 31, 2013, \$4,000,181 of the \$44.91 Million in total federal funds for the project has been drawn and matched by the City. An additional \$51,180 in draws has been submitted and is currently pending through December 31, 2013.

In November, the FTA Administrator suspended access to the federal grants “based on (his) concern that the City’s newly elected officials did not intend to proceed with the project on the agreed-upon schedule.” The FTA Administrator further established a deadline of December 19, 2013 for City Council to determine whether to continue the project. With the City Council decision on December 19 to move forward with the project, further grant drawdowns will be submitted upon restoration of access to the federal grants.

Grant drawdown activity is summarized on Appendix D.

5. Safety & Security, Operations & Maintenance Planning

5.1. Job Site Safety

- 📄 Individuals receiving Safety Orientation-To date: 208
- 📄 Safety Orientations - December: 32
- 📄 Total man-hours worked to date: 16,961
- 📄 Total man-hours worked without a lost time accident: 3,835
- 📄 Lost Time Accidents-To date: 2
- 📄 Lost Time Accidents-December: 0
- 📄 Incidents-To date: 18
- 📄 Incidents-December: 0

All on-site workers received project stickers and safety vests to identify them as part of the project team following orientation.

Initial recipients of the safety incentive program were made for actions above & beyond expectations. A total of 4 individuals have been recognized to date.

Workers were welcomed back after the holidays and the project resumption by local citizens on Friday 12/27/13 at Findlay Market with coffee & doughnuts.

5.2. Safety & Security Certification

On December 3, 2013 the METRO Director of Safety and Lomarado Group, METRO Streetcar Safety and Security Consultant, held a video conference with staff from CAF to go over the vehicle design safety checklist and future audit needs. CAF presented a sophisticated tracking system of safety requirements and where they are tracked back into the vehicle design and production to ensure conformance. A follow-up meeting to conduct the required audit of the checklist will be scheduled in the summer of 2014.

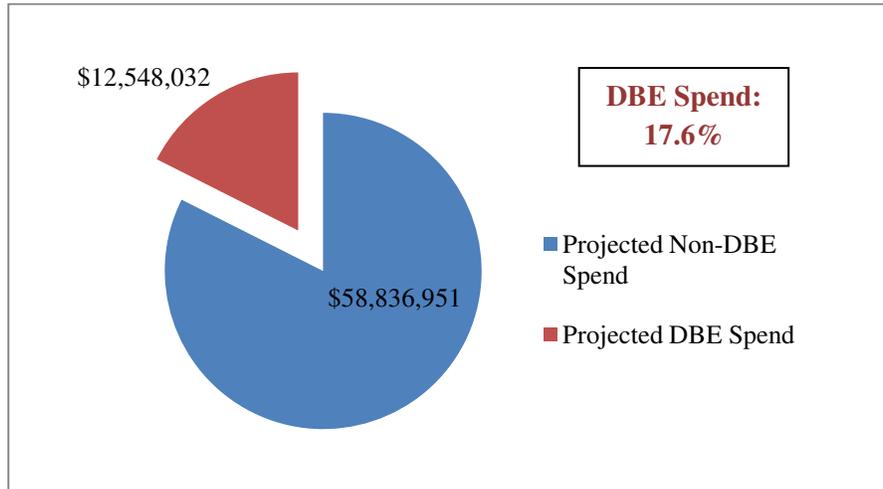
5.3. Operations & Maintenance

Several activities advanced regarding the future operations and maintenance of the streetcar. Working with METRO staff from various departments to get baseline costing information, the METRO operations and maintenance consultant, Transportation Resource Associates (TRA) refined the ongoing operations budget for the streetcar. This budget was presented in the context of various scenarios for operations delivery, including a model where METRO uses in-house staff, a model which features a turn-key contractor approach and several models in-between. On Tuesday December 17, 2013 TRA presented the scenarios and recommended a turn-key approach to the SORTA Board of Trustees. This recommendation will be refined and presented at the January SORTA Board of Trustees Rail Subcommittee following any input received from Boardmembers, City Councilmembers, SORTA or City staffs.

