



**LET'S GO**

CINCINNATI STREETCAR

## Cincinnati Streetcar Monthly Report October 2014



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- Appendix C - MPD Monthly Schedule Update
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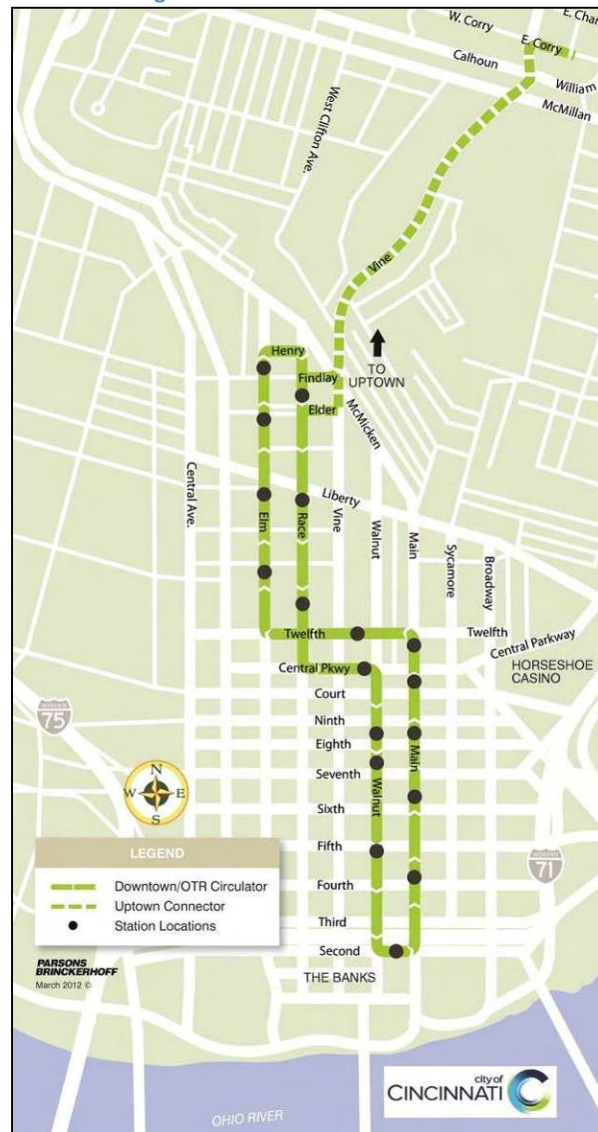
Cover Photo: Reconstruction on the 3<sup>rd</sup> & Walnut Intersection

## 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 2<sup>nd</sup> 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.

For more information on the background of the project, please go to References & Monthly Reports found through the Quick Links tab on <http://cincinnati-oh.gov/streetcar/> and download the July/August 2013 Monthly Report.

Figure 1- Phase 1a Streetcar Route



## Monthly Report – October 2014

### **1. Progress Update Summary**

Overall the project has remained within schedule and has continued on track to meet its DBE target. Although the project currently remains within budget, there is concern that the contingency may not be adequate to complete the project. (See Section 4, budget and expenditures.)

Public engagement continued to be a major focus of the City, SORTA, and Messer-Prus-Delta Railroad JV (MPD) to ensure as complete coordination as possible with the general public and other downtown work and activities. Project teams continued to provide QA/QC in accordance with the contract requirements. A continued focus on cost, schedule, quality and safety occurred in regular meetings with city DOTE staff. Stakeholders meetings continued with coordination with Findlay Market, 6<sup>th</sup> Street and Court Street businesses especially important in October.

In October, general construction and trackwork continued moving southward into the Central Business District while other crews wrapped up work on the MOF building and focused on the interior features and the yard. Water main installation, Traction Power Substation (TPSS) conduit work, traffic control conduits and pole work all took place. Sawcutting and existing pavement removal took place at Elm St., Elder St. to Henry St.; 3<sup>rd</sup> St. at Main & Walnut Streets; Walnut St., 6<sup>th</sup> St. to 7<sup>th</sup> St. and on Race St., Findlay St. to Elder St. in October. Track concrete, rail delivery & installation continued down Walnut St. from 9<sup>th</sup> St. to 6<sup>th</sup> St.; on Henry St. just west of Race St.; on Race St. from Henry St. to Findlay St. and on 3<sup>rd</sup> St. at Main St. & Walnuts St.. Concrete work on Stop #15 was completed last month and Stop #16 started. Handicapped ramp restoration occurred on Race St. between Elder St. & 14<sup>th</sup> St. and on Henry St., Elm St. to Race St.. Milling and hydroblasting continued on Walnut St. & Main St., 2<sup>nd</sup> St. -3<sup>rd</sup> St. Approach slab work also continued on 3<sup>rd</sup> St. at Main St. & Walnut St. last month. Crews completed shelter installation completed at stops #6 and #10. Asphalt paving work was able to take place on Elm St., 14<sup>th</sup> St. to Henry St. and on Race St., Green to 15<sup>th</sup> St. Landscaping restoration of the Central Parkway median from Vine to Walnut took place in late October also.

Water main installation continued on Main St. from 6<sup>th</sup> St. to 12<sup>th</sup> St., including the replacement of 3 major valves at Central Parkway & Main St. Traction Power Substation (TPSS) conduit work continued and foundations were started for TPSS #1 last month. TPSS #3 foundations were completed and TPSS #4 was set in October. Traffic control conduits were installed at Central Parkway at Vine St., Walnut St. & 6<sup>th</sup> St., and on Race St. between 12<sup>th</sup> St. & Central Parkway. Traffic signal pole work took place at 12<sup>th</sup> St. & Vine St., and Race St. at Central Parkway & 14<sup>th</sup> St.. Pole foundations were installed again at the MOF site; 12<sup>th</sup> St. & Walnut St.; Elm St., 12<sup>th</sup> St. to 14<sup>th</sup> St. and Central Parkway & Race St.. Potholing occurred on Main St. Between 7<sup>th</sup> St. & 9<sup>th</sup> St. last month.

