



Legislation Text

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110372

SUBSTITUTE 3

100994, 110324

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Substitute resolution approving The Milwaukee Streetcar project, as described in the Draft Environmental Assessment, and authorizing the Commissioner of Public Works to take various actions to advance this project and appropriating funds for the project, with the City cost of this project estimated at \$9.7 million and the total estimated cost at \$64.6 million.

This resolution approves The Milwaukee Streetcar project, as described in the Draft Environmental Assessment, including the Locally Preferred Alternative, for the Milwaukee Connector transit initiative: a 2.1-mile streetcar system. The resolution also directs the Commissioner of Public Works to take various actions to advance this project, including:

1. Establishing a Streetcar Vehicle Selection Committee that shall select a streetcar vehicle vendor or vendor team through a Request for Proposal process.
2. Contracting with the selected vendor or vendor team for vehicles, system maintenance and system operations.
3. Undertaking, or engaging a consultant to undertake, final design engineering for The Milwaukee Streetcar project.
4. Acquiring necessary real estate interests for the development of a streetcar-system maintenance facility.
5. Proceeding with construction of the streetcar system.
6. Applying for any additional federal capital funding as may become available for the construction of extensions to the streetcar system.
7. Working with Milwaukee County and the Milwaukee County Transit System to coordinate operation of the proposed streetcar system with the existing local bus service.
8. Working with public and private utilities to coordinate and resolve utility issues.

This resolution also provides that the \$9.7 million local share of the capital costs of The Milwaukee Streetcar project shall be funded by Tax Incremental District No. 49 (Cathedral Place). Total project cost is estimated to be \$64.6 million, with the remaining \$54.9 million coming from federal Interstate Cost Estimate Substitute funding that has been earmarked for the Milwaukee Connector project.

Whereas, The Milwaukee Connector Alternatives Analysis was conceived in 1999 to investigate fixed

-guideway transit improvements in Milwaukee's Central Business District that would utilize \$91.5 million in federal Interstate Cost Estimate (ICE) funding dedicated for construction of such improvements, along with the corresponding local funding share; and

Whereas, The Wisconsin Center District (WCD) established certification status as a recipient of federal funding from the Federal Transit Administration to administer funding dedicated to project development of the Milwaukee Connector; and

Whereas, The Milwaukee Connector Alternatives Analysis was a multi-jurisdictional effort, guided by the Milwaukee Connector Steering Committee made up of representatives from the WCD, the Metropolitan Milwaukee Association of Commerce, Milwaukee County and the City of Milwaukee; and

Whereas, In 2009, the United States Congress allocated 60% (\$54.9 million, with a \$9.7 million local match) of the ICE Substitute funding to the City of Milwaukee for a Downtown Milwaukee streetcar system and 40% to Milwaukee County for the purchase of buses; and

Whereas, In combination with extensive public input, the Steering Committee evaluated a wide range of alternative streetcar technologies, alignments, and route limits, concluding the Alternatives Analysis with adoption of a Locally Preferred Alternative (LPA); and

Whereas, The LPA includes a 2.1-mile modern streetcar system, known as The Milwaukee Streetcar, that connects the Milwaukee Intermodal Station with the Lower East Side, providing service to many residential, commercial, employment, parking and hotel destinations; and

Whereas, The LPA also includes 1.5 miles of potential route extensions that will be pursued as funding allows; and

Whereas, The WCD continued as the recipient of federal funding during performance of the Preliminary Engineering/Environmental Assessment phase of project development, which continued analysis of the LPA through refinement of engineering plans from 10% to 30% design completion level, vehicle procurement planning, utility coordination, cost estimate refinements, development of operations and maintenance plans, refinement of maintenance facility design and environmental documentation in accordance with National Environmental Protection Act standards; and

Whereas, The Department of Public Works is completing the process of becoming the recipient of federal funds for subsequent phases of project development, as authorized by Common Council File Number 100994; and

Whereas, The current project cost estimate for the initial 2.1-mile streetcar system is \$64.5 million, which includes \$54.9 million in federal ICE Substitute funding dedicated to the project and \$9.7 million as the required local share; and

Whereas, The annual operations and maintenance cost for the streetcar system is estimated at \$2.65 million, which would be offset by potential sponsorships and advertisements estimated at \$250,000 and farebox revenues estimated at \$590,000, leaving approximately \$1.85 million to be funded from City parking revenues or such other revenue sources that may become available between now and 2014, when streetcar operations would commence; and

Whereas, Both capital and operations cost estimates will continue to be refined during final design activities; and

Whereas, Future work on The Milwaukee Streetcar project, as described in this resolution, is contingent upon the Federal Transit Administration issuing a Finding of No Significant Impact; and