METRO staff and TRA worked very closely with Councilmembers, the Haile Foundation and others in putting together a series of funding scenarios for streetcar operations. These scenarios were intended to be illustrative and to reflect the variety of potential sources and funding policies that could develop a successful funding strategy for the Cincinnati Streetcar.

6. Inclusion/DBE Compliance

MPD remained on target to meet its DBE goal for the project expenditures. Please note the dollars incurred may not correspond to the dollars billed by the contractor. As the construction phase continues, value engineering, site conditions, or other circumstances may precipitate modifications to the construction work which could impact DBE subcontractors. The City will continue to monitor the impact of such changes on MPD’s performance against the DBE goal and seek ways to maximize DBE spending.



City requirements under the contract establish workforce inclusion goals for MPD as well. The City requirements establish inclusion goals for the contractor’s aggregate workforce in Hamilton County throughout the term of the contract. The chart below summarizes hours worked on the contract (Actual) as well as the countywide workforce inclusion goals (Goal):

Minority & Female Workforce Inclusion Goals		
	Actual	Goal
Minority Hours	14.3%	11.9%
Female Hours	7.6%	6.9%
Minority Female Hours	15.0%	50.0%

Note that the Minority Female goal is for 50% of female hours worked to be worked by minority females. MPD actual of 15.0% represents 15.0% of the 7.6% of total job hours worked by females.

7. Federal Oversight Activities

All activities undertaken by the project have to date met Federal Transit Administration rules and regulations. The City and SORTA each have responsibility for ensuring that the project adheres to FTA guidelines governing such areas as procurement, project management, financial management, operations and maintenance, Buy America, and safety & security certification.

The regularly scheduled FTA monthly meeting for December was canceled by FTA due to the City Council-mandated “pause.” Following the City Council action to pause the project, SORTA executive and administrative staff engaged in substantial communication with the FTA in an effort to both understand the implications to the Cincinnati Region and to SORTA of de-obligation of the Streetcar grants and to communicate regarding staff analysis and Board discussions. Additionally SORTA staff sent suspend work orders to vendors and consultants, with the exception of TRA, which was requested to continue O&M work.

8. SORTA Board of Trustees Action

The SORTA Board of Trustees held their regularly scheduled meeting on Tuesday December 17, 2013. Many members of the Cincinnati Business and Philanthropic Communities spoke at the Trustees meeting and all supported the streetcar. The SORTA Board received letters of support from many organizations and individuals willing to work with SORTA on a plan to find ongoing sources of funding for the Streetcar O&M.

Eric Avner of the Carol Ann and Ralph V. Haile, Jr. US Bank Foundation announced that the Foundation would commit to \$1 million to seed an operating reserve fund. A motion from the floor passed to express SORTA's willingness to assume responsibility for Cincinnati Streetcar operating costs. SORTA's willingness is based upon assurances from the Cincinnati business and philanthropic communities that they will work with SORTA in public-private partnership to secure the funds required to cover the short and long-term operating costs of the Streetcar to the extent other sources of Streetcar revenue, such as fares, advertising, sponsorships, etc., are inadequate. This action was taken to mitigate the negative impact de-obligation of the FTA funds would have on SORTA and requires additional refinement through discussion and collaboration between the City of Cincinnati and the business and philanthropic groups.

Essential elements included:

- 1) SORTA will not permit operation of the Streetcar to adversely impact the existing METRO bus system;
- 2) The City will resume construction of the Streetcar and will remain responsible for completion of the construction project as required under existing grants, plans and contracts;
- 3) SORTA's role in the construction phase will not change from the current status; At a yet-to-be-identified trigger point (likely substantial completion of construction), SORTA will assume all responsibility for providing operating funds necessary to operate the Streetcar;
- 4) the City will not be responsible for any Streetcar operating costs;
- 5) All Streetcar assets will be conveyed to SORTA upon completion of construction or some other mutually-agreed upon date;
- 6) The City will remain a party to all utility relocation agreements and will remain liable for any related litigation;
- 7) The Cincinnati business and philanthropic communities will work with SORTA and the City to provide adequate and firm financial assurances and guarantees to fund operation of the Streetcar to the extent other sources of Streetcar revenue, such as fares, advertising, sponsorships, etc., are inadequate; and,
- 8) The Cincinnati business and philanthropic communities will work with SORTA to establish a "Streetcar Advisory Committee" or similar oversight group to assist SORTA in the implementation and operation of the Streetcar.