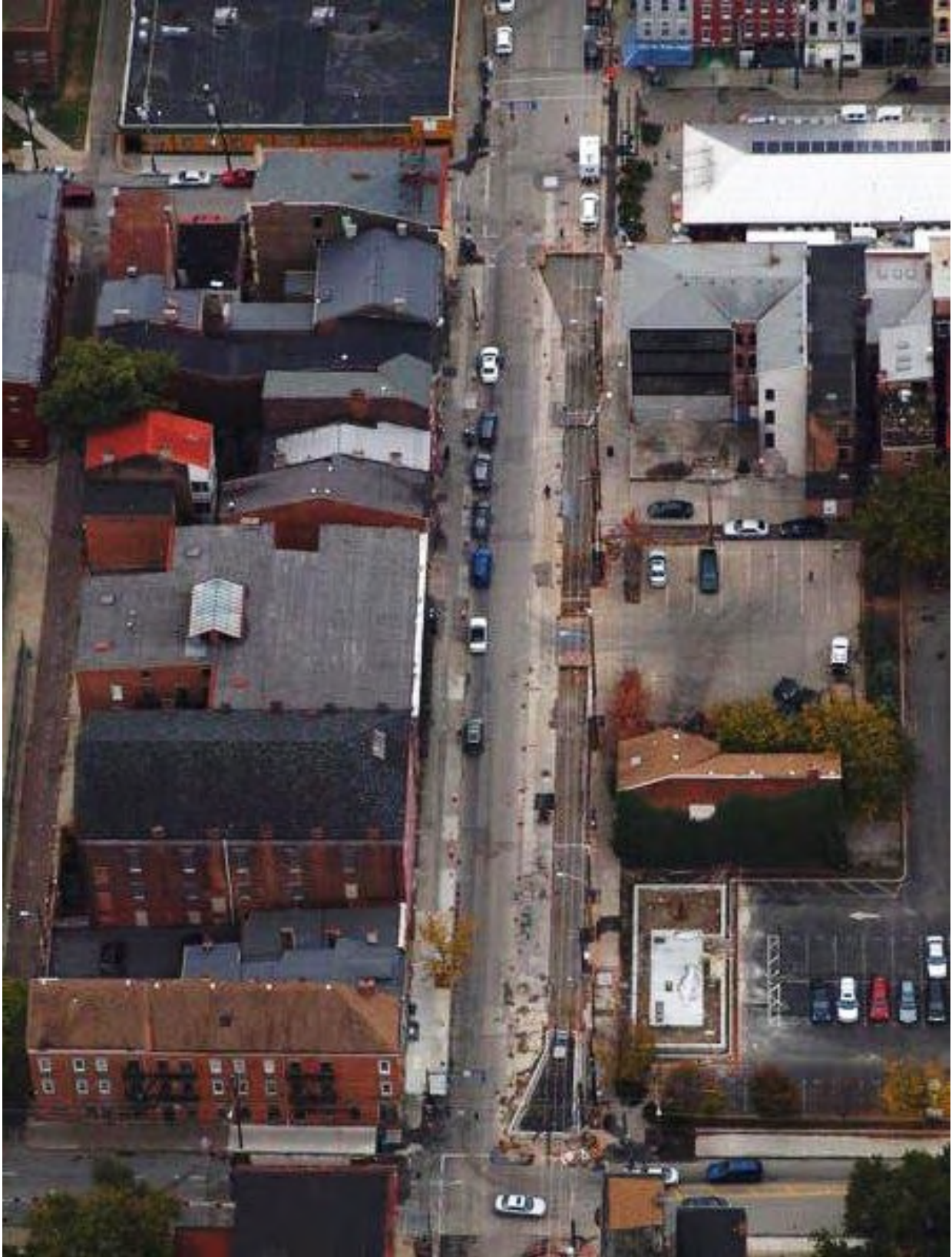


Photo 1: An Aerial View of track work, Race from Findlay to Elder.

## 2. Progress Details

### 2.1. Civil Construction Schedule

The end of month review of the work completed showed MPD and the third party utilities have continued to be on schedule to meet the contractual milestones established in April 2014 by the change order to document the delays caused by the Council-mandated pause. No other schedule changes have been received from MPD. All schedule issues to date have been worked through in a cooperative manner between the City and MPD.

- 📅 Maintenance and Operations Facility (MOF) and test track completion – March 21, 2015
- 📅 OTR Loop Completion – July 19, 2015
- 📅 Completion of all work – April 4, 2016
- 📅 Revenue Service start – September 15, 2016 (unchanged from original construction contract with MPD)

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 sponsored by the City between the City, MPD, and all involved utilities once a month.

Appendix C shows the projected working schedule for streetcar trackwork.

