



LET'S GO

CINCINNATI STREETCAR

**Cincinnati Streetcar Monthly Report
March 2014**

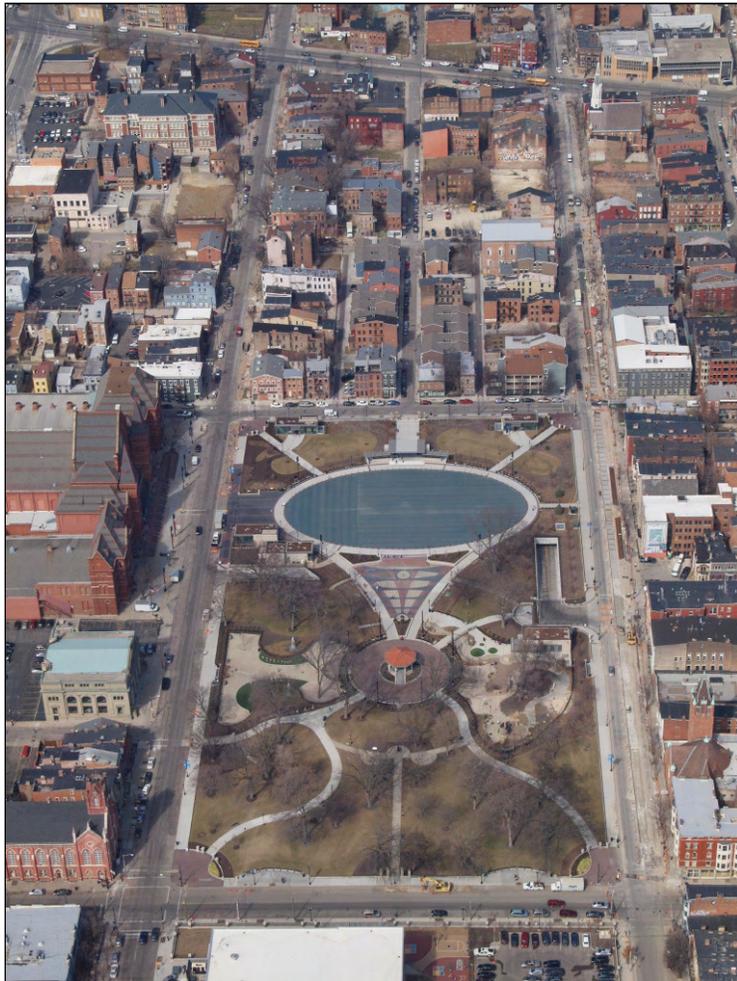


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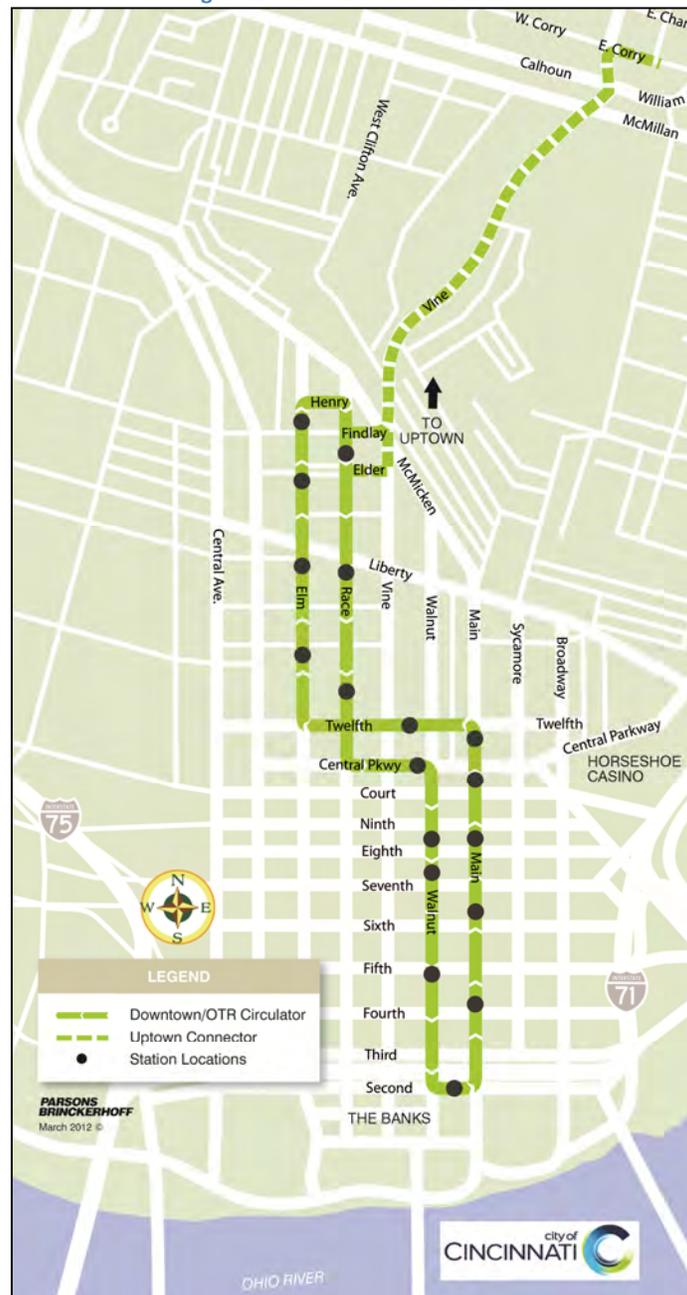
Appendices