Following the City Council action to resume construction of the project, SORTA staff and consultants have worked to assist the City in all FTA compliance issues and provide support to the effort to develop a long-term funding strategy for the O&M.

Cincinnati Streetcar Budget vs. Expenses

12/31/2013

Sources	
Urban Circulator	\$ 24,990,000.00
CMAQ	\$ 4,000,000.00
TIGER	\$ 15,920,000.00
City - Bonds/Streetlights/Duke	\$ 70,500,000.00
City - Duke ESCROW Appropriation	\$ 15,000,000.00
City- Additional Appropriation - June 2013	\$ 17,400,000.00
TOTAL SOURCES	\$ 147,810,000.00

USES

Budget Category	BUDGET - June 2013			EXPENSES 12/31/2013			(Base + Alloc. Cont.) LESS (Exp. + Enc.)
	Total Base Cost	Allocated Contingency	Base + Allocated Contingency	Expended	Encumbered	Expended + Encumb.	
Pre-Development	\$ 1,313,786.00	\$ -	\$ 1,313,786.00	\$ 1,264,628.13	\$ 49,157.87	\$ 1,313,786.00	\$ -
Design	\$ 14,396,348.04	\$ 202,370.96	\$ 14,598,719.00	\$ 14,048,155.98	\$ 288,021.03	\$ 14,336,177.01	\$ 262,541.99
Real Estate	\$ 2,010,143.00	\$ -	\$ 2,010,143.00	\$ 2,011,186.00	\$ 150.00	\$ 2,011,336.00	\$ (1,193.00)
Construction	\$ 50,511,908.33	\$ 2,000,000.00	\$ 52,511,908.33				
MOF	\$ 11,914,668.98	\$ -	\$ 11,914,668.98				
Utilities (Project)	\$ 6,958,405.62	\$ -	\$ 6,958,405.62	\$ 8,146,533.92	\$ 63,238,449.01	\$ 71,384,982.93	\$ -
Utilities (3rd Party)	\$ 6,147,858.14	\$ 77,207.23	\$ 6,225,065.37	\$ 383,397.09	\$ 4,614,461.05	\$ 4,997,858.14	\$ 1,227,207.23
Vehicles	\$ 23,111,373.00	\$ 2,101,722.40	\$ 25,213,095.40	\$ 2,557,108.97	\$ 20,417,710.78	\$ 22,974,819.75	\$ 2,238,275.65
Fare Vending	\$ 500,000.00	\$ 50,000.00	\$ 550,000.00	\$ -	\$ -	\$ -	\$ 550,000.00
City Project Administration	\$ 4,250,675.64	\$ 190,800.63	\$ 4,441,476.27	\$ 1,154,503.79	\$ -	\$ 1,154,503.79	\$ 3,286,972.48
SORTA Project Administration	\$ 2,000,000.00	\$ 100,000.00	\$ 2,100,000.00	\$ 436,104.99	\$ 1,563,895.01	\$ 2,000,000.00	\$ 100,000.00
Start-up	\$ 250,000.00	\$ -	\$ 250,000.00	\$ -	\$ -	\$ -	\$ 250,000.00
Unallocated Contingency	\$ 4,722,732.00	\$ -	\$ 4,722,732.00	\$ 25,709.32	\$ 393,613.18	\$ 419,322.50	\$ 4,303,409.50
Subtotal	\$ 128,087,898.75	\$ 4,722,101.22	\$ 132,809,999.97	\$ 30,027,328.19	\$ 90,565,457.93	\$ 120,592,786.12	\$ 12,217,213.85
Utilities (Duke Escrow)	\$ 15,000,000.00	\$ -	\$ 15,000,000.00	\$ 15,000,000.00	\$ -	\$ 15,000,000.00	\$ -
Grand Total	\$ 143,087,898.75	\$ 4,722,101.22	\$ 147,809,999.97	\$ 45,027,328.19	\$ 90,565,457.93	\$ 135,592,786.12	\$ 12,217,213.85