### 2.2. Trackwork and associated construction

Activities in October included:

- 📅 Sawcutting and existing pavement removal at Elm St., Elder St. to Henry St., 3<sup>rd</sup> St. at Main St. & Walnut St.; Walnut St., 6<sup>th</sup> St. to 7<sup>th</sup> St. in October
- 📅 Track concrete, rail delivery & installation, Walnut St.; from 9<sup>th</sup> St. to 6<sup>th</sup> St.; on Henry St. just west of Race St.; on Race St. from Henry St. to Findlay St. (including closing Findlay St. and Race St. for 6 weeks) and on 3<sup>rd</sup> St. at Main St. & Walnut St. with special track work at the Maintenance and Operation Facility (MOF) site.
- 📅 Concrete work for Stop #15 at the Walnut St. side of the Public Library was completed last month and Stop #16 at 7<sup>th</sup> St. and Walnut St. started.
- 📅 Handicapped ramp restoration occurred on Race St. between Elder St. & 14<sup>th</sup> St. and on Henry St.
- 📅 Milling and hydroblasting continued on Walnut St. and Main St. bridges, 2<sup>nd</sup> St. to 3<sup>rd</sup> St.
- 📅 Approach slab work on 3<sup>rd</sup> St. at Main St. and Walnut St.
- 📅 Shelter installation completion at Stops #6 at Vine St. and 12<sup>th</sup> St. and Stop #10 at Henry St. and Elm St.
- 📅 Asphalt paving work on Elm St., 14<sup>th</sup> St. to Henry St. and on Race St., Green to 15<sup>th</sup> St.
- 📅 Landscaping restoration of the Central Parkway median from Vine to Walnut took place in late October also.



Photo 2: Henry St. tub for turnout to MOF, October 2<sup>nd</sup>, 2014



Photo 3: Hydrodemolition on 2<sup>nd</sup> street



Photo 4: Milling Asphalt on Elm St.



Photo 5: Paving Elm St. near Liberty St.



Photo 6: Preparing the sub-base for MOF Concrete Paving



Photo7: Removing Pavement Race St. and Findlay St. during the intersection closure



Photo 8: Replacing Pavement Henry St. & Race St. October 27<sup>th</sup>, 2014



Photo 9: Thermite welding, October 9<sup>th</sup>, 2014



Photo 10: Trackslab concrete on Walnut St, 6th St. to 7th St.



Photo 11: Central Parkway Median Landscaping, October 24<sup>th</sup>, 2014



Photo 12: Installing the shelter at Stop #6, 12th St. and Vine St.



Photo 13: Installing Stop # 15 shelter foundation and support

### 2.3. Maintenance and Operations Facility (MOF)

At the MOF site, Mechanical, Electrical, Plumbing (MEPS) rough-in and equipment installation, windows, siding, painting and ceiling grid, bridge crane, lighting, flooring, roof coping, site undercutting & elevator work all continued in October. Window shade, door & hardware, lightning protection, toilet partitions and floor cleaning and sealing work activities began. Site concrete paving and exterior fencing also started at the MOF.



Photo 14: Aerial of the MOF and trackwork at Henry St. and Race St.



Photo 15: The MOF south & west elevations



Photo 16: MOF shop floor



Photo 17: Epoxy floor treatment at the MOF



Photo 18: Water testing windows at the MOF

## 2.4. Utilities

In October, MPD-managed utility work included

- ☐ Water main installation on Main St. from 6<sup>th</sup> St. towards 12<sup>th</sup> St, including replacement of 3 major valves at Central Parkway & Main.
- ☐ Completion of Traction Power SubStation (TPSS) conduit work at TPSS #3 (Findlay Market) foundations
- ☐ Traffic control conduits at Central Parkway at Vine St., Walnut St. and 6<sup>th</sup> St. and on Race between 12<sup>th</sup> St. and Central Parkway.
- ☐ Traffic signal pole work took place at 12<sup>th</sup> St. and Vine St., and Race at Central Parkway and at 14<sup>th</sup> Streets.
- ☐ Pole foundations installation at the MOF site; 12<sup>th</sup> St. and Walnut St.; Elm, 12<sup>th</sup> St. to 14<sup>th</sup> St. and at Central Parkway and Race St.
- ☐ Potholing (exploratory excavation) occurred on Main St. between 7<sup>th</sup> St. and 9<sup>th</sup> St.

In October, Duke electrical work – Third Party utility work included

- ☐ Manhole work on Main St. from 3<sup>th</sup> St. to 7<sup>th</sup> St.
- ☐ Conduit work on Main St. at 6<sup>th</sup> St..
- ☐ Underground electrical work on Main St., 4<sup>th</sup> St. to 6<sup>th</sup> St.

In October, Duke Energy Gas – Third Party utility work included

- ☐ Underground gas work on Main St., 4<sup>th</sup> St. to 9<sup>th</sup> St and Walnut St., 4<sup>th</sup> St. to 5<sup>th</sup> St.
- ☐ Gas services on Walnut St. from 5<sup>th</sup> St. to 9<sup>th</sup> St.
- ☐ Pavement restoration on Walnut St., 5<sup>th</sup> St. and 6<sup>th</sup> St.
- ☐ Gas tie-ins at 5<sup>th</sup> St.

In October, Level 3 Communications – Third Party utility work included

- ☐ Manhole work on Walnut St. from 4<sup>th</sup> St. to 5<sup>th</sup> St.

In October, Time Warner Cable – Third Party utility work included

- ☐ Underground and overhead telecomm work on Elm St., Liberty St. to Henry St; on Race St., 14<sup>th</sup> St. to Findlay St. and Liberty St. to Henry St., 14<sup>th</sup> St. to Henry St.



