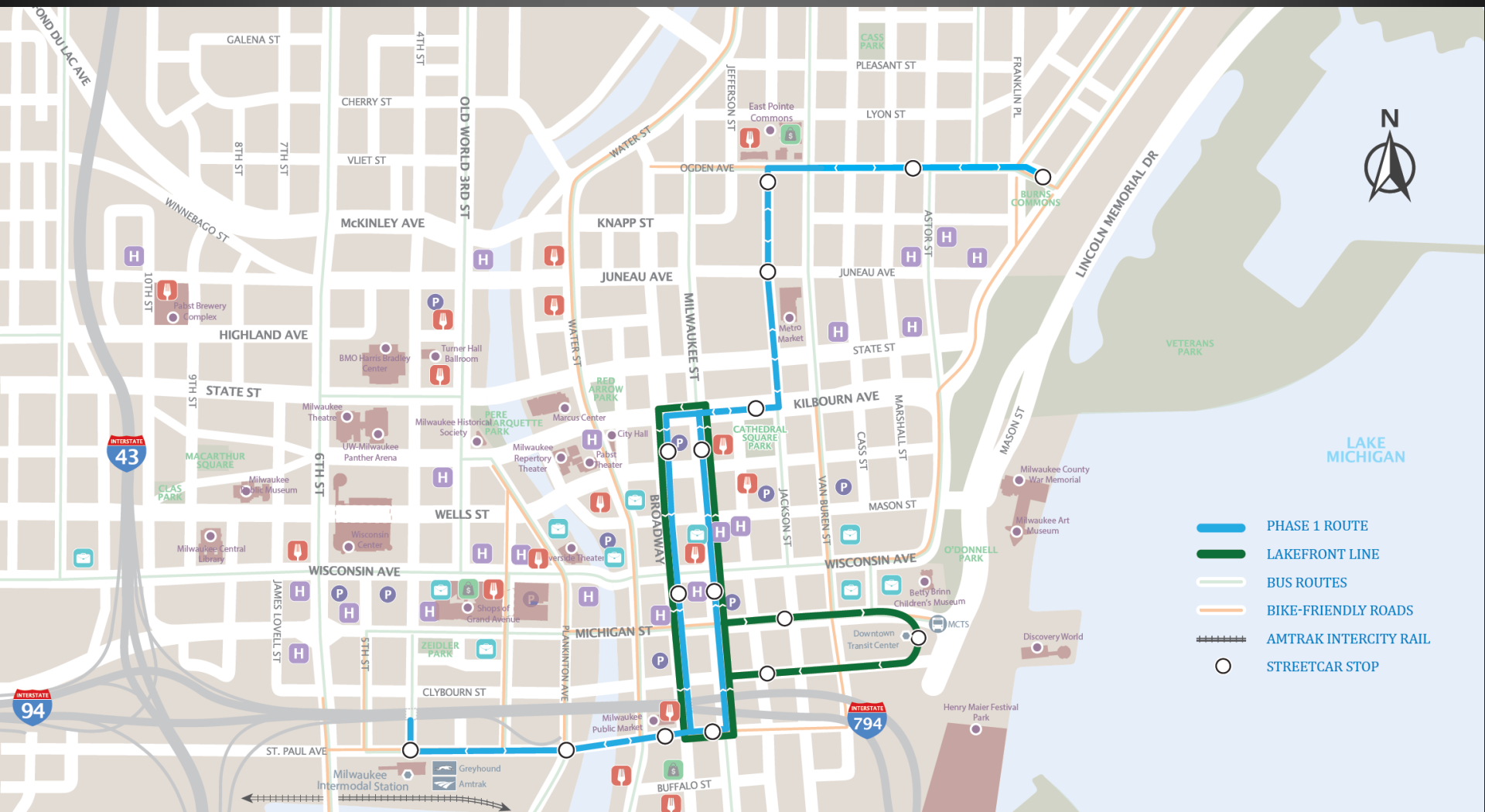


The Milwaukee Streetcar



The Milwaukee Streetcar



Colors shown do not necessarily represent the final color scheme of the vehicles.

Milestones in 2015-16:

- Local funding approved
- Vehicles selected (Brookville)
- Utility agreement
- Utility relocation work
- Couture approval
- \$14.2m TIGER Grant for lakefront loop

