



Cincinnati Streetcar Monthly Report September 2013



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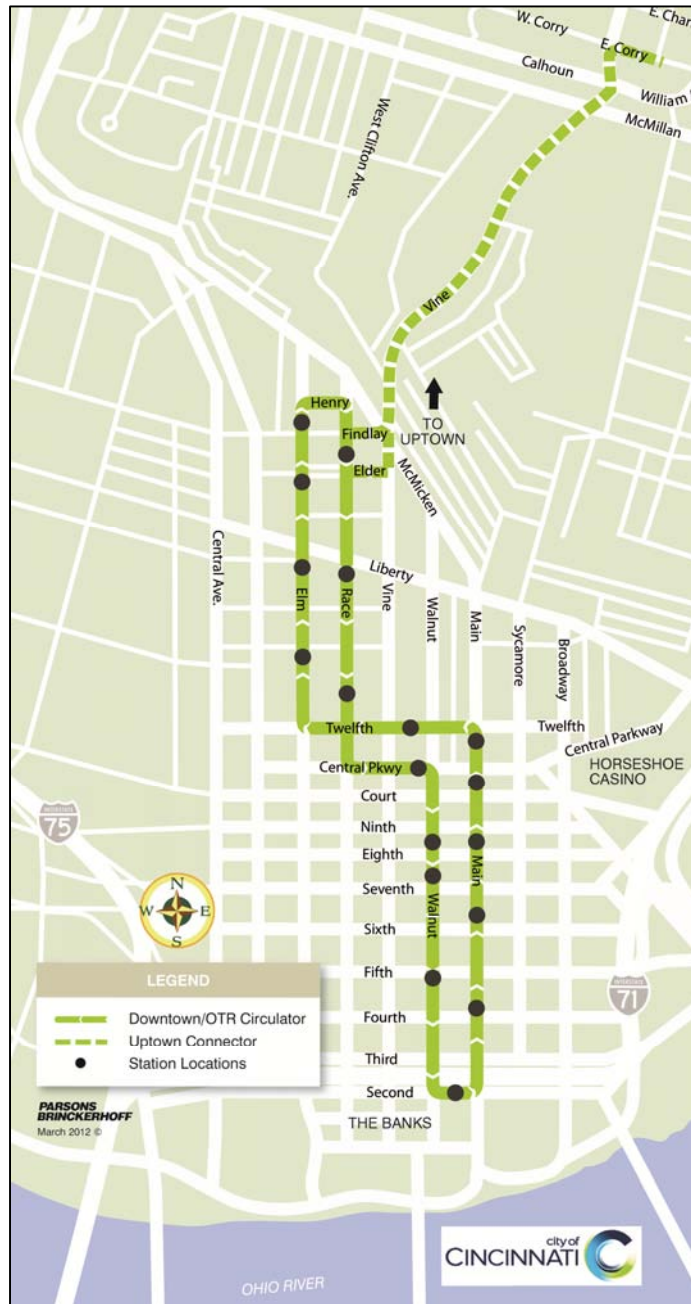
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Project Overview

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 – September 2013:

1. Progress Update Summary

September's work focused on preparation for track work with utility work at several locations and cobblestone removal at Elm St. In addition, space for the project offices was secured and is expected to be in operation in October.



Photo 1 - Crews on Elm Street remove old streetcar rail and granite cobblestones

Workers discovered a broken sewer line twenty foot below the track trench on Elm Street at the entrance to the Washington Park Parking Garage. While Metropolitan Sewer District (MSDGC) crews were required to replace the collapsed sewer, streetcar crews were able to continue working north of the blockage during this unplanned work.



Photo 2 - Crews repair a collapsed sewer along Elm St.

Exploratory digging (potholing), traffic control excavation and conduit work continued throughout OTR and began in the CBD. Preparations for track work began on September 17 at 12th & Elm with the removal of cobblestones and this work has proceeded north toward 14th Street. Removal work has been followed by excavation, grading, compaction and concrete work to support the initial track sections scheduled to be installed in October.



Photo 3 - Potholing crews perform exploratory excavations on Race St. near Green

Demolition and site preparation at the Maintenance Operating Facility (MOF) site continued through September, including removal and backfilling of basements and foundations. This work is expected to be complete in October.



Photo 4 - Demolition work at the MOF site

The first sanitary sewer, storm sewer, and water main work began in September and will continue through next year, keeping it ahead of track work.

2. Track Construction

2.1. Summary

Messer-Prus-Delta Joint Venture (MPD) has signed all of their subcontractors. Negotiations were finalized for a construction office at 1417 Central Parkway and lay down/storage area in the West End adjacent to the project. Their submittals continued and will do so through the end of the year. Various Requests for Information (RFI), schedule submittals, and reports have begun in September.



Photo 5 - Crews remove granite pavers for storage before resetting on Elm Street.