- 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 – March 2014

1. Progress Update Summary

With improved weather, construction work increased along the route and at the Maintenance and Operations Facility (MOF) in March. Additional crews and work sites made substantial progress on water mains, traffic control, Overhead Contact System (OCS) pole foundations, sewers, utility exploration, existing pavement removal, track slab reinforcement, rail delivery & installation, track concrete, and temporary restoration. Stop #8, Elm and Liberty Streets, the first stop to go under construction, demonstrated the basic components of most stops. At the MOF crews completed the storm detention systems and continued foundations for the structural steel frame of the building. Completing section of the underslab plumbing & electrical work allowed concrete slab on grade work to begin. Masons moved onto the project site to begin construction of the structural concrete block work in preparation for structural steel in April.

Trackwork construction proceeded on Race from Liberty and reached 12th Street by the end of the month, nearly putting that work back on schedule, and achieving the milestone of one mile of track work complete. Pavement removal for trackwork continued on Race Street between 12th Street and Central Parkway & began on Central Parkway from Race towards Vine before Opening Day.

Utility work escalated yet again with multiple crews installing water main service crossovers on Walnut between 5th & 9th at nights and on Walnut & 3rd Streets during the days. Sewer & sanitary work continued on 12th between Race & Elm and on Henry from Elm to Race to remain ahead of the trackwork operations. Potholing occurred as required in both OTR & the CBD as needed. OCS foundation installation was concentrated on Elm from Liberty to Henry; Henry from Elm to Race and also started in the CBD on 2nd from Main to Walnut to coordinate with a Bank project.

Through multiple meetings and sharing of analysis, MPD and the City agreed to a Change Order containing the pause schedule and cost impact. That Change Order will be formally processed and reported in April.

Streetcar vehicle production continued in March, as carshells and truck frame fabrication took place at CAF's facilities in Zaragoza, Spain. Remaining design review activities for the streetcar vehicles also continued during March.



Photo 1 - Trackwork gauging on Race Street prior to concrete placement.

2. Progress Details

2.1. Civil Construction Schedule

During the month of March 2014, all work continued in both the office with processing submittals, posing and answering requests for information and proposals, and in the field with construction. Simultaneously MPD and the City worked to determine the impact of the work suspension on the schedule with the goal of getting the project back on schedule with minimal additional cost. Although all signatures had not been affixed to the change order by the end of March, both teams agreed on the financial impact of schedule changes. Until a change is finalized, the contractual milestones continue to be:

- 📅 Maintenance and 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. The utility companies have submitted refreshed schedules on a weekly basis with a coordination meeting between the City, MPD, and all involved utilities once a month.

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

2.2. Trackwork

Trackwork Progress – Trackwork continued on Race Street beginning at Liberty, progressing to 12th Street by the end of the month. Temporary restoration of Race Street pavement down to 12th Street was accomplished in March. By the end of March, pavement removal for trackwork on Race Street reached Central Parkway and began on Central Parkway from Race towards Vine. That operation shut down for Opening Day Parade on March 31. Plans to begin trackwork on 12th Street from Elm towards Race were delayed due to sewer design issues and material delivery problems.

The project passed the one mile mark in rails installed to date in March.

The project team coordinated closures for track work across cross streets to minimize impact to events in Music Hall, 3CDC's operations, the School for Creative and performing Arts, and adjacent businesses. MPD and the City coordinated all work to ensure that it did not conflict with any major events in the Over-the-Rhine or the downtown area.



Photo 2 - Aerial view of Race Street track work in mid-March, 15th Street to 14th Street.



Photo 3 - Grinding follows welding of the rails.



Photo 4 - Track slab construction on Race Street just south of Liberty St.



Photo 5 - Trackslab construction on Race Street at 14th St



Photo 6 - Track slab finished product on Race St just south of Liberty St.



Photo 7 - Streetcar Stop #8 under construction on elm St at Liberty St

2.3. Maintenance and Operations Facility (MOF)

Completion of the subsurface storm detention system work and much of the underslab plumbing, mechanical & electrical work enabled significant progress in March on visible components of the MOF. Foundation work continued, with the supporting mat slab for the maintenance pits, followed by the pit walls. Crews placed the majority of the slab-on-grade floors. By the end of the month, completion of this foundation and flat work mobilized masonry crews to begin wall construction. Completion of that preliminary work by the end of the March allowed scheduling steelworkers to begin structural steel work in the following month.



Photo 8 - Aerial view of the MOF site in mid March.