The Milwaukee Streetcar



The Milwaukee Streetcar



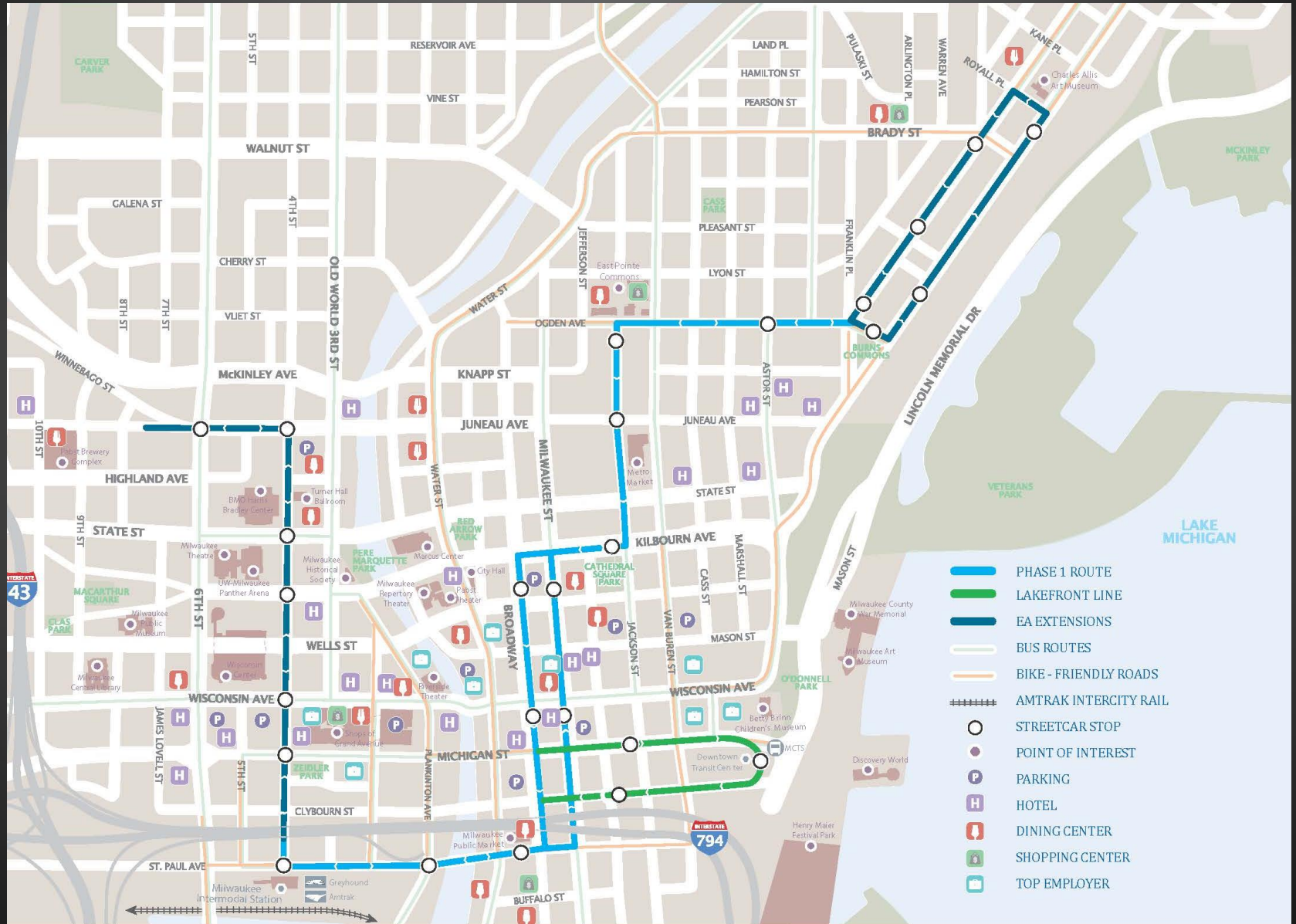
Kansas City



Cincinnati



Locally Preferred Alternative



4th Street Extension



Project Details:

- .75 route miles
- 1.17 track miles
- 3 stops
- 90% dedicated lane
- 90% off-wire
- 1 new vehicle
- \$40M Total Cost (\$20M Fed / \$20M Local)

4th Street Extension



4th Street Extension



4th and Wisconsin RFP



4th and Wisconsin RFP



2016 TIGER Letters of Support

- African American Chamber of Wisconsin
- Barrett Visionary
- Milwaukee Downtown BID #21
- Bon-Ton Stores Inc.
- Milwaukee Bucks
- Building Advantage of Wisconsin
- The Shops at Grand Avenue
- Kahler Slater
- Newauke
- Pabst Theater Group Live Events
- RAIT Commercial Group
- Schlitz Park
- Summerfest
- Historic Third Ward BID #2
- Urban Economic Development Agency (UEDA)
- Visit Milwaukee
- Milwaukee Building and Construction Trades Council
- Historic King (Martin Luther King Junior) Drive BID #8
- WAM DC LLC
- Westown
- WiRED Properties
- WISPARK LLC
- Zilber LTD
- MetroGo!
- Hilton Garden Inn
- Milwaukee Mayor Tom Barrett
- State Representative Josh Zepnick
- State Representative Mandela Barnes
- State Representative David Bowen
- State Representative Frederick Kessler
- State Representative Jonathan Brostoff
- State Representative Evan Goyke
- State Representative LaTonya Johnson
- State Representative Christine Sinicki
- State Representative JoCasta Zamarripa
- State Senator Chris Larson
- U.S. Representative Gwen Moore
- U.S. Senator Tammy Baldwin

4th Street Extension Schedule

Anticipated Project Schedule:

- April 29, 2016 – TIGER Application Submitted
- Fall 2016 – TIGER Projects Awarded
- Fall 2017 – Complete Final Design
- Spring 2019 – 6th Vehicle Delivered
- Fall 2019 – Complete Construction
- Spring 2020