2.2. Site Construction Progress Details

Construction continued on Elm Street at 12th and continued north with exploratory excavations/utility verification and utility repair and relocation work to be installed ahead of the trackwork. MPD crews began pavement removal on Elm, allowing grading and concrete work to begin. As part of the forthcoming track installation on Elm, crews will construct a new concrete bed in which they will reset the granite cobblestones on Elm Street between 12th and 14th Streets. This will not only facilitate track installation, but will improve ride quality for bikes and automobiles with a smooth, attractive surface along Elm Street.

MPD continued to coordinate with third party utility contractors. Duke, MSDGC, and Greater Cincinnati Water Works (GCWW) are working with the streetcar team to address schedule and location issues proactively. Crews surveyed the site in order to verify actual site conditions and locate the exact alignment of the tracks, the basis of all work.

Demolition and backfilling at the MOF site continued in September.



Photo 6 - Demolition at the MOF site



Photo 7 - Demolition at the MOF site

2.3. Community Relations

The Streetcar Hotline went active in September. Citizens can call (513) 352-3333 to leave a message with questions or problems, or to hear a pre-recorded message on the work planned for the following week. MPD began surveys of surrounding businesses and resident notifications ahead of track work, distributing door hangers where needed. In late September, MPD installed signage and orange bicycle racks to define the construction area starting on Elm St. at 12th Street and extending to 14th Street, as well as at the MOF. In October, signs will go up at the laydown area and field office.

“Open For Business” signs are ready to be set as soon as required.

During September MPD contacted 21 property owners/managers, held 11 meetings and distributed 45 door hangers ahead of track work on Elm Street.



Photo 8 - Signs will be posted to let citizens know that businesses along the route remain open during construction.

The City's Project Executive attended the Over-the-Rhine Community Council meeting in September, the first of multiple community outreach meetings scheduled for October and beyond.

The City, the Small Business Administration, the African American Chamber of Commerce, and the Hispanic American Chamber of Commerce began planning for a series of Business Outreach Sessions planned for November. The City and its partners will take comments and provide information for both existing businesses impacted by streetcar utility and track work construction and for people who may want to locate a business in the area served by streetcar.

The City, MPD, and SORTA established protocols for the management of construction related Metro bus service detours.

2.4. MPD Billings for September

Bid Form Section	Total	Prev. Incurred	Sept. (net ret)
Behind the Curb Work	\$1,456,894		\$0
Central Parkway Median	\$116,455		\$0
Civil, Roadway and Drainage	\$10,445,950	\$250,000	\$396,829
Communication System	\$1,228,959		\$0
Corrosion Control	\$354,682		\$0
Misc. Items	\$5,075,000	\$1,777,500	\$24,000
MOF Civil and Track	\$3,170,177	\$238,000	\$238,656
MOF	\$8,744,492		\$49,500
OCS Mainline	\$5,502,798		\$0
Signal System Streetcar	\$669,588		\$0
Streetcar Stop Shelters and Sitework	\$2,243,714		\$0
Trackwork on Grade	\$13,018,686		\$0
Trackwork on Structures	\$2,950,663		\$0
Traction Power	\$6,566,003		\$0
Traffic Signals and Lighting	\$4,793,179	\$16,712	\$175,979
Water Main - Main Street	\$2,508,352		\$0
Water Main - Walnut Street	\$2,046,457		\$82,207
CO#1	\$492,933	\$7,285	
	\$71,384,983	\$2,289,497	\$967,171

3. Utility Relocation

Utility relocation by both MPD and third party utility companies remained at a pace to keep it ahead of the track work by MPD. MPD began water main replacement on Walnut Street just south of Central Parkway.



Photo 9 - Crews relocate water mains along Walnut St. near Central Parkway

MPD undertook critical sewer construction during September on Elm Street ahead of work to install tracks. MSDGC also awarded a contract for structural lining of existing sewers in September 2013.



Photo 10 - Sewer manhole work at 14th and Elm Streets

Duke Energy and their contractors were working at multiple locations including this replacement of a manhole roof on 12th Street between Race and Elm Streets.



Photo 11 - Duke crews install a new manhole roof on 12th St.

4. Vehicles

Vehicle design remains on schedule through regular video conference calls with both CAF, the streetcar vehicle manufacturer, and LTK, the City's vehicle consultant. In September, LTK reviewed a finite element analysis (FEA) of the carbody to verify its structural integrity and reviewed fire tests undertaken in Spain and water leakage test procedures. Final Design Review (FDR) for carbodies is scheduled for early October 2013 and FDR for remaining vehicle systems is scheduled for early 2014.

In late August, Cincinnati concluded an agreement with the city of Kansas City, Missouri, to assign options to purchase four vehicles under the Cincinnati contract with CAF. Kansas City is construction a modern streetcar system and will utilize the same CAF vehicle as Cincinnati, providing a potential opportunity for the two cities to share parts, expertise, and procurement resources in the future.

Additional vehicle activity in the month of September focused on integration issues.

SORTA finalized scope and completed negotiations with Trapeze Group for procurement of owner-supplied vehicle equipment, including radio communications, automated passenger counting (APC), computer aided dispatch, and automatic vehicle location (AVL). While this equipment is critical to streetcar operational functionality, the City and SORTA are partnering to leverage existing SORTA contractual arrangements and back office software computer networks to achieve cost effectiveness and maximize integration with the existing SORTA transit network. This SORTA agreement is expected to go before the SORTA board for approval in October.