Photo 9 - Placing the concrete mat foundation supporting the maintenance pits



Photo 10 - Setting reinforcing steel for the maintenance pits



Photo 11 - Carpenters forming up the narrow pit



Photo 12 - City inspector and MPD foreman take notes prior to concrete arrival to encase sub-floor slab electrical conduit between the maintenance pits.



Photo 13 - Setting the last sections of the north stormwater detention tanks



Photo 14 - Compacting the fill over the stormwater detention tanks with a sheepfoot roller and testing the compaction with a nuclear density gauge.



Photo 15 - Crews place reinforcing steel for the MOF office floor slab



Photo 16 - MOF Office floor slab concrete



Photo 17 - Roughed in subslab services and blockwork with door and window frames sitting on the foundations at the MOF near the end of March.

2.4. Utilities

With completion further north of all but overhead electric relocation, most of the utility work shifted to 12th Street and the Central Business District (CBD). Multiple crews installed water main crossovers on Walnut between 5th & 9th at nights and on Walnut & 3rd Streets during the days. Sewer & sanitary work

MPD-managed work included:

- 📄 Water main installation had two crews in the CBD at Walnut, day and night; Main from 3rd to 5th Street and on 3rd between Main and Walnut.
- 📄 Traffic and Overhead Contact System (OCS) Pole foundation and conduit work for traffic signals and traction power took place on Elm and Race Street between Liberty and 12th Streets and at Elm and 14th Streets and also started in the CBD on 2nd from Main to Walnut to coordinate with a Bank project..
- 📄 Storm and sanitary sewer installation continued in various locations including 12th between Race & Elm and on Henry from Elm to Race to remain ahead of the trackwork operations.

Exploratory digging for utilities occurred as required in both OTR & the CBD as needed just ahead of the crews moving to those locations.

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

MAIN STREET

- 📄 7th to 12th: Underground gas work
- 📄 7th to 9th: Underground electrical work

12TH STREET

- 📄 Main to Vine: Underground gas work
- 📄 Main to Elm: Underground electrical work

ELM STREET

- 📄 All third party utility work complete

RACE STREET

- 📄 Liberty to Henry Streets: Telecomm work

WALNUT STREET

- 📄 3rd to 5th: Telecomm work

- 📄 6th to 9th: Telecomm work
- 📄 5th to 9th: Underground gas work
- 📄 At Central Parkway: Underground gas work
- 📄 5th to 6th: Chilled water work



Photo 18 - Crews from Bansal Construction prepare to lower a reinforcing cage into the excavation for the pole foundation onto Elm near Henry.



Photo 19 - Preparing for a pole foundation concrete placement on 2nd Street near Main Street



Photo 20 - Watermain repair and replacement on third Street at Main Street.



Photo 21 - Duke electric manhole and conduit renewal and replacement on Main Street at 8th Street begins.