Photo 19: GCWW valve replacement at Central Parkway & Main



Photo 20: TPSS#1 location prior to demolition of flood gate storage area



Photo 21: TPSS #4 pad



Photo 22: Setting TPSS #4



Photo 23: Utility coordination meeting



Photo 24: Duke electrical vault reconstruction

## 2.5. Community Involvement

During the month of October the Cincinnati Streetcar team continued to use regular weekly email updates that tie back to the project website, press releases in conjunction with RoadMapCincy.com, briefings for individuals and business on the route as well as the regular monthly Stakeholders Meeting. In October that meeting occurred on October 8 at the Aronoff Center-Blackbox Theater. The November meeting has been scheduled for Wednesday November 18 at Christ Church on 4<sup>th</sup> Street.

Coordination has continued with Findlay Market and Court St. merchants, the Aronoff Center, all hotels and DCI continued in October. Display of University of Cincinnati planning students' work regarding ideas to aid streetcar in the rebirth of Over-The-Rhine took place at the Crown Building near Findlay Market. The Graduate Planning program at UC has supplied an intern to help support the activities of the Cincinnati Streetcar.



Photo 25: UC DAAP summer studio exhibition of OTR transformation , Oct. 17<sup>th</sup>, 2014



Photo 26: UC DAAP summer studio exhibition of OTR transformation , Oct. 17<sup>th</sup>, 2014

## 2.6. MPD Billings for October

Bid Form Section	Total	Prev. Incurred	September (Net ret)
Behind the Curb Work	\$1,456,894	\$22,271	\$2,780
Central Parkway Median	\$116,455	\$73,434	\$0
Civil, Roadway and Drainage	\$10,445,950	\$5,350,888	\$487,335
Communication System	\$1,228,959	\$100,347	\$0
Corrosion Control	\$354,682	\$184,435	\$7,094
Misc. Items	\$5,075,000	\$3,010,822	\$259,570
MOF Civil and Track	\$3,170,177	\$1,347,354	\$161,686
MOF	\$8,744,492	\$5,098,698	\$1,267,477
OCS Mainline	\$5,502,798	\$1,120,516	\$277,124
Signal System Streetcar	\$669,588	\$184,460	\$25,012
Streetcar Stop Shelters and Sitework	\$2,243,714	\$711,599	\$175,801
Trackwork on Grade	\$13,018,686	\$7,718,800	\$955,636
Trackwork on Structures	\$2,950,663	\$0	\$407,500
Traction Power	\$6,566,003	\$1,227,714	\$61,080
Traffic Signals and Lighting	\$4,793,179	\$1,647,583	\$430,904
Water Main - Main Street	\$2,508,352	\$1,339,329	\$190,223
Water Main - Walnut Street	\$2,046,457	\$1,785,236	-\$200
CO#1	\$492,933	\$7,285	\$0
CO#2	\$100,000	\$52,861	\$0
CO#3	\$359,745	\$322,250	\$0
CO#4	\$265,211	\$45,639	\$16,979
CO#5	\$637,108	\$637,108	\$0
CO#6	\$313,782	\$128,782	\$0
<b>Totals:</b>	<b>\$73,060,830</b>	<b>\$32,117,412</b>	<b>\$4,726,000</b>

### 3. Vehicles

Vehicle production continued throughout October with carshell fabrication continuing in Spain as well as continued assembly of carshells, electrical wiring, and roof assemblies for the first vehicle unit at CAF's facility in Elmira.

#### 3.1. Schedule

Vehicle production continues to proceed on schedule. The City and CAF finalized terms of a Change Order reflecting the schedule impacts of the City Council-mandated "pause" on the vehicle contract. In addition to a shift in vehicle delivery dates, the Change Order synchronizes other contractual milestones, such as delivery of training and manuals, with the new civil construction milestones and projected operations and maintenance startup activities.

Vehicle delivery dates, as reflected in the amended contract are as follows:

Milestone	Contractual Late Date
Contractual Delivery of 1st Car	September 17, 2015
Contractual Delivery of 2nd Car	October 17, 2015
Contractual Delivery of 3rd Car	November 17, 2015
Contractual Delivery of 4th Car	November 17, 2015
Contractual Delivery of 5th Car	December 17, 2015

#### 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. The first set of carshells arrived from Spain in late August at CAF's facility in Elmira, NY where final assembly of the vehicles will take place in accordance with Buy America requirements. Assembly activities continued throughout October with assembly of carshell side and floor panels, installation of flooring and insulation materials, electrical wiring, and roof assemblies.

Trapeze, Inc., the SORTA Streetcar vehicle communications equipment vendor, has completed almost all shipment of parts and materials of the customer furnished equipment that will be integrated with the Streetcar vehicle. CAF USA will integrate this equipment during the vehicle final assembly process in Elmira with Trapeze staff assisting on site.

Design activities also continued as the City and LTK responded to design submittals and contract correspondence from CAF. Various First Article Inspections (FAI) and testing activities for vehicle components and systems also continued in October.



**Photo 27: Insulating side panels of car shell**



**Photo 28: Insulation installed in floor panel**



Photo 29: Flooring material installed in car body

## **4. Budget and Expenditures**

### **4.1. Budget vs. Expenditures**

Through October 31, 2014, \$61,234,587.18 has been expended on the project (not including Duke escrow). In addition, \$63,673,747.29 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 October 31, 2014, six 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. Change Order #5, which was executed in April, included costs related to the City Council-mandated stop work order. Change Order #6 was executed in July and includes various modifications to the water works relocation work.

### **4.3. Project Contingency Usage**

Through October 31, 2014, approximately \$3.3 million (34%) of the approximately \$9.7 million in total project contingency has been utilized. These usages include the six change orders described in Section 4.2 as well as various construction items, such as field changes and design corrections, and other consultant services related to materials testing, scheduling support, design review services, and utility services.