During September, the City led discussions between CAF, PB, MPD and its subcontractors, and SORTA regarding the Wheel-Rail Interface Study (WRIS). The WRIS is a coordinated effort between the vehicle manufacturer, the track designer, and the track constructor intended to ensure successful integration between the wheels produced by CAF, the track system designed by PB, and the track and rails installed by MPD. These critical elements comprise the interface where the wheel literally meets the rail, and must work together to ensure safety and maximize operational efficiency.

Additional integration efforts between the vehicle and track system, included discussions with MPD traction power subcontractors regarding signaling for the future Uptown extension, and discussions with PB regarding provisioning for a wheel truing machine in the MOF.

5. Schedule

Contractual milestones for the civil construction work remain:

- 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

MPD is currently on track to meet these contractual milestones.

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. This work is currently underway and is projected to continue on pace such that the installation of streetcar track will not be negatively impacted.

Appendix D shows the projected schedule for streetcar trackwork.

6. Budget & Expenditures

6.1. Budget vs. Expenditures

Through September 30, 2013, \$23,143,521.58 has been expended on the project (not including Duke escrow). In addition, \$94,167,134.06 remains encumbered against open contractual obligations. Appendix B contains a breakout of project budget vs. expenditures by budget category.

6.2. Major Contract Activity

To date, 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 B.

No change orders have been issued against the vehicle contract with CAF USA.

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

6.3. Federal Grant Activity

Through September 30, 2013, \$1,941,933 of the \$44.91 Million in total federal funds for the project has been drawn and matched by the City. This number will accelerate as construction activities ramp up and vehicle contract milestones are reached.

Table 1 - Federal Grant Drawdown Status

SOURCE	GRANT NUMBER	ALI CODE	Description	FEDERAL SHARE		
				Authorized	Drawn to Date	Amount Remaining
Urban Circulator	OH-03-0303	12.79.00	City Project Admin.	\$ 1,453	\$ 1,453	\$ -
		12.79.00	SORTA Project Admin.	\$ 1,388,545	\$ 264,368	\$ 1,124,177
		12.23.03	Construction	\$ 7,600,000		\$ 7,600,000
		12.13.20	Vehicles	\$ 16,000,000	\$ 1,559,309	\$ 14,440,691
CMAQ	OH 95-X054	12.23.03	Construction	\$ 4,000,000		\$ 4,000,000
TIGER 3	OH 79-0002	12.79.00	City Project Admin.	\$ 154,545	\$ 116,209	\$ 38,336
		12.79.00	SORTA Project Admin	\$ 211,453		\$ 211,453
		12.23.03	Construction	\$ 15,554,000		\$ 15,554,000
TOTAL				\$ 44,909,996	\$ 1,941,339	\$ 42,968,657

7. Safety & Security Operations & Maintenance Planning

7.1. Job Site Safety Data

A total of 96 individuals have gone through the safety orientations to date with 47 attending the 4 sessions in September. Safety orientation is currently scheduled for Monday mornings at 7:30 AM in the MOF trailer. All on-site workers received project stickers and safety vests to identify them as part of the project team following orientation.

The bi-weekly safety meetings began in September with the city representatives involved monthly. Total man-hours worked without a lost time accident: 3265.

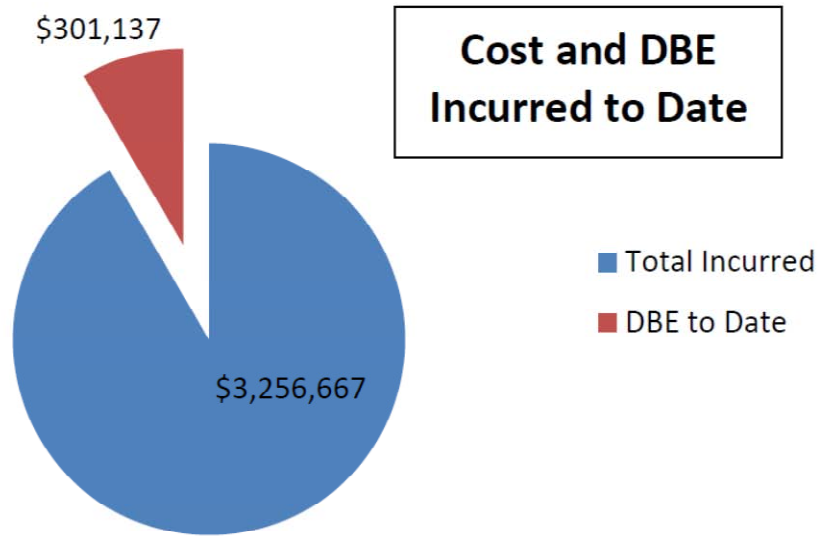
7.2. Safety & Security Certification

During the month of September, the SORTA Safety and Security Consultant, Lomarado Group, made preparations for an on-site visit to Cincinnati in early October. During that visit, Lomarado will conduct safety training sessions, assist with Fire/Life Safety and Security Committee (FLSSC) and Safety and Security Review Committee (SSRC) meetings, and kick-off construction checklist verification activities.