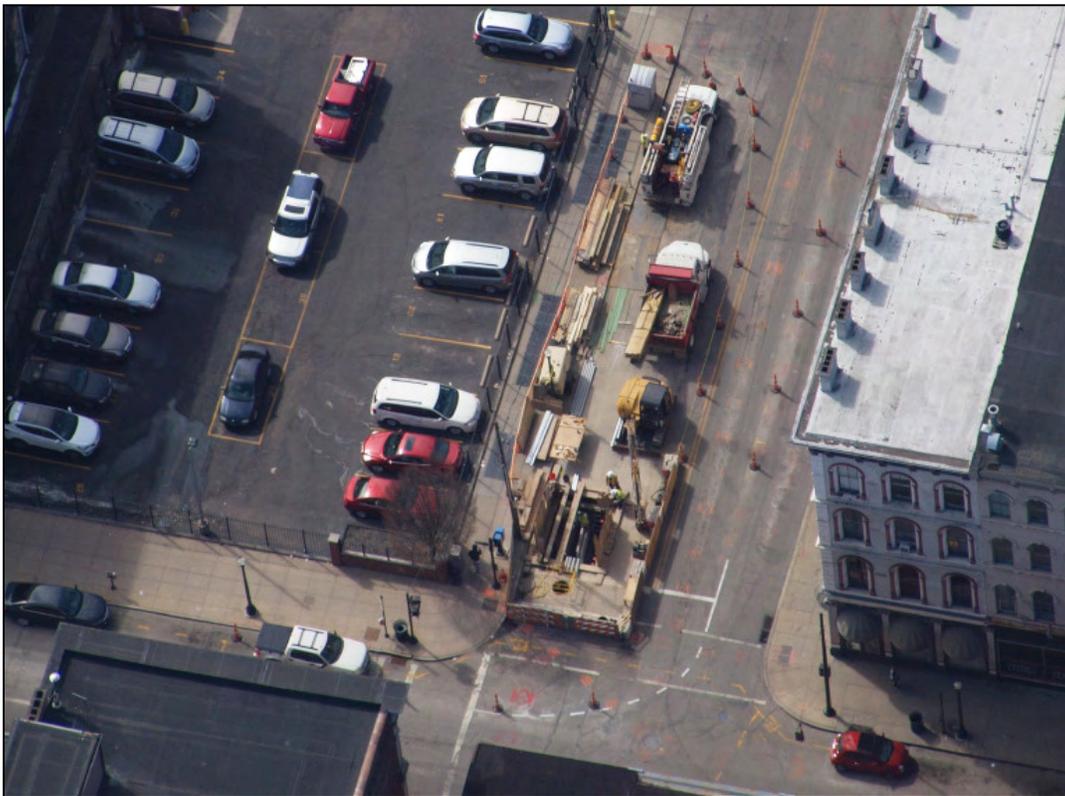


Photo 22 - Duke Energy electric manhole replacement on 12th Street at Main Street.

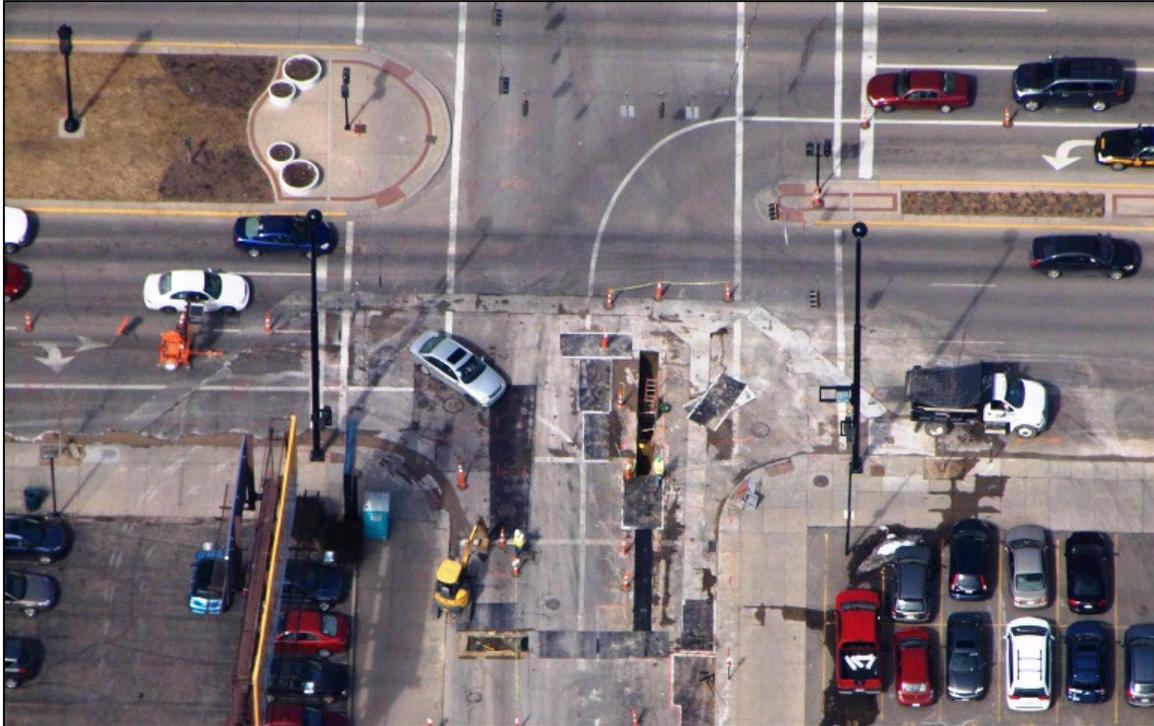


Photo 23 - Duke energy gas main replacement on Main Street at Central Parkway



Photo 24 - Multiple Duke Energy crews on Walnut Street from 4th Street to 2nd Street and closed curb lane for dumpsters used in the conversion of the Bartlett Building to a Renaissance Hotel.

2.5. Community Involvement

Public involvement progressed on both the large and small scales. In March on the individual, personal level, MPD and City personnel notified and surveyed needs of residents and businesses along the trackwork on Race to Central Parkway. In April, this effort will spread to the CBD as work progresses in that direction.

The Project Executive, Project Manager, and the SORTA Rail Manager provided the following briefings in March:

- ☐ Interview on Cincinnati Edition (WVXU)
- ☐ Briefing for the new SORTA Board Chair
- ☐ Briefing and construction work planning with 21C Hotel
- ☐ Briefing on streetcar project progress for OKI Intermodal Coordinating Committee
- ☐ Coordination meeting with the African American and Hispanic Chambers of Commerce
- ☐ DCI coordination and planning session for Streetcar Stakeholders' Group
- ☐ Briefing for City Council's Transportation and Major Infrastructure Committee Meeting
- ☐ Briefing and discussion session with the Uptown Transportation Committee
- ☐ Duke Energy Construction Coordination and Public Involvement Coordination
- ☐ Press availability on site for the Duke Energy Main Street closures at 7th, 8th, and 9th Streets
- ☐ FTA Monthly Meeting
- ☐ Two Business Outreach and Development Sessions for general public and on route businesses at the Main Branch, Public Library
- ☐ Channel 19 interview for Opening Day Baseball preparations
- ☐ DCI Office Committee Presentation
- ☐ Enquirer interview on Opening Day Baseball preparation
- ☐ Update for 3CDC Staff of upcoming construction
- ☐ Interview with Channel 9 on streetcar construction work

The City maintains a telephone Hotline, (513) 352-3333, which connects directly to the MPD Safety and Communications Manager. The Hotline received 4 messages in March. MPD continued to monitor this line and has responded when required. During March, the project team carried through with considerable coordination with parking lots and businesses, including 3CDC.

