



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, July 10, 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

Sarah Zarate appearing for Ald. Michael Murphy.

Present 6 - Korban, Bauman, Matson, Marcoux, Boehme and Zarate

Excused 3 - Polenske, Gonda and Kovac

Individuals also present:

*Timothy Clancy, The Concord Group
Ashley Booth, HNTB Corporation*

*Mr. Clancy and Booth gave a PowerPoint presentation and updates for agenda items
3, 4, and 5. The PowerPoint can be found within CCFN 141879.*

3. Project Status

-30 Day Look Back

Vehicle proposals were received last week, July 2, 2015, in response to the request for proposal (RFP). Progress has been made over the last two months regarding the investigation of alignment modifications and the finalization of the alignment. Some alternative alignments previously announced included moving the routes from Wells Street to the of Kilbourn Avenue and from Van Buren Street to Jackson Street. There has been investigation over the last month for additional alignment modifications on Broadway north of Wells Street onto Kilbourn Avenue. We Energies proposed a couple of alignment modifications to save money. Two of those options were looked at, but changes were not made to the alignment due to their additional impacts to public utilities and AT&T infrastructure.

From a project coordination standpoint, the alignment has been pinned and finalized. Two aspects that needed completion before pinning the alignment were coordination with key project stakeholders and investigation of additional alternate alignments. We Energies is now on the same page and in agreement with an alignment modification as of last week. Locking and pinning the alignment were critical to progress design of the other streetcar disciplines and for We Energies to start focusing on engineering and design of the modifications to their facilities.

The appropriate documents have been submitted to the Federal Transit Administration (FTA) concerning the environmental analysis update associated with the Kilbourn and Jackson alignment modifications. FTA is working with the State Historic Preservation Office (SHPO) to concur that there are no adverse effects due to the alignment modifications. Region 5 of FTA has been expeditious in correspondence and review of the environmental analysis update.

Utility coordination is ongoing. The team made updates to the project management plan and sub plans including the quality management plan, safety and security management plan, the risk register and others. The updates are in the progress of being provided to FTA. The final design has progressed. The survey work along the alignment has been completed, including the Lakefront Line. The design teams will start moving forward with locking in the alignment for the Lakefront Line through project meetings with We Energies and other stakeholders along the alignment. Some significant progress has been made on the mainline design and water main design.

-90 Day Look Ahead

The vehicle evaluation process will include review of proposals and interview of proposers. An approval is expected over the next 90 days from FTA regarding the environmental analysis update associated with the Kilbourn/Jackson alignment modifications. The schedule for the environmental analysis update approval had initially been scheduled to be complete in mid-July and we are now hoping to have approval by the end of July. The federal grant agreement should be amended in the next 30 days. Private and public utility coordination are continuing. The project schedule for Phase 1 will be finalized and baselined once remaining private utility design agreements are completed and the environmental analysis update approval has been obtained. An update to the draft project schedule is being worked through internally.

The Streetcar Public Information (PI) program during construction will be modeled after the successful Department of Public Works (DPW) business support program. Step one of the program will involve obtaining contact information and identifying special concerns from property owners and occupants along the routes throughout the end of July through August. Business Improvement District 21, their ambassadors, and the PI team will assist with gathering contact information. Outreach efforts will include sending postcards and having door to door visits. There is a plan to have a 24/7 hotline phone number staffed by a PI team member. Development of a hotline is common in for streetcar projects.

-Overall Project Schedule

Dates for the public utilities (water) schedule have been pushed back based on realignment investigations taking a longer time than expected. Previously, design was to be completed in July, contracts to be awarded in August, and construction to

start in September. Current expectation is for design to be completed in August, contracts to be awarded in September, and construction to start in October.

The operations maintenance facility (OMF) schedule is being reevaluated and baslined after vehicle selection so that vehicle specifications can be coordinated with the design of the facility. The OMF is not a critical path element. Design efforts have been dedicated to alignment modifications and other project disciplines. Previously, the OMF design was to be completed in October, construction to start next spring 2016, and be completed by spring of 2017. The construction duration is around ten months. Current expectation is to push back the schedule at least three months or potentially further, possibly with construction to occur in 2017. The completion schedule of the OMF is predicated on the delivery and storing of vehicles, especially the first vehicle.

The Phase 1 mainline (roadway, trackwork, systems / overhead contact system) design is expected to be completed in November. The prolonged alignment investigation should not impact the completion of the design. The awarding of contracts and construction are expected for spring 2016.

Revenue service is anticipated to begin in July 2018.

-Budget Status

\$6.6 million in total has been expended through June 2015. About \$180,000 was expended in June 2015.

4. Utility Coordination

There was a technical meeting with We Energies on June 18, 2015 with staff reviewing some of the alignments. Cost savings associated with the revised alignment are being confirmed and are anticipated to be in excess of \$1 million. The design agreement should hopefully be executed soon. Negotiations are ongoing through meetings with We Energies, City staff, and attorneys. There is predominant agreement on the agreement language, but exhibits are still being finalized. There will be regular meetings with We Energies with a meeting at the end of July to review locking the alignment for the Lakefront Line. The working relationship with We Energies has been good and has yielded substantial project benefits. The executed agreement with We Energies will become a template agreement that can be used with other utilities, telecommunications, and private entities that may be impacted by the streetcar project.

5. Vehicle Procurement Status

Proposals were received July 2, 2015. The identities of the applicants and quantity of proposals are being kept confidential out of respect for the evaluation process. Interviews and best and final offers are anticipated in August. Notification of the selected car builder is expected to occur in September. Notice to proceed is expected to occur by the end of September.

6. Adjournment

*Meeting adjourned at 9:18 a.m.
Chris Lee, Staff Assistant*