6.3. Operations & Maintenance Planning

Following execution of three task orders in August between TRA and SORTA, TRA continued work on three task orders: 1) Operations & Maintenance Delivery Methodology, 2) Start-up Schedule & Budget and Ongoing O&M budget, and 3) Operating Agreement Assistance and General O&M Consulting. During the reporting period, SORTA responded to numerous requests for information from TRA. Completion of these three task orders is on schedule for completion in late 2013/early 2014.

8. Inclusion - DBE Compliance



9. 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 streetcar project team meets or has conference calls monthly and quarterly with the FTA and its Project Management Oversight Consultant (PMOC). In September, the project team met with the FTA Regional Office staff in Cincinnati. Major items for discussion included third party utility work compliance with federal Buy America rules, and project status and schedule. Depending on the status of the federal budget process, the next regular quarterly meeting is scheduled to take place during October in Chicago.

Appendix A Project Background

1. Funding

On June 19, 2013, US Secretary of Transportation Ray LaHood sent a letter to Mayor Mark Mallory awarding an additional \$5.0 Million in TIGER grant funding to help close the gap, contingent upon the City's allocation of an additional \$17.4 Million in local funds. The additional federal funding brings the total amount of federal funding for the project to \$44.91 Million.

On June 26, 2013, Cincinnati City Council approved this additional funding, effectively closing the budget gap for the project and allowing the award of the construction contract and implementation of the project to go forward. The additional City funding brings the total amount of local funding for the project to \$87.9 Million.

2. Civil Construction

On July 15, 2013, the City awarded the construction contract to the low bidder, Messer Prus/Delta Railroad JV (MPD), and issued Notice to Proceed (NTP) for construction.

MPD is a joint venture comprised of three-Ohio-based construction firms: Messer Construction and Prus Construction, based in Cincinnati, and Delta Railroad Construction, Inc., based in Ashtabula, Ohio. The scope of the MPD contract includes the streetcar trackwork, traction power system, station stops, maintenance and operations facility, and water and sewer utility relocation work.



Due to the delay between the posted award date and the actual award date caused by the delay in additional funding, MPD requested additional funding to address additional costs for labor and materials resulting from the delay. The City executed Change Order #1 in the amount of \$492,933 to cover these costs. The total contract amount for the MPD contract, including Change Order #1, is \$71,384,982.93.

As the contract is a general construction contract, the MPD joint venture partners will self-perform certain components of the work and MPD will be responsible to secure subcontractors. Major subcontractors for the MPD team include:

- Truland Systems – Overhead Contact System (OCS) contractor
- Bansal Construction – Road Electric & Poles
- Tri-State Construction – Behind-the-curb civil & utility work
- Queen City Blacktop – Asphalt
- Rod Techs – Reinforcing Steel

Because the project is federally funded, federal Disadvantaged Business Enterprise (DBE) requirements, rather than the City's Small Business Enterprise (SBE) apply. The DBE goal for the project is 18%.

Contractual milestones for the civil construction work are:

- 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



Rendering of Maintenance & Operations Facility (MOF)

3. Utility Relocation

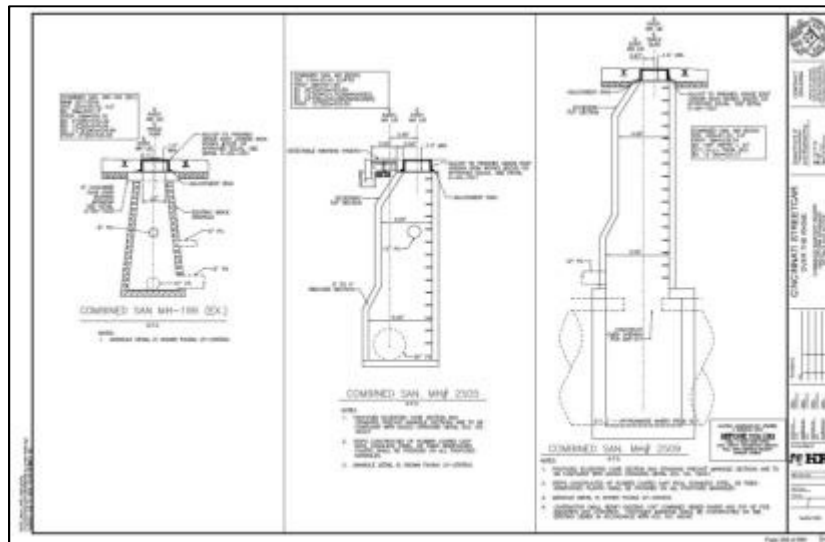
3.1. Water

Utility Relocation work began at the project groundbreaking on February 17, 2012, with the commencement of water main relocation work in OTR by Greater Cincinnati Water Works (GCWW). This work was completed in June 2013. MPD will perform water main relocation work in the CBD as part of the civil construction contract.