Open For Business signs were centered around the Race & 14th intersection work which took place last month.

In addition to the more formal public relations efforts, MPD and city DOTE staff celebrated with the seniors at the Over-the-Rhine Senior Center during their monthly birthday party on March 28. There was much interest in the new streetcars as many remembered earlier systems.



Photo 25 - The project also acknowledged Women in Construction Day. Four representatives paused in their work briefly for this photo.



Photo 26 - Students from a local school, St Veronica's, built this float for the Opening Day Parade on their own with only drawings and color scheme from the Streetcar Team.



Photo 27 - During the Beyond Streetcar – Business Outreach and Development sessions at the Public Library, Sean Rugless, President and CEO of the African American chamber of Commerce, provided a description of their outreach and business support activities.

2.6. Procurement and Project Management Details

Process Management: Coordination of construction activities with City permitted utility work, maintenance of traffic, public venues' schedules and adjoining projects continued in March through the weekly Construction Progress meetings, bi-weekly Communication Coordination meetings, and monthly utility coordination meetings.

Critical conference calls continued in March to expedite the review of submittals of items identified by MPD and the City as urgent.

Project QA/QC processes continued to be implemented on all installed work last month. Preparations were made for an audit of these systems in April.

2.7. MPD Billings for March

Civil, Roadway and Drainage	\$10,445,950	\$2,392,171	\$321,845
Communication System	\$1,228,959	\$0	\$0
Corrosion Control	\$354,682	\$63,843	\$14,187
Misc. Items	\$5,075,000	\$2,592,781	\$35,700
MOF Civil and Track	\$3,170,177	\$889,848	\$23,000
MOF	\$8,744,492	\$1,162,684	\$644,886
OCS Mainline	\$5,502,798	\$4,860	\$96,600
Signal System Streetcar	\$669,588	\$0	\$6,253
Streetcar Stop Shelters and Sitework	\$2,243,714	\$0	\$3,081
Trackwork on Grade	\$13,018,686	\$2,239,257	\$317,012
Trackwork on Structures	\$2,950,663	\$0	\$0
Traction Power	\$6,566,003	\$28,000	\$55,710
Traffic Signals and Lighting	\$4,793,179	\$594,515	\$27,319
Water Main - Main Street	\$2,508,352	\$358,440	\$203,748
Water Main - Walnut Street	\$2,046,457	\$629,166	\$218,832
CO#1	\$492,933	\$7,285	\$0
CO#2	\$100,000	\$0	\$51,000
CO#3	\$359,745	\$0	\$52,500
CO#4	\$265,211	\$0	\$0
Totals:	\$72,109,939	\$10,965,203	\$2,071,673

3. Vehicles

Streetcar vehicle work continued in March as fabrication of carbody components continued in Spain and City and CAF staff continued to evaluate the schedule impact of the December stop work order.

3.1. Schedule

The City is evaluating the costs and schedule impacts of the City Council-mandated “pause” on the vehicle contract. While a final Change Order incorporating these changes into the CAF contract has not yet been executed, it is expected that there will be considerable impact on the vehicle delivery schedule as delivery dates for the streetcar vehicles are expected to shift significantly outward. At this time, vehicle delivery dates are expected to move from first and second quarter 2015 to third and fourth quarter 2015.

Project staff is working with LTK to evaluate proposed modifications to the CAF schedule to ensure that the vehicle delivery will not negatively affect the overall project completion dates. This shift in vehicle delivery dates will accommodate for the extension of the civil construction milestones due to the City Council-mandated “pause” and appear to be able to be absorbed within the project schedule without impacting the projected start of passenger service in September 2016.

3.2. Design and Production Activities

Vehicle production continued in Spain with the fabrication of carbody components at CAF’s plant in Zaragoza, Spain and truck frame components at CAF’s Beasain, Spain facility. These components will be sent to Elmira, NY for final assembly of the vehicles in accordance with Buy America requirements.

In late February and March, LTK staff visited the CAF Zaragoza plant to conduct a review of quality control and First Article Inspection (FAI) processes. FAI of the first carbody components began in February and continued throughout March. LTK, the City’s vehicle engineering consultant, attended reviews of the FAI’s in Spain.