A number of estimated additional contingency uses are pending. These primarily include a combination of construction items in process, the purchase of a wheel truing machine as part of the MOF, and anticipated as well as estimated needs related to additional staff time and consultant services related to the extension of vehicle delivery dates pursuant to the City Council imposed stop work order. While ultimate costs on these pending items is not yet finalized, these are estimated at approximately \$3.8 million.

It should be noted that approximately 18 months of construction remain on the project, followed by approximately 5 months of start up and testing prior to revenue/passenger service. Trackwork, though mostly complete in the OTR area, is working into the CBD, which represents the most challenging and highest risk area. As such, the remaining contingency is expected to be needed to address remaining project risks and additional unforeseen items between now and project completion. Such items include additional potential construction and equipment needs, and potential necessary design modifications.

#### **4.4. Federal Grant Activity**

Through October 31, 2014, \$14,499,933 of the \$45.2 Million in total federal funds for the project has been drawn and matched by the City. Another \$52,389 is pending.

Two of the four federal grants have been closed out, the CMAQ grant, and the SORTA rail right of way grant.

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. No lost time accidents were reported in October. Most minor incidents continue to involve utility damage because of miss-marked or un-marked facilities. Old streetlighting conduits are a particular problem. The Team has been working with Ohio Utility Protection Service (OUPS) and the Department of Public Services to insure up to date information and careful excavation by the contractors, both MPD and Third Party Utility Companies.

### 5.2 Project Safety Orientation

- 📄 Safety Oriented-To date: 680
- 📄 Safety Oriented-October: 45
- 📄 Safety Orientations-October: 7
- 📄 Total man-hours worked to date: 141,967
- 📄 Total man-hours worked without a lost time accident: 40,668
- 📄 Lost Time Accidents-To date: 3
- 📄 Lost Time Accidents-October: 0
- 📄 Incidents-To date: 85
- 📄 Incidents-October: 8

## **6. October 2014 SORTA Activities, Including Safety and Security Certification**

### **6.1. Operations & Maintenance Planning**

SORTA continued to hold internal Streetcar Rail Activation Committee (SRAC) meetings to track internal SORTA departmental progress for Streetcar system start-up. The RAC is focused primarily on the development of the Request for Proposals (RFP) for a turnkey Streetcar Operations & Maintenance contractor. The RAC is assisting with the development of the scope of work with the assistance of SORTA Streetcar O&M Consultant Transportation Resource Associates (TRA). TRA consultants participated in a site visit at SORTA to continue the work of the RFP development.

SORTA staff assisted in the development of changes to the maintenance facility to make it compatible with the existing SORTA badge/keycard access system. This will facilitate security and access control at the site. SORTA staff is also working with the City to integrate the SORTA security camera network into the streetcar facilities.

### **6.2. Fare Equipment RFP**

SORTA has developed a Streetcar fare policy. A procurement specification for fare vending equipment is being prepared, with an RFP being scheduled for issuance in January 2015. Following the Request for Information previously sent, SORTA is inviting various vendors to visit Cincinnati to present on their product offerings and discuss technical requirements with SORTA staff.

The SORTA Board of Trustees was briefed on the fare policy and consensus was to present it to the City.

### **6.3. Operating Agreement**

The Federal Transit Administration (FTA) provided a matrix of comments on the draft Operating Agreement. SORTA and City staff worked through all of the comments through several conference calls with FTA and made changes to the draft operating agreement as appropriate.

The SORTA Board of Trustees was briefed on the SORTA Overhead Cost Methodology and rate and consensus was to incorporate it into the draft operating agreement.

### **6.4. Streetcar Vehicle**

Trapeze, Inc., the SORTA Streetcar vehicle communications equipment vendor, has completed almost all shipment of parts and materials of the customer furnished equipment that will be integrated with the Streetcar vehicle. CAF USA will integrate this equipment during the vehicle final assembly process in Elmira with Trapeze staff assisting on site.

### **6.5. Safety and Security Certification**

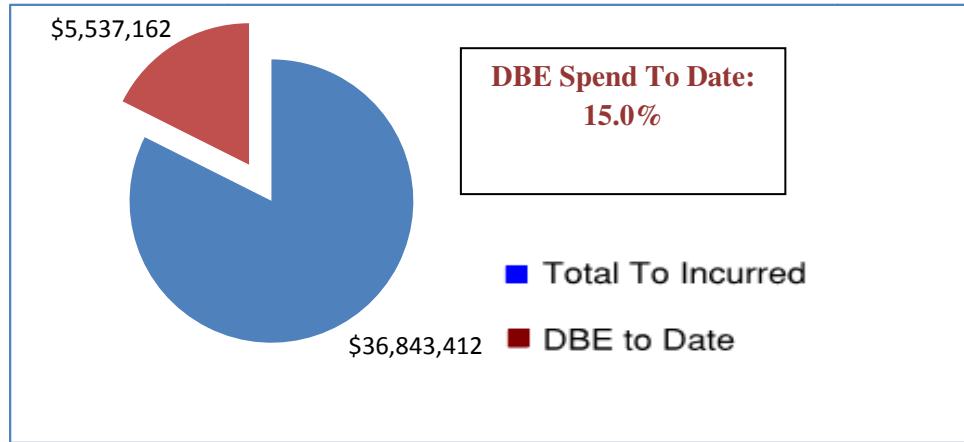
A Safety and Security Review Committee (SSRC) meeting was held on October 24, 2014. A vehicle design audit checklist session was held using video conference between SORTA, TRA, LTK (Streetcar Vehicle Consultants) the City of Cincinnati and CAF. A follow-up session will be scheduled for December or January to complete the checklist and audit. The SSRC continues to track and monitor various issues in the design and construction of the infrastructure and vehicles as well as advance the certification efforts.