3.2. Sewer

MPD will perform relocation of sewer manholes and mains as part of the civil construction contract. Metropolitan Sewer District of Greater Cincinnati (MSDGC) will perform structural lining of sewer lines that will remain in place.



Typical Sewer Manhole Drawing

3.3. Electric

Duke Energy will perform relocation of manholes and electric lines throughout the Phase 1A route. This work began during the week of June 17 along Walnut Street from Central Parkway to Second Street in the CBD. The Walnut Street work has proceeded well with few complications and was completed in August 2013. Underground electric relocation work along 12th Street in OTR is expected to begin in early September and be complete by July 2014.



Duke Energy electric work on Walnut St. near 7th St.



Duke Energy electric work on Walnut St. near 4th St.

3.4. Gas

Duke Energy will perform relocation of gas lines throughout the Phase 1A route. The completion of this work is a predecessor to MPD's commencement of sewer and track work along the Elm Street corridor.



Duke Energy gas work on Elm St. between 14th and Liberty St.

3.5. Telephone

Cincinnati Bell Telephone (CBT) will perform relocation of telephone utilities throughout the Phase 1a route. This work began in February 2013 with the relocation of various manholes throughout the route.



Cincinnati Bell Telephone vault on 12th St. at Race St.

3.6. Other

Level 3 Communications is performing relocation of its manholes throughout the route. This work is expected to be complete by Spring 2014.

Time Warner Cable (TWC) is performing relocation of its lines in coordination with Duke Energy's relocation of electric conduits. This work will be performed in conjunction with the Duke electric work throughout the route.

DTE/Coolco will perform relocation of chilled water lines. It is expected that the scope of chilled water lines requiring work will be minimal, and DTE/Coolco is working with the City to determine the ultimate extent to which this will be necessary and explore possible joint trenching solutions. This work is expected to be complete by April 2014.

4. Other Activities

4.1. Federal Oversight Activities

With the appropriation of additional federal and local funds to the project, the project team has been working to update the various project plans.

As a federally funded project, the streetcar is subject to a variety of 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 FTA conducts a number of reviews and audits to monitor SORTA's administration of the streetcar grants as the eligible FTA recipient, as well as the project's compliance with the various FTA rules. In addition to project oversight activities conducted directly by FTA staff, the FTA has a Project Management Oversight Consultant (PMOC) responsible for providing an additional layer of project oversight. The streetcar project team meets monthly and quarterly with the FTA and its PMOC in addition to regular interim communications.

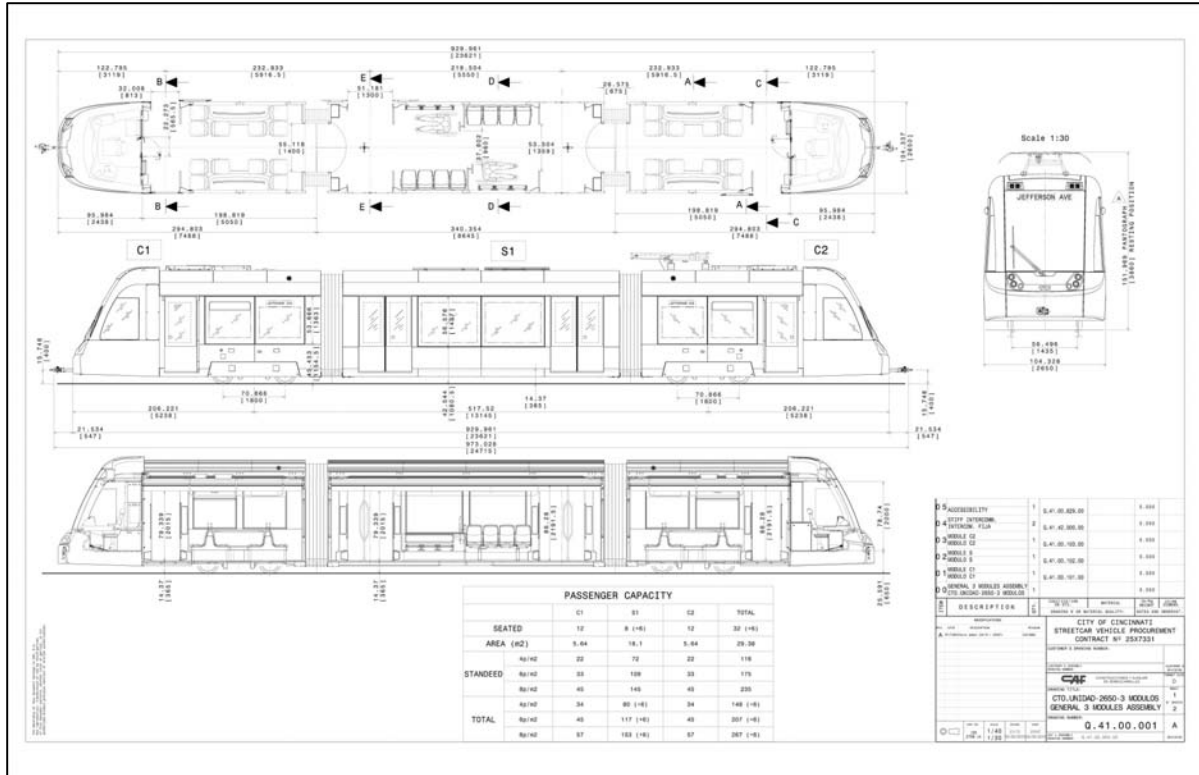
In August FTA conducted a Financial Management Oversight (FMO) review covering the financial management of the streetcar project and reported no findings.