Design activities also continued as the City and LTK responded to design submittals and contract correspondence from CAF. Final Design Review (FDR) for vehicle trucks took place on March 10-13. FDR for installations (HVAC, doors, brakes, etc.) is scheduled to take place in Cincinnati on April 1-3 with additional FDR meetings to follow in May.

SORTA continued work on design integration of the Trapeze Transitmaster equipment into the CAF vehicle. Additionally SORTA IT staff assisted the City in resolving integration issues of the Trapeze "next train" electronic designs in construction.



Photo 28 - C-module carshell - week of March 19



Photo 29 - C-module wheel well and floor - week of March 19

4. Budget and Expenditures

4.1. Budget vs. Expenditures

Through March 31, 2014, \$34,305,395.26 has been expended on the project (not including Duke escrow). In addition, \$87,628,672.17 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 March 31, 2014, four change orders have 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.

In January, the City and MPD executed Change Order #2 to the MPD contract in the amount of \$100,000 as directed by City Council to cover costs associated with the City Council-mandated stop work order. In addition, the City executed Change Order, #3 to the civil construction contract in the amount of \$359,745.00. Change Order #3 includes costs related to prevailing wage and additional potholing (excavation for utility exploration and identification) as well as revisions to sanitary manholes and communications conduits. Change Order #4 includes costs related to various design modifications to the MOF, station stop shelter equipment, OCS poles, and underground conduit crossings.

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 March 31, 2014, \$5,964,220 of the \$44.91 Million in total federal funds for the project has been drawn and matched by the City.

Grant drawdown activity is summarized on Appendix D.

5. Safety and Security, Operations and Maintenance Planning

5.1. Job Site Safety

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

- 📄 Safety Oriented-To date: 304
- 📄 Safety Oriented-March: 45
- 📄 Safety Orientations-March: 8
- 📄 Total man-hours worked to date: 45,433
- 📄 Total man-hours worked without a lost time accident: 32,252
- 📄 Lost Time Accidents-To date: 2
- 📄 Lost Time Accidents-March: 0
- 📄 Incidents-To date: 27
- 📄 Incidents-March: 4

5.2. Safety and Security Certification

Safety & security certification activities continued in March as SORTA staff and consultants worked with the City project team to complete remaining design verification work, review new ODOT standards, and update the certification schedule

The design safety and security verification checklist has been completed with the SCADA (Supervisory Control and Data Acquisition) traction power substation monitoring and control system being incorporated into the design criteria and being verified.

SORTA has received the new Ohio Department of Transportation Rail Transit System Safety Program Standard and is continuing to coordinate activities with ODOT.

Safety and Security Certification schedules continue to be integrated with the new overall updated integrated project schedule milestones.

5.3. Operations and Maintenance

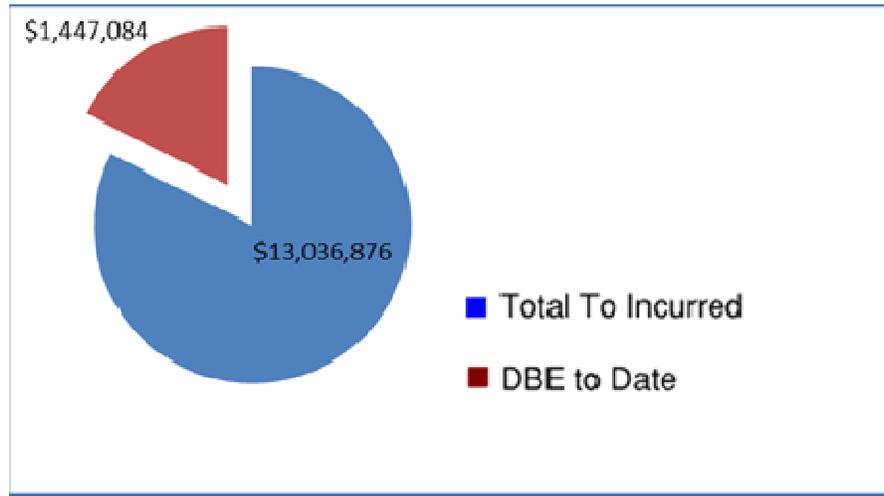
Two new Task Orders have been issued to Transportation Resource Associates (TRA), the SORTA streetcar operations & maintenance planning consultant. The first is the development of the streetcar rail activation plans. The second is the development of the technical scope of the request for proposals for streetcar activation and operating services.

The start-up schedule has been revised to use a two-step approach to rail activation to account for a separate vehicle acceptance and testing mobilization and full revenue service of streetcar mobilization. The schedule has also been re-baselined to account for construction milestones, safety and security certification milestones and the delay impacts of the project pause.

A revised Transportation Maintenance and Operating Plan (TMOP) has been developed and will be submitted to the Federal Transit Administration soon.

SORTA Scheduling developed revised streetcar "run cuts" which detail the streetcar operating schedule and resultant need for staff. These were provided to TRA for further budget refinement.

6. Inclusion/DBE Compliance



MPD remained close to meeting their 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 and Female Utilization

	<u>Actual</u>	<u>Goal</u>
Minority Hours	19.6%	11.9%
Female Hours	2.8%	6.0%
Minority Female	31.5%	50%

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 and security certification.