Total Sources	\$	147,810,000
Total Uses	\$	147,810,000
Sources Less Uses	\$	0

Appendix B
Change Orders, Contingency Allocations
through 12/31/13

Budget Category	Contract	Contingency Usage Type	Contingency Usage #	Date	Description	Amount	Source	Status
Construction	MPD	Change Order	1	8/2/2013	Labor, bonding, and materials costs associated with delay in contract NTP date.	\$ 492,933.00	Base	Complete
Construction	MPD	Change Order	2	1/14/2014	Delay costs appropriated by City Council for Council-mandated "pause"	\$ 100,000.00	Unallocated Contingency	Pending
Construction	MPD	Change Order	3		Adds for additional potholing and prevailing wage; credits for sewer manhole redesign and removal of communication conduits	\$ 359,745.00	Unallocated Contingency	Pending
Construction	MPD	Contingency Allocation	1	8/5/2013	Empty conduit crossings; non-perform test station	\$ 15,791.64	Construction	Complete
Construction	MPD	Contingency Allocation	2	10/23/2013	GCWW field conditions	\$ 3,571.00	Construction	Complete
Construction	MPD	Contingency Allocation	3	10/24/2013	Mortar for granite pavers	\$ 6,825.00	Construction	Complete
Construction	MPD	Contingency Allocation	4	11/26/2013	Additional abatement at MOF site	\$ 32,290.65	Construction	Complete
Construction	MPD	Contingency Allocation	5		Cast iron detectable warning; add. Geopiers; dielectric membrane; MOF conditions, others	\$ 30,313.00	Construction	Pending
Unallocated Contingency	Thelen	Certification	N/A	10/21/2013	Materials testing	\$ 108,594.50	Unallocated Contingency	Complete
Unallocated Contingency	KPMG	Certification	N/A	12/11/2013	City Council-mandated audit costs	\$ 250,000.00	Unallocated Contingency	Complete
Unallocated Contingency	Transsystems	Certification	N/A	8/30/2013	Schedule review support	\$ 60,728.00	Unallocated Contingency	Complete
Vehicles	CAF USA	Change Order	1	12/20/2013	Modification #1 - technical spec. mods, baseline schedule mod.	\$ -	Unallocated Contingency	Complete

ID	Description	Original Duration	Start	Finish	Area
Elm/ 12th to Henry					
1	MOT/Road Removal/Trackwork Start	0	09/16/13		Elm/ 12th to Henry
2	Track/Road Complete	0		01/26/14	Elm/ 12th to Henry
Race/ Elder to 12th					
3	MOT/Road Removal/Trackwork Start	0	01/20/14		Race/ Elder to 12th
4	Track/Road Complete	0		05/01/14	Race/ Elder to 12th
12th/ Main to Elm					
5	MOT/Road Removal/Trackwork Start	0	04/21/14		12th/ Main to Elm
6	Track/Road Complete	0		07/21/14	12th/ Main to Elm
Central/ Race to Main					
7	MOT/Road Removal/Trackwork Start	0	05/12/14		Central/ Race to Main
8	Track/Road Complete	0		07/07/14	Central/ Race to Main
MOF Area Turn Outs					
9	MOT/Road Removal/Trackwork Start	0	06/30/14		MOF Area Turn Outs
10	Track/Road Complete	0		09/29/14	MOF Area Turn Outs
OTR Turns and Diamond					
11	MOT/Road Removal/Trackwork Start	0	09/01/14		OTR Turns and Diamond
12	Track/Road Complete	0		12/29/14	OTR Turns and Diamond
Walnut/Central to 2nd					
13	MOT/Road Removal/Trackwork Start	0	10/20/14		Walnut/Central to 2nd
14	Track/Road Complete	0		01/05/15	Walnut/Central to 2nd
2nd Street and Bridges					
15	MOT/Road Removal/Trackwork Start	0	12/01/14		2nd Street and Bridges
16	Track/Road Complete	0		04/13/15	2nd Street and Bridges
Main/2nd to 12th					
17	MOT/Road Removal/Trackwork Start	0	04/06/15		Main/2nd to 12th
18	Track/Road Complete	0		10/05/15	Main/2nd to 12th
OTR					
20	3000' Test Track	0		04/01/15	OTR
25	MOF Complete	0		04/01/15	OTR
30	Power and Stations - OTR	0		08/02/15	OTR
CBD					
50	Power, Stations, Paving, and Closeout - CBD	0		04/17/16	CBD
60	Pay Service Available	0		10/16/16	CBD