4.2. Vehicles

Vehicle production began with the City's NTP to CAF USA on February 8, 2013. Since that time, the City has been working with CAF, and the City's vehicle design consultant, LTK Engineering, through the design phase of the vehicle. The City and CAF conducted a Conceptual Design Review (CDR) in late February 2013 and a Preliminary Design Review (PDR) in June 2013. SORTA operations staff have been part of this process to incorporate any operational concerns or issues into the vehicle design.

CAF has begun placing orders with sub-suppliers for components such as seats, electrical components, and other parts. In addition, CAF already has personnel from Spain in Elmira, NY working to prepare for the start of work on Cincinnati vehicles including training workers there. CAF expects to begin carbody fabrication at its plant in Zaragoza, Spain in November 2013. These will be shipped to CAF's plant in Elmira, where the vehicles will be assembled. Delivery of the first vehicle to Cincinnati is expected in March 2015.

Procurement for additional City-supplied vehicle-related equipment, including Automatic Passenger Counters (APC), Automatic Vehicle Locator (AVL) equipment, radios, and Computer Aided Dispatch (CAD) equipment are underway and expected to be complete by the end of 2013.



4.3. Budget Background

Total budget for the Phase 1a project is \$132.81 Million. In addition, the City has allocated \$15.0 Million toward the potential costs of Duke Energy utility relocation. This funding has been placed in escrow pursuant to the terms of the City's third party utility relocation agreement with Duke and pending the resolution of the ongoing litigation between the City and Duke over responsibility for these costs. The City expects to prevail in this litigation, in which case, the \$15 Million in escrow will be returned to the City.

4.4. Federal Grant Activity

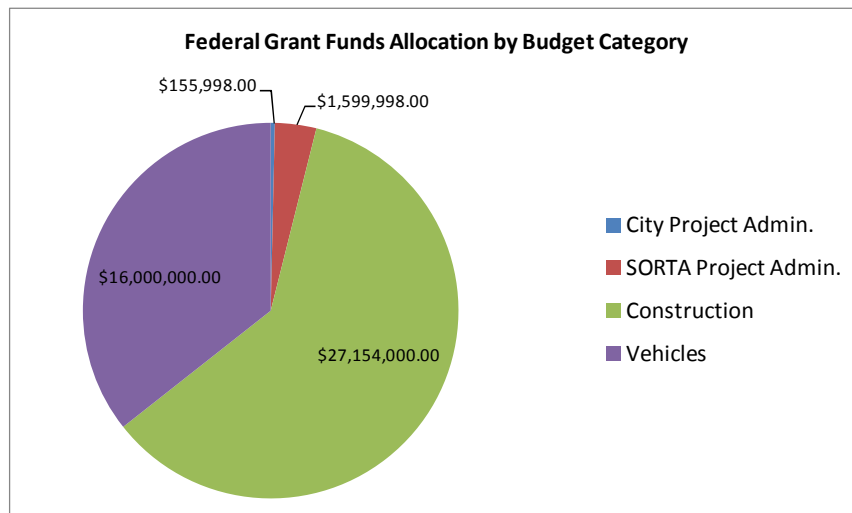
Three federal grants provide \$44.91 Million in funding for the project. These are:

- FTA Urban Circulator Grant \$24.99 Million
- Congestion Mitigation & Air Quality (CMAQ) Grant \$4.0 Million
- USDOT TIGER 3 Grant \$15.92 Million

As the designated recipient of FTA funding for the region, SORTA serves as the grantee for these funds. As such, SORTA is responsible for administration of federal funds awarded to the project, oversight of project management funds, and managing compliance with FTA grant regulations. The City serves as a sub-recipient.

Unlike City funds, federal grant funds are programmed to specific budget categories and drawn down on a reimbursement basis. Federal grant funds are programmed to construction, vehicles, and project administration as shown in **Error! Reference source not found.**

Figure 1 - Federal Grant Funds Allocation by Budget Category



4.5. Safety & Security Certification

The Federal Transit Administration is required under federal law (MAP-21) to ensure the safety and security of transit systems. Under the recently revised law, rail transit safety and security oversight is the responsibility of State Safety Oversight (SSO) agencies. In Ohio, the SSO is the

Ohio Department of Transportation, Division of Planning, Office of Transit, Rail Fixed Guideway System Safety and Security Oversight Program.