Project staff responded to various requests for information from FTA and the PMOC throughout the reporting period. The regularly scheduled Monthly Review Meeting with FTA and the PMOC was held on March 20.

8. SORTA Activities for March 2014

SORTA submitted a grant application to OKI for a wheel truing machine that would be located at the Streetcar Maintenance and Operations Facility. This machine, essentially a specialized in-ground lathe, maintains the steel wheel profile on the streetcar vehicles which is a critical vehicle maintenance activity. If OKI awards the funding to SORTA, SORTA will purchase the machine and it will be installed in the MOF under agreement with the City for use by the streetcar.

SORTA staff assisted the City in updating the NEPA Environmental Assessment (EA) for the Phase 1b streetcar alignment. By updating the document the EA will be valid for another three years.

The City Manager requested that SORTA take the lead on developing the public outreach and education efforts related to streetcar operations. The Metro Executive Director of Strategic Communications is taking the lead and will develop the plan to include branding, operations news media relations, community education on operations, promotional opportunities and fare media and policy refinement.

Cincinnati Streetcar Budget vs. Expenses

3/31/2014

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 3/31/2014			(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	\$ 14,107,393.61	\$ 228,783.40	\$ 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	\$ 11,898,705.58	\$ 59,486,277.35	\$ 71,384,982.93	\$ -
Utilities (3rd Party)	\$ 6,147,858.14	\$ 77,207.23	\$ 6,225,065.37	\$ 383,397.09	\$ 5,283,461.05	\$ 5,666,858.14	\$ 558,207.23
Vehicles	\$ 23,111,373.00	\$ 2,101,722.40	\$ 25,213,095.40	\$ 2,622,913.56	\$ 20,351,906.19	\$ 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	\$ 1,367,040.10	\$ -	\$ 1,367,040.10	\$ 3,074,436.17
SORTA Project Administration	\$ 2,000,000.00	\$ 100,000.00	\$ 2,100,000.00	\$ 512,980.93	\$ 1,487,019.07	\$ 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	\$ 137,150.26	\$ 741,917.24	\$ 879,067.50	\$ 3,843,664.50
Subtotal	\$ 128,087,898.75	\$ 4,722,101.22	\$ 132,809,999.97	\$ 34,305,395.26	\$ 87,628,672.17	\$ 121,934,067.43	\$ 10,875,932.54
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	\$ 49,305,395.26	\$ 87,628,672.17	\$ 136,934,067.43	\$ 10,875,932.54

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

Appendix B
Change Orders, Contingency Allocations
Through 3/31/2014

Budget Category	Source	Contract	Contingency Usage Type	Contingency Usage #	Date	Description	Amount	Status
Construction	Base	MPD	Change Order	1	8/2/2013	Labor, bonding, and materials costs associated with delay in contract NTP date.	\$ 492,933.00	Complete
Construction	Unallocated Contingency	MPD	Change Order	2	1/14/2014	Delay costs appropriated by City Council for Council-mandated "pause"	\$ 100,000.00	Complete
Construction	Unallocated Contingency	MPD	Change Order	3	12/30/2014	Adds for additional potholing and prevailing wage; credits for sewer manhole redesign and removal of communication conduits	\$ 359,745.00	Complete
Construction	Allocated Contingency	MPD	Contingency Allocation	1	8/5/2013	Empty conduit crossings; non-perform test station	\$ 15,791.64	Complete
Construction	Allocated Contingency	MPD	Contingency Allocation	2	10/23/2013	GCWW field conditions	\$ 3,571.00	Complete
Construction	Allocated Contingency	MPD	Contingency Allocation	3	10/24/2013	Mortar for granite pavers	\$ 6,825.00	Complete
Construction	Allocated Contingency	MPD	Contingency Allocation	4	11/26/2013	Additional abatement at MOF site	\$ 32,290.65	Complete
Construction	Allocated Contingency	MPD	Contingency Allocation	5	1/21/2014	Cast iron detectable warning; add. Geopiers; dielectric membrane; MOF conditions, others	\$ 31,309.00	Complete
Unallocated Contingency	Unallocated Contingency	Thelen	Certification	N/A	10/21/2013	Materials testing	\$ 108,594.50	Complete
Unallocated Contingency	Unallocated Contingency	KPMG	Certification	N/A	12/11/2013	City Council-mandated audit costs	\$ 250,000.00	Complete
Unallocated Contingency	Unallocated Contingency	Transystems	Certification	N/A	8/30/2013	Schedule review support	\$ 60,728.00	Complete
Construction	Unallocated Contingency	MPD	Change Order	4	4/7/2014	Revised underground conduit corssings: revised OCS poles; revised Trapeze allowance;MOF vehicle APS changes;	\$ 265,211.25	Pending
Construction	Unallocated Contingency	MPD	Change Order	5	TBD	City Council-mandated Delay Claim	\$ 637,108.00	Pending
Design	Unallocated Contingency	PB	Certification	N/A	TBD	Additional construction support work needed	\$ 674,132.15	Pending