Whereas, Construction of the proposed streetcar system and extensions has the potential to influence up to 9,000 new housing units, 13,500 new residents, 1,000,000 square feet of new occupied retail space, 4,000,000 square feet of new occupied office space, 20,500 new jobs, and \$3.35 billion in new tax base; and

Whereas, The proposed initial streetcar system is projected to provide 588,880 annual rides in 2015 and 697,600 annual rides in 2030; now, therefore, be it

Resolved, By the Common Council of the City of Milwaukee, that The Milwaukee Streetcar project, as described in the Draft Environmental Assessment dated July 7, 2011, a copy of which is attached to and made a part of this file as Exhibit A, is approved; and, be it

Further Resolved, That the recommended Locally Preferred Alternative in the Draft Environmental Assessment -- identified as Alternative 1-2A -- is endorsed as the Locally Preferred Alternative for The Milwaukee Streetcar project; and, be it

Further Resolved, That the Commissioner of Public Works ("Commissioner") is directed to submit the Draft Environmental Assessment to the Federal Transit Administration for review and consideration of a Finding of No Significant Impact; and, be it

Further Resolved, That the Joint Committee on Downtown Streetcar Implementation shall select a streetcar vehicle vendor or vendor team through a Request for Proposal process; and, be it

Further Resolved, That the Commissioner is authorized to contract with the selected vendor or vendor team for vehicles, system maintenance and system operations; and, be it

Further Resolved, That the Commissioner is directed to undertake, or engage a consultant to undertake, final design engineering for The Milwaukee Streetcar project; and, be it

Further Resolved, That the Commissioner is directed to acquire real estate interests necessary for the location of a streetcar-system maintenance facility as reflected in the Draft Environmental Assessment; and, be it

Further Resolved, That, in the design, engineering and construction of The Milwaukee Streetcar, the Commissioner shall comply with all federal and applicable City contract and procurement policies; and, be it

Further Resolved, That during final design the city will continue to work with public and private utilities to coordinate and resolve utility issues; and, be it

Further Resolved, That the process of final design and construction shall be supervised by the Joint Committee on Downtown Streetcar Implementation and, if during the process of final design and

construction, it becomes apparent that the total project cost will exceed \$64.6 million, the Joint Committee on Downtown Streetcar Implementation shall promptly report this conclusion to the Common Council, along with any adjustments to the project plan, including potential route modifications or other cost-saving measures for Council review; and, be it

Further Resolved, That the Joint Committee on Downtown Streetcar Implementation shall periodically report, on at least a quarterly basis, to the Common Council on the progress of final design and construction of the Milwaukee Streetcar, including both physical improvements and financial status; and, be it

Further Resolved, That the City Comptroller shall prepare a report ("Comptroller's Report") which verifies completion of both the Engineering Design Report, at 60% complete related to capital costs, and the Draft Operational & Financial Plan, including detailed information on headways/levels of service, expected ridership estimates and assumptions, proposed system operator requirements, maintenance requirements, detailed projections of operating and non-operating revenues, parking fee changes and debt service; and, be it

Further Resolved, That the Commissioner is directed to apply for any additional federal capital funding as may become available for the construction of streetcar extensions, as provided in the Draft Environmental Assessment; and, be it

Further Resolved, That the Commissioner is directed to work with Milwaukee County and the Milwaukee County Transit System for the purpose of integrating and coordinating the proposed streetcar system and existing local bus service; and, be it

Further Resolved, That the \$9.7 million local share of capital costs shall be funded by Tax Incremental District No. 49 (Cathedral Place), subject to Common Council adoption of File Number 110324; and, be it

Further Resolved, That the Commissioner is directed to proceed with construction of the proposed streetcar system; and, be it

Further Resolved, That the Commissioner is directed to solicit potential sponsorships, advertising, and naming rights, the revenues from which would be used to offset annual streetcar-system operation costs; and, be it

Further Resolved, That the City Comptroller is directed to transfer such funds which are available for this purpose to the appropriate capital Project/Grant accounts; and, be it

Further Resolved, That only funds necessary to prepare or conduct the Engineering Design Report, utility coordination, the Streetcar Request for Proposal process, the Draft Operational & Financial Plan and the Comptroller's Report shall be immediately released by the Comptroller; and, be it

Further Resolved, That the Comptroller shall provide the findings of the Comptroller's Report to the Common Council in a timely manner prior to releasing funds for any major capital expenditure, including right-of-way, streetcar procurement and construction contracts; and, be it

Further Resolved, That the proper officers of the City are authorized to execute all documents

necessary to implement the proposed streetcar system and to carry out the provisions of this resolution.

LRB130451-5
Jeff Osterman
07/26/2011