For new fixed-guideway rail transit systems such as the Cincinnati Streetcar, revenue service cannot start until it has been certified as both safe and secure. The City of Cincinnati and SORTA are required to sign the certifications. FTA has established processes for obtaining and maintaining these certifications under the oversight of the SSO. The major safety & security certification activities that must be performed over the project life cycle are presented in the table below.

The City and SORTA have established communication with the ODOT SSO office and have briefed them on all matters related to the project. As required, the SORTA Director of System Safety and the Director of Security have been appointed as the Streetcar Safety and Security officers, respectively. SORTA has procured the assistance of a rail transit safety and security consultant, Lomarado Group, who is assisting with implementing all of the required processes. A Safety and Security Review Committee (SSRC) and a Fire Life Safety and Security Committee (FLSSC) have been established and have met several times. Safety and Security for the Cincinnati Streetcar are governed by the Cincinnati Streetcar Safety and Security Management Plan (SSMP) and the Safety and Security Certification Plan (SSCP).

The Project has conducted a Preliminary Hazards Analysis (PHA) and a Threat and Vulnerability Analysis (TVA) and is conducting or will conduct audits of the safety and security certifiable elements of the design, construction, and vehicle production efforts using checklists.

Safety & Security Activity Matrix

	Safety and Security Activities	Preliminary Engineering	Final Design	Construction	Testing & Start-up
1	Develop & Implement Safety & Security Management Plan (SSMP)	→	→ →	→ →	→ →
2	Develop & Implement Safety & Security Certification Plan (SSCP)		→	→ →	→ →
3	Establish & Implement Safety & Security Committees and Working Groups		→	→ →	→ →
4	Perform Safety & Security Analyses (PHA/TVA) & Track Identified Hazards & Vulnerabilities to Closure		→	→ →	→ →
5	Develop & Implement Safety & Security Design Criteria & Requirements	→	→ →		
6	Integrate Operation & Maintenance Requirements into Design	→	→ →		
7	Identify Safety & Security Certifiable Elements & Items		→	→ →	
8	Develop Design Criteria Conformance Checklists & Perform Design Certification		→	→ →	
9	Develop & Implement Construction Safety & Security Plan (CSSP)		→	→ →	
10	Oversee Construction Contractor Execution of Approved SSSPs			→ →	
11	Develop Construction Conformance Checklists & Perform Construction Certification		→	→ →	→ →
12	Develop & Implement Safety & Security Public Information/Awareness Plan		→	→ →	→ →
13	Develop & Implement System Integration Test Plan, Rail Activation Plan, & Pre-Revenue Operations Plan			→	→ →
14	Develop & Secure ODOT Approval of Operational Safety & Security Plans (SSPP, SEPP)			→	→ →
15	Complete Training & Certification of all Identified O & M Plans & Documents & Verify their Completion			→	→ →
16	Complete Safety & Security Certification & Issue Final Safety & Security Certification Verification Report				→

→ Indicates Phase Activity Starts
 → → Double Arrow indicates Activity Continues in that Phase

5. Operations & Maintenance and Start-Up Planning

Per the grant application and SORTA Board Resolution SORTA will provide Cincinnati Streetcar Operations and Maintenance (O&M) services. These activities will be governed by an Operating Agreement between the City of Cincinnati and SORTA currently under development. SORTA has recently procured a Streetcar Operations and Maintenance Consultant on a Task Order basis to assist its staff with these efforts.

On July 24, 2013, the City, SORTA, and SORTA's O&M consultant participated in an O&M Workshop conducted by the FTA and the FTA's Project Management Oversight Consultant (PMOC). This workshop reviewed FTA requirements for O&M planning and next steps in the development of the Cincinnati Streetcar O&M plans.

The start-up of Streetcar operations requires detailed scheduling and budgeting. Once the construction contractor and the vehicle manufacturer reach key milestones in their respective processes, support is required from the operator. These activities include having staff available for receipt of equipment training, providing staff for testing and commissioning of the system, and fully staffing up the streetcar operation during pre-revenue service training. It is anticipated that Streetcar operating expenses associated with these activities will be incurred in early calendar year 2015 coincidental with the arrival of the streetcar vehicles and activation of the test track and maintenance facility. SORTA and its consultants will develop the system start-up budget and schedule and should have preliminary figures before the end of this year. Refined budget estimates will be developed and provided to the City for inclusion in the Fiscal Year 2015 budget development process.

The overall ongoing annual budget for streetcar operations is dependent on many factors. Preliminary estimates were developed by the design consultants as part of the planning process based on peer comparisons with other streetcar systems around the country. SORTA has engaged the services of a nationally recognized operations consultant, Transportation Resource Associates (TRA) of Philadelphia, to develop a more refined Cincinnati-specific ongoing operations plan and budget. The initial draft of this budget is targeted for release by the end of the year and refinement in the first part of next year.

In parallel with the budgeting and scheduling development activities SORTA and the City will be working on the Operating Agreement. The City and SORTA have met several times to discuss key terms and conditions and respective operating roles and responsibilities. These will be refined as the division of responsibilities between the City and SORTA is finalized, additional determinations are made about insurance, and liability and the reimbursement structure is determined. It is anticipated that a draft agreement will be available for consideration before the end of the year.