Appendix C
MPD Monthly Schedule Update

ID	Description	Original Duration	Start	Finish	Area
	Elm/ 12th to Herry				
1	MCT/Road Removal/Trackwork Start	1	09/16/13A	09/16/13A	Elm/ 12th to Herry
2	Track/Road Complete	1	01/09/14A	01/09/14A	Elm/ 12th to Herry
	Race/ Elder to 12th				
3	MCT/Road Removal/Trackwork Start	1	12/26/13A	12/26/13A	Race/ Elder to 12th
4	Track/Road Complete	1	04/01/14A	04/01/14	Race/ Elder to 12th
	Central, Race to Main				
5	MCT/Road Removal/Trackwork Start	1	03/24/14A	03/24/14A	Central/ Race to Main
6	Track/Road Complete	1	06/18/14	06/18/14	Central/ Race to Main
	12th Main to Elm				
7	MCT/Road Removal/Trackwork Start	1	04/21/14	04/21/14	12th/ Main to Elm
8	Track/Road Complete	1	07/17/14	07/17/14	12th/ Main to Elm
	OTR Turns and Diamond				
11	MCT/Road Removal/Trackwork Start	1	06/02/14	06/02/14	OTR Turns and Diamond
12	Track/Road Complete	1	08/06/14	08/06/14	OTR Turns and Diamond
	MCF Area Turn Outs				
9	MCT/Road Removal/Trackwork Start	1	08/07/14	08/07/14	MCF Area Turn Outs
10	Track/Road Complete	1	10/13/14	10/13/14	MCF Area Turn Outs
	Walnut/Central to 2nd				
13	MCT/Road Removal/Trackwork Start	1	06/02/14	06/02/14	Walnut/Central to 2nd
14	Track/Road Complete	1	10/09/14	10/09/14	Walnut/Central to 2nd
	2nd Street and Bridges				
15	MCT/Road Removal/Trackwork Start	1	10/10/14	10/10/14	2nd Street and Bridges
16	Track/Road Complete	1	03/31/15	03/31/15	2nd Street and Bridges
	Main/2nd to 12th				
17	MCT/Road Removal/Trackwork Start	1	04/01/15	04/01/15	Main/2nd to 12th
18	Track/Road Complete	1	08/24/15	08/24/15	Main/2nd to 12th
	OTR				
20	3000 Test Track	0		03/20/15	OTR
25	MCF Complete	0		03/20/15	OTR
30	Power and Stations - OTR	0		07/17/15	OTR
	CBD				
50	Power, Stations, Paving, and Closeout - CBD	0		04/04/16	CBD
60	Pay Service Available	0		09/30/16	CBD



Cincinnati Streetcar
Contract #12-C009060
April 1, 2014 - Project Schedule

Start Date: 07/01/13
Finish Date: 10/01/15
Data Date: 04/01/14
Run Date: 04/09/14

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Streetcar 20'4 04 9.pptx

Appendix D
Grant Drawdown Summary

Cincinnati Streetcar Federal Grant Drawdown Activity

Through: 3/31/2014

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	\$ 348,840	\$ -	\$ 1,039,705	\$ 347,137	\$ 87,265	\$ -	\$ 259,872
		12.23.03	Construction	\$ 7,600,000	\$ 237,344	\$ -	\$ 7,362,656	\$ 1,900,000	\$ 59,336	\$ -	\$ 1,840,664
		12.13.20	Vehicles	\$ 16,000,000	\$ 2,098,330	\$ -	\$ 13,901,670	\$ 4,000,000	\$ 524,584	\$ -	\$ 3,475,416
Subtotal				\$ 24,989,998	\$ 2,685,967	\$ -	\$ 22,304,031	\$ 6,247,502	\$ 671,549	\$ -	\$ 5,575,953
CMAQ	OH 95-X054	12.23.03	Construction	\$ 4,000,000	\$ 2,624,648	\$ -	\$ 1,375,352	\$ 1,000,000	\$ 656,164	\$ -	\$ 343,836
Subtotal				\$ 4,000,000	\$ 2,624,648	\$ -	\$ 1,375,352	\$ 1,000,000	\$ 656,164	\$ -	\$ 343,836
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	\$ 61,497	\$ -	\$ 149,956	\$ 52,865	\$ 15,379	\$ -	\$ 37,486
		12.23.03	Construction	\$ 15,554,000	\$ 437,562	\$ -	\$ 15,116,438	\$ 3,888,500	\$ 109,391	\$ -	\$ 3,779,109
Subtotal				\$ 15,919,998	\$ 653,605	\$ -	\$ 15,266,393	\$ 3,980,002	\$ 163,408	\$ -	\$ 3,816,594
TOTAL				\$ 44,909,996	\$ 5,964,220	\$ -	\$ 38,945,776	\$ 11,227,504	\$ 1,491,121	\$ -	\$ 9,736,383