



City of Milwaukee

200 E. Wells Street
Milwaukee, Wisconsin
53202

Meeting Minutes JOINT COMMITTEE ON DOWNTOWN STREETCAR IMPLEMENTATION

Ghassan Korban, Chair
Ald. Robert Bauman, Vice Chair
Mayor Tom Barrett, Common Council President Michael
Murphy, Ald. Nik Kovac, Comptroller Martin Matson, Dan
Boehme, Rocky Marcoux, and Jeff Polenske

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Friday, May 8, 2015

9:00 AM

Room 301-B, Third Floor, City Hall

1. Call to Order

Meeting called to order at 9:05 a.m.

2. Roll Call

Jennifer Gonda, alternate for Mayor Tom Barrett, was not present.

Present 8 - Korban, Bauman, Murphy, Polenske, Kovac, Matson, Marcoux and Boehme

Absent 1 - Barrett

Individuals also present:

Timothy Clancy, The Concord Group
Ashley Booth, HNTB Corporation

3. Project Status

Mr. Clancy and Mr. Booth gave a PowerPoint presentation and briefing on the streetcar project status relative to 30 day look back, 90 day look ahead, overall project schedule, and budget status.

-30 Day Look Back

The triennial Disadvantage Business Enterprises (DBE) goal was finalized with 20.7% for construction and 17.9% for professional services. It is a major milestone and it has been submitted to the Federal Transit Administration (FTA) for review. The goal was advertised on the Department of Public Works (DPW) website for 30 days (FTA requirement) and in local publications. There were no comments received on goal.

There was a two day safety and security meeting session consisting of a design team, DPW, and owner's representative. The group reviewed all portions of design elements to address safety and security throughout design, construction, operation,

and long term maintenance. Lead members from different design elements participated. A meeting of the Fire Life Safety Committee consisting of members from the Wisconsin Department of Transportation, Milwaukee Fire Department, Milwaukee Police Department, and Homeland Security was also held during the safety and security session. The State Safety Oversight (SSO) from Wisconsin Department of Transportation has been involved early and will be engaged throughout the life of the project.

There is an intention to apply for the Tiger Grant. A pre-application was submitted to FTA last week. The due date is June 5, 2015. The request is to fund a track and extra vehicle for the Lakefront Line extension. Application for the grant is being developed over the next month.

Private and public utility kick off meetings have occurred with We Energies, AT&T, Milwaukee communications, Milwaukee Water, Milwaukee sewer, and other miscellaneous telecommunications companies.

Regarding design activities, over 40 soil borings along the entire alignment were completed. Soil integrity will be reviewed along the alignment to help guide the design of the Overhead Contact System (OCS) poles, and track slab. Kilbourn Avenue and Jackson Street alignment options are being reviewed with City staff to identify workable cross sections for all parties. Initial utility coordination meetings with private and public utilities within the corridor were completed. Action items are being developed as well as relocations on elements within the tracks lab and utility review zone. Two relocation designs for possibly St. Paul Avenue and Jackson Street have started for water facilities. Track alignment has been locked for majority of the route to advance the design of the system and trigger the design of utilities. Cross sections were developed to accommodate bicycle facilities along segments of the streetcar route. Unique ways to make alignments multi modal will be looked at. Conceptual plans were developed for the revised Operations Maintenance Facility (OMF) building footprint on St. Paul Avenue and 4th Street.

-90 Day Look Ahead

The alignment for the entire 2.1 mile system will be finalized. Environmental analysis will be finalized should the City move forward with route adjustments on Kilbourn Avenue and Jackson Street similar to one done two years ago on Milwaukee Street, which involved a 30 to 45 day FTA review process. FTA will evaluate the environmental analysis when the actual routes are confirmed and the environmental re-evaluation is submitted. FTA is in concurrence with the current approach and review timeline of 30 days. Locking the alignment is critical to keep the project on schedule to go in depth into the technical aspects of the design. Vehicle procurement RFP responses will be received. The federal grant agreement will be amended. Coordination with private and public utilities will continue. The final design will progress further. Baseline project schedules for both design and construction will be finalized.

-Overall Phase One Project Schedule

The schedule for City utilities (water, sewers and communications) is generally on target. Design is anticipated to be completed by early summer, contracts awarded in July, and construction to start in fall 2015.

The design for the OMF is anticipated to be completed in fall 2015. Contracts are

anticipated to be awarded beginning 2016. Construction is anticipated to begin in spring 2016 and last one year.

The mainline design (roadway, track work, systems, OCS) is anticipated to be completed by the end of 2015. Contracts are anticipated to be awarded in January 2016. Construction is anticipated to start in spring 2016 and end by spring 2018. A system and safety start up process may follow until July 2018 when revenue service may begin.

Budget Status

Projections for the phase one starter system are on budget. Expenses through April 2015 total \$6.14M. The expenses are relative to professional services for engineering and planning.

Further details of PowerPoint presentation can be found within Common Council File Number 141879.

4. Vehicle Procurement Status

Mr. Clancy and Mr. Booth proceeded with a presentation and briefing on the streetcar project status relative to vehicle procurement status.

-Vehicle Procurement Status

The RFP was issued and a pre proposal conference was conducted in April 2015. The conference had great attendance. Major car builders participated. The RFP deadline was extended four additional weeks into July from June to accommodate requests from the car builders. The extension may yield better proposals, pricing, vehicle, and bid results. Notice to proceed will be at the end of September. The review process will be shortened to maintain the project schedule.

A selection committee will be established made of separate teams to evaluate responses according to four distinct criteria: budget, qualifications, technical, and aesthetics. Each team will share a common rating system, get together to review all information, make ratings, and interview eligible respondents. A BAFO (best and final offer) is a part of the review schedule. After initial interviews, suggestions to reduce cost and modify specification will be collected. If appropriate, an amended RFP may go out, and respondents will submit revised proposals. The committee will then review the proposals a last time and make a recommendation to the joint committee.

Further details of PowerPoint presentation can be found within Common Council File Number 141879.

Joint committee members inquired about the selection committee, inspection of proposed equipment, route realignment, realignment impact on events, and realignment utility savings.

Discussion occurred with respect to potential tours of existing vehicles in operation. Commissioner Marcoux said that those RFP respondents who may not have a presence in the United States should not be put at a disadvantage.

Commissioner Korban, Mr. Clancy and Mr. Booth responded to the questions from

joint committee members.

The selection committee will be comprised of individuals outside of the joint committee. The aesthetic part of the project will be extended to people outside of DPW and the City to provide input. Some trips may be taken to other communities to learn about those communities' experience with its streetcar operations, such as the City of Atlanta and Kansas City. There are technical folks involved with the streetcar project currently who have experiences dealing with procuring vehicles from communities with a streetcar system.

East Town Association is aware, has been in communication, and will continue to collaborate in figuring out how festivals may continue to operate downtown successfully while route realignment occurs. They are starting to look at different footprints. Jazz in the Park can continue with minimal modifications. Bastille Days is unresolved. Some possible solutions include halting streetcar operation during festivals or having the streetcar system operate at a very low, controlled speed during events. The main driver of realignment is saving money. Utility savings may be in the millions. Two tracks may result on Kilbourn Avenue. The intent is to produce four or five different alignment alternatives for review by stakeholders. The final alternative that is chosen will be the one that has the most preferable cost saving measure for all while still meeting ridership and operational needs. There are very few utilities on the north portion of Kilbourn Avenue.

5. Adjournment

*Meeting adjourned at 9:29 a.m.
Chris Lee, Staff Assistant*

Detailed information regarding materials presented at this meeting can be found within Common Council File Number 141879.