## 6.6. [Potential] Upcoming Board Actions

- 📄 Intergovernmental Streetcar Operating Agreement with the City of Cincinnati (November 2014);
- 📄 Amendment #6 of Streetcar Inter-Governmental Agreement and purchase of Fare Collection Equipment for the Cincinnati Streetcar (anticipated fall 2014);
- 📄 Award of contract for Streetcar Operations & Maintenance Services and associated agreements (anticipated June 2015).

**7. Inclusion/DBE Compliance**

MPD remain on-track to meeting their target to meet its DBE goal for the project expenditures. Much of the DBE Contracted work will be billed later in the construction. 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 Utilization		
	<u>Actual</u>	<u>Goal</u>
Minority Hours	17.7%	11.9%
Female Hours	3.4%	6.9%
Minority Female	45.1%	50.0%

## 8. 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 October 15 during which time those in attendance toured the project site.

The next Quarterly Review Meeting is scheduled for December 10.



Photo 30: FTA Tour of MOF

## Cincinnati Streetcar Budget vs. Expenses

10/31/2014

<b>Sources</b>	
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
<b>TOTAL SOURCES</b>	<b>\$ 147,810,000.00</b>

**USES**

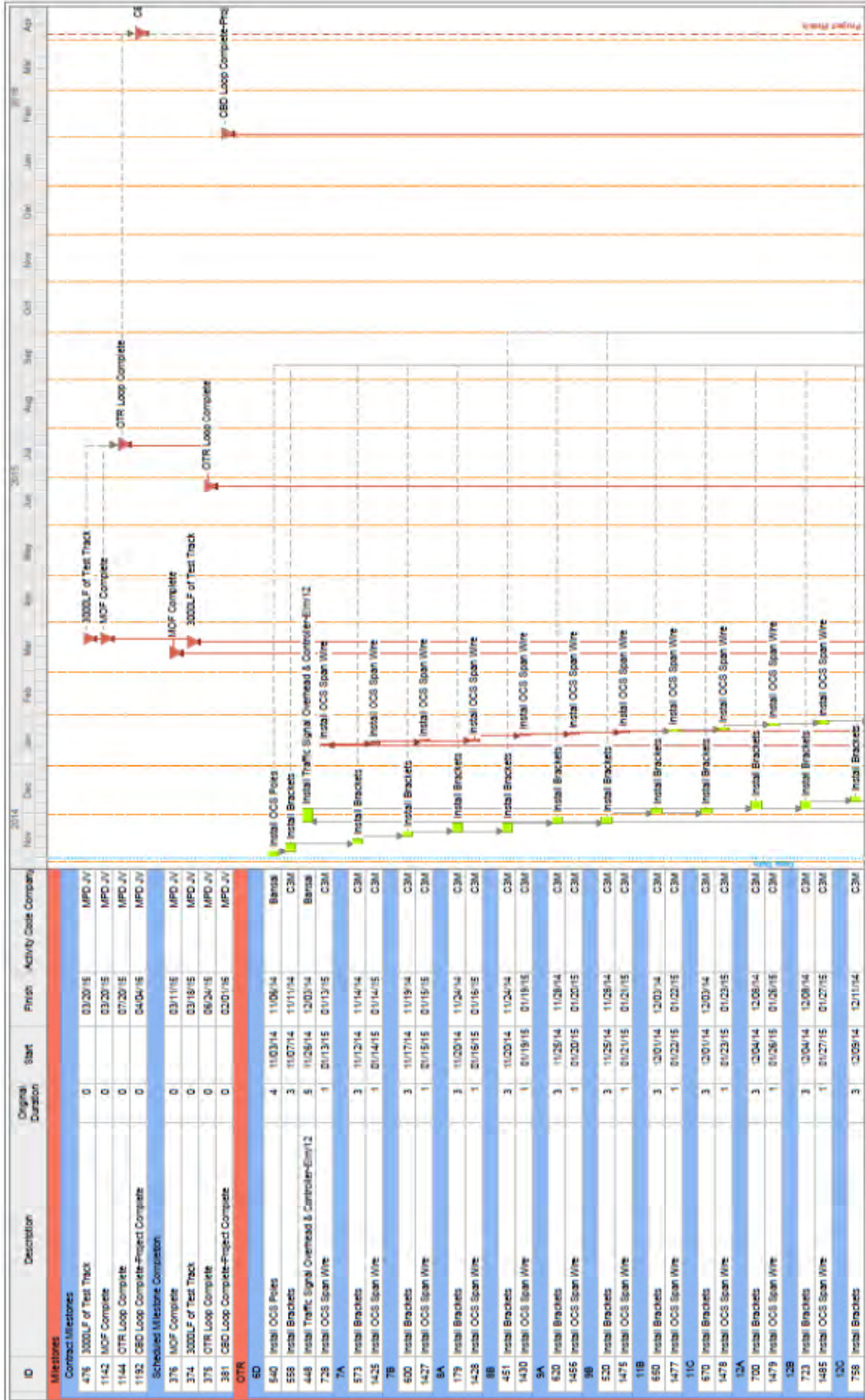
Budget Category	BUDGET - June 2013			EXPENSES 10/31/2014			(Base + Alloc. Cont.) LESS (Exp. + Enc.)
	Total Base Cost	Allocated Contingency	Base + Allocated Contingency	Expended	Encumbered	Expended + Encumb.	
Pre-Development	\$ 1,313,786.00	\$ -	\$ 1,313,786.00	\$ 1,264,628.13	\$ 49,157.87	\$ 1,313,786.00	\$ -
Design	\$ 14,396,348.04	\$ 202,370.96	\$ 14,598,719.00	\$ 14,295,381.70	\$ 40,795.31	\$ 14,336,177.01	\$ 262,541.99
Real Estate	\$ 2,010,143.00	\$ -	\$ 2,010,143.00	\$ 2,011,186.00	\$ -	\$ 2,011,186.00	\$ (1,043.00)
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	\$ 32,813,558.60	\$ 38,571,424.33	\$ 71,384,982.93	\$ -
Utilities (3rd Party)	\$ 6,147,858.14	\$ 77,207.23	\$ 6,225,065.37	\$ 2,209,868.09	\$ 3,456,990.05	\$ 5,666,858.14	\$ 558,207.23
Vehicles	\$ 23,111,373.00	\$ 2,101,722.40	\$ 25,213,095.40	\$ 4,256,711.60	\$ 18,718,108.15	\$ 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	\$ 2,247,553.14	\$ -	\$ 2,247,553.14	\$ 2,193,923.13
SORTA Project Administration	\$ 2,000,000.00	\$ 100,000.00	\$ 2,100,000.00	\$ 664,214.05	\$ 1,335,785.95	\$ 2,000,000.00	\$ 100,000.00
Start-up	\$ 250,000.00	\$ -	\$ 250,000.00	\$ -	\$ -	\$ -	\$ 250,000.00
Unallocated Contingency	\$ 4,991,010.00	\$ -	\$ 4,991,010.00	\$ 1,471,485.87	\$ 1,501,485.63	\$ 2,972,971.50	\$ 2,018,038.50
<b>Subtotal</b>	<b>\$ 128,356,176.75</b>	<b>\$ 4,722,101.22</b>	<b>\$ 133,078,277.97</b>	<b>\$ 61,234,587.18</b>	<b>\$ 63,673,747.29</b>	<b>\$ 124,908,334.47</b>	<b>\$ 8,169,943.50</b>
Utilities (Duke Escrow)	\$ 15,000,000.00	\$ -	\$ 15,000,000.00	\$ 15,000,000.00	\$ -	\$ 15,000,000.00	\$ -
<b>Grand Total</b>	<b>\$ 143,356,176.75</b>	<b>\$ 4,722,101.22</b>	<b>\$ 148,078,277.97</b>	<b>\$ 76,234,587.18</b>	<b>\$ 63,673,747.29</b>	<b>\$ 139,908,334.47</b>	<b>\$ 8,169,943.50</b>