Appendix B

Cincinnati Streetcar Budget vs. Expenses

9/30/2013

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 9/30/2013			(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	\$ 13,831,376.79	\$ 519,154.72	\$ 14,350,531.51	\$ 248,187.49
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	\$ 2,106,337.07	\$ 68,778,645.86	\$ 70,884,982.93	\$ 500,000.00
Utilities (3rd Party)	\$ 6,147,858.14	\$ 77,207.23	\$ 6,225,065.37	\$ 383,397.09	\$ 2,756,602.91	\$ 3,140,000.00	\$ 3,085,065.37
Vehicles	\$ 23,111,373.00	\$ 2,101,722.40	\$ 25,213,095.40	\$ 2,308,144.15	\$ 20,303,228.85	\$ 22,611,373.00	\$ 2,601,722.40
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	\$ 907,948.20	\$ -	\$ 907,948.20	\$ 3,533,528.07
SORTA Project Administration	\$ 2,000,000.00	\$ 100,000.00	\$ 2,100,000.00	\$ 330,504.15	\$ 1,669,495.85	\$ 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	\$ -	\$ 60,728.00	\$ 60,728.00	\$ 4,662,004.00
Subtotal	\$ 128,087,898.75	\$ 4,722,101.22	\$ 132,809,999.97	\$ 23,143,521.58	\$ 94,137,164.06	\$ 117,280,685.64	\$ 15,529,314.33
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	\$ 38,143,521.58	\$ 94,137,164.06	\$ 132,280,685.64	\$ 15,529,314.33

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

Appendix C

Change Order Status Report

Civil Construction Contract - MPD				
Certification	Date	Amount	Description	Total Contract Amount
Original Contract	7/15/2013	\$ 70,892,049.93	Original Contract	\$ 70,892,049.93
Change Order #1	8/2/2013	\$ 492,933.00	Labor, bonding, and materials costs associated with delay in contract NTP date.	\$ 71,384,982.93

Vehicle Contract - CAF USA				
Certification	Date	Amount	Description	Total Contract Amount
Original Contract	12/31/2012	20,517,224.00	Original Contract	20,517,224.00

Appendix D - MPD Monthly Schedule Update

ID	Description	Original Duration	Start	Finish	Area	2013	2014	2015	2016
1	Elm/ 12th to Henry MOT/Road Removal/Trackwork Start	1	09/16/13	09/16/13	Elm/ 12th to Henry				
2	Track/Road Complete	1	01/09/14	01/09/14	Elm/ 12th to Henry				
3	Race/ Elder to 12th MOT/Road Removal/Trackwork Start	1	12/26/13	12/26/13	Race/ Elder to 12th				
4	Track/Road Complete	1	04/01/14	04/01/14	Race/ Elder to 12th				
5	12th/ Main to Elm MOT/Road Removal/Trackwork Start	1	03/18/14	03/18/14	12th/ Main to Elm				
6	Track/Road Complete	1	06/20/14	06/20/14	12th/ Main to Elm				
7	Central/ Race to Main MOT/Road Removal/Trackwork Start	1	04/08/14	04/08/14	Central/ Race to Main				
8	Track/Road Complete	1	06/03/14	06/03/14	Central/ Race to Main				
9	MOF Area Turn Outs MOT/Road Removal/Trackwork Start	1	05/27/14	05/27/14	MOF Area Turn Outs				
10	Track/Road Complete	1	08/25/14	08/25/14	MOF Area Turn Outs				
11	OTR Turns and Diamond MOT/Road Removal/Trackwork Start	1	08/06/14	08/06/14	OTR Turns and Diamond				
12	Track/Road Complete	1	11/25/14	11/25/14	OTR Turns and Diamond				
13	Walnut/Central to 2nd MOT/Road Removal/Trackwork Start	1	09/16/14	09/16/14	Walnut/Central to 2nd				
14	Track/Road Complete	1	12/03/14	12/03/14	Walnut/Central to 2nd				
15	2nd Street and Bridges MOT/Road Removal/Trackwork Start	2	11/04/14	11/05/14	2nd Street and Bridges				
16	Track/Road Complete	1	03/09/15	03/09/15	2nd Street and Bridges				
17	Main/2nd to 12th MOT/Road Removal/Trackwork Start	1	03/06/15	03/06/15	Main/2nd to 12th				
18	Track/Road Complete	1	09/04/15	09/04/15	Main/2nd to 12th				
20	OTR 3000' Test Track	0		03/01/15	OTR				
25	MOF Complete	0		06/29/15	OTR				
30	Power and Stations - OTR	0		06/29/15	OTR				
50	CBD Power, Stations, Paving, and Closeout - CBD	0		03/15/16	CBD				
60	Pay Service Available	0		09/15/16	CBD				

Start Date: 01/01/13
 Finish Date: 09/16/16
 Data Date: 01/01/13
 Run Date: 10/09/13

Cincinnati Streetcar
 Contract #121C008060
 October 9, 2013 - Project Schedule



Schedule may vary based on weather or other forces beyond MPD control.