2014

2015

2016

Road Removal/Trackwork Start
Track/Road Complete

MOT/Road Removal/Trackwork Start:
Track/Road Complete

MOT/Road Removal/Trackwork Start
Track/Road Complete

MOT/Road Removal/Trackwork Start:
Track/Road Complete

MOT/Road Removal/Trackwork Start
Track/Road Complete

3000' Test Track
MOF Complete

Power and Stations - OTR

Power, Stat

Start Date: 01/01/13
Finish Date: 10/17/16
Data Date: 11/01/13
Run Date: 01/13/14

Cincinnati Streetcar
Contract #121C009060
January 1, 2014 - Project Schedule
Complete impact of pause to be determined



Appendix D
Grant Drawdown Summary

Cincinnati Streetcar Federal Grant Drawdown Activity

Through: 12/31/2013

SOURCE	GRANT NUMBER	ALI CODE	Description	FEDERAL SHARE				LOCAL SHARE			
				Authorized	Drawn	Pending	Amount Remaining	Authorized	Drawn	Pending	Amount Remaining
Urban Circulator	OH-03-0303	12.79.00	City Project Admin.	\$ 1,453	\$ 1,453		\$ -	\$ 365	\$ 365		\$ (0)
		12.79.00	SORTA Project Admin.	\$ 1,388,545	\$ 297,660	\$ 51,180	\$ 1,039,705	\$ 347,137	\$ 87,265		\$ 259,872
		12.23.03	Construction	\$ 7,600,000	\$ 237,344		\$ 7,362,656	\$ 1,900,000	\$ -		\$ 1,900,000
		12.13.20	Vehicles	\$ 16,000,000	\$ 1,996,578		\$ 14,003,422	\$ 4,000,000	\$ 499,145		\$ 3,500,856
Subtotal				\$ 24,989,998	\$ 2,533,035	\$ 51,180	\$ 22,405,783	\$ 6,247,502	\$ 586,774	\$ -	\$ 5,660,728
CMAQ	OH 95-X054	12.23.03	Construction	\$ 4,000,000	\$ 1,090,965		\$ 2,909,035	\$ 1,000,000	\$ -		\$ 1,000,000
Subtotal				\$ 4,000,000	\$ 1,090,965	\$ -	\$ 2,909,035	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000
TIGER 3	OH 79-0002	12.79.00	City Project Admin.	\$ 154,545	\$ 154,545		\$ (0)	\$ 38,637	\$ 38,637		\$ (0)
		12.79.00	SORTA Project Admin	\$ 211,453			\$ 211,453	\$ 52,865			\$ 52,865
		12.23.03	Construction	\$ 15,554,000	\$ 221,635		\$ 15,332,365	\$ 3,888,500	\$ -		\$ 3,888,500
Subtotal				\$ 15,919,998	\$ 376,181	\$ -	\$ 15,543,817	\$ 3,980,002	\$ 38,637	\$ -	\$ 3,941,365
TOTAL				\$ 44,909,996	\$ 4,000,181	\$ 51,180	\$ 40,858,635	\$ 11,227,504	\$ 625,411	\$ -	\$ 10,602,093