Appendix B  
Change Orders, Contingency Allocations

Through: **October 31, 2014**

Budget Category	Source	Contract	Contingency Usage Type	Contingency Usage #	Date	Description	Amount	Status	Notes
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	PAUSE
Construction	Unallocated Contingency	MPD	Change Order	3	1/28/2014	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	11/8/2013	Empty conduit crossings; non-perform test station	\$ 15,791.64	Complete	
Construction	Allocated Contingency	MPD	Contingency Allocation	2	11/8/2013	GCWW field conditions	\$ 3,571.00	Complete	
Construction	Allocated Contingency	MPD	Contingency Allocation	3	12/30/2013	Mortar for granite pavers	\$ 6,825.00	Complete	
Construction	Allocated Contingency	MPD	Contingency Allocation	4	12/30/2013	Additional abatement at MOF site	\$ 32,290.65	Complete	
Construction	Allocated Contingency	MPD	Contingency Allocation	5	1/30/2014	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	PAUSE
Unallocated Contingency	Unallocated Contingency	Transsystems	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 crossings: revised OCS poles; revised Trapeze allowance; MOF vehicle APS changes;	\$ 265,211.25	Complete	
Construction	Unallocated Contingency	MPD	Change Order	5	4/21/2014	City Council-mandated Delay Claim	\$ 637,108.00	Complete	PAUSE
Design	Unallocated Contingency	PB	Certification	N/A	8/25/2014	Additional construction support work needed	\$ 608,948.31	Complete	
Construction	Unallocated Contingency	MPD	Change Order	6	7/22/2014	Water Works design changes	\$ 313,782.44	Complete	
Construction	Allocated Contingency	MPD	Contingency Allocation	6	4/24/2014	Misc. MOF mods, telecom conduit for MOF, GCWW force acct., Cent. Pkwy. Irrigation	\$ 79,870.00	Complete	
Construction	Allocated Contingency	MPD	Contingency Allocation	7	5/9/2014	WTM conduit; Findlay dielectric membrane; Elm St. mill	\$ 52,503.00	Complete	
Unallocated Contingency	Unallocated Contingency	Transsystems	Certification	N/A	7/22/2014	Task 4 - Schedule review support through MOF completion	\$ 68,854.00	Complete	
Unallocated Contingency	Unallocated Contingency	Duke Energy	Certification	N/A	7/31/2014	Electrical service installation costs	\$ 200,000.00	Complete	
Construction	Allocated Contingency	MPD	Contingency Allocation	8	7/22/2014	basement encroachment, cellar door, GCWW force acct., manhole mods	\$ 130,151.00	Complete	
Construction	Allocated Contingency	MPD	Contingency Allocation	9	TBD	various MOF, sewer, GCWW, other revisions,	\$ 301,038.40	Pending	
Unallocated Contingency	Unallocated Contingency	DELTA Mfg.	Certification	N/A	TBD	Wheel Truing Machine	\$ 608,000.00	Pending	
Construction	Allocated Contingency	MPD	Contingency Allocation	N/A	TBD	<b>Pending</b> EC's through <b>12/4</b>	\$ <b>421,403.00</b>	Pending	
Construction	Allocated Contingency	MPD	Contingency Allocation	N/A	TBD	<b>Estimated</b> EC's Through <b>12/4</b>	\$ <b>195,363.00</b>	Pending	
Construction	Allocated Contingency	MPD	Contingency Allocation	N/A	TBD	TPSS# 2 and 3 screenwall changes	\$ 350,000.00	Estimated	
Construction	Unallocated Contingency	MPD	Change Order	N/A	TBD	Spare Switch Points	\$ 74,394.00	Estimated	Capital Equipment Needs
Construction	Unallocated Contingency	MPD	Change Order	N/A	TBD	MOF Cameras and Alarm?	\$ 300,000.00	Estimated	Safety & Security Needs
Construction	Unallocated Contingency	MPD	Change Order	N/A	TBD	Bond costs related to Change Orders		Estimated	Contract Costs
City Project Administration	Unallocated Contingency	City	Certification	N/A	TBD	City- Additional Staff Time	\$ 1,057,006.27	Pending	Stop Work Order Costs
City Project Administration	Allocated Contingency	City	Certification	N/A	TBD	City- Additional Staff Time	\$ 190,800.63	Pending	Stop Work Order Costs
Construction	Unallocated Contingency	MPD	Change Order	N/A	TBD	MOF Telecom wiring	\$ 300,000.00	Estimated	Capital Equipment Needs
Construction	Allocated Contingency	MPD	Contingency Allocation	N/A	TBD	Ford Force Account	\$ 280,000.00	Estimated	Unforeseen Conditions
Vehicles	Allocated Contingency	LTK	Certification	N/A	TBD	LTK - Additional Staff Time	\$ 1,000,000.00	Pending	Stop Work Order Costs
Unallocated Contingency	Unallocated Contingency	Duke Energy	Certification	N/A	TBD	Duke hookup costs	\$ 150,000.00	Estimated	Capital Equipment Needs
Construction	Unallocated Contingency	MPD	Change Order	N/A	TBD	Additional Quantities Needed	\$ 500,000.00	Estimated	Unforeseen Conditions
Unallocated Contingency	Unallocated Contingency	TBD	Certification	N/A	TBD	Misc. MOF fit out needs	\$ 200,000.00	Estimated	Truck, computers, etc.
Construction	Unallocated Contingency	TBD	Certification	N/A	TBD	Bike Racks, pervious concrete	\$ 100,000.00	Estimated	Swap landscaping at stops for pervious concrete with bike racks
Fare Vending	Allocated Contingency	SORTA	Certification	N/A	TBD	Fare Vending Procurement	\$ 50,000.00	Estimated	Per proposed SORTA fare policy
Unallocated Contingency	Unallocated Contingency	Transsystems	Certification	N/A	TBD	Schedule review support Task 5	\$ 71,242.00	Pending	Task 5

Appendix C  
MPD Schedule Update





Cincinnati Electrical  
 Contract #121005550  
 November 3, 2014 - Project Schedule Update

Sheet: Project Schedule-After RPS 4.rvt      Page: 14

Appendix D  
Grant Drawdown Summary

Cincinnati Streetcar Federal Grant Drawdown Activity

Through: 10/31/2014

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	\$ 562,085	\$ 50,166	\$ 776,294	\$ 347,137	\$ 140,602	\$ 12,546	\$ 193,989
		12.23.03	Construction	\$ 7,600,000	\$ 2,456,814		\$ 5,143,186	\$ 1,900,000	\$ 614,206		\$ 1,285,794
		12.13.20	Vehicles	\$ 16,000,000	\$ 3,322,537		\$ 12,677,463	\$ 4,000,000	\$ 830,639		\$ 3,169,361
<b>Subtotal</b>				<b>\$ 24,989,998</b>	<b>\$ 6,342,889</b>	<b>\$ 50,166</b>	<b>\$ 18,596,943</b>	<b>\$ 6,247,502</b>	<b>\$ 1,585,812</b>	<b>\$ 12,546</b>	<b>\$ 4,649,144</b>
CMAQ	OH 95-X054	12.23.03	Construction	\$ 4,000,000	\$ 4,000,000		\$ -	\$ 1,000,000	\$ 1,000,000		\$ -
<b>Subtotal</b>				<b>\$ 4,000,000</b>	<b>\$ 4,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,000,000</b>	<b>\$ 1,000,000</b>	<b>\$ -</b>	<b>\$ -</b>
Rail ROW Grant	OH-90-X265	13.73.00	Contingency	\$ 268,278	\$ 268,278			\$ -	\$ -		
<b>Subtotal</b>				<b>\$ 268,278</b>	<b>\$ 268,278</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
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	\$ -	\$ 2,223	\$ 209,230	\$ 52,865	\$ -	\$ 558	\$ 52,307
		12.23.03	Construction	\$ 15,554,000	\$ 3,734,220		\$ 11,819,780	\$ 3,888,500	\$ 933,562		\$ 2,954,938
<b>Subtotal</b>				<b>\$ 15,919,998</b>	<b>\$ 3,888,766</b>	<b>\$ 2,223</b>	<b>\$ 12,029,009</b>	<b>\$ 3,980,002</b>	<b>\$ 972,199</b>	<b>\$ 558</b>	<b>\$ 3,007,245</b>
<b>TOTAL</b>				<b>\$ 45,178,274</b>	<b>\$ 14,499,933</b>	<b>\$ 52,389</b>	<b>\$ 30,625,952</b>	<b>\$ 11,227,504</b>	<b>\$ 3,558,011</b>	<b>\$ 13,104</b>	<b>\$ 7,656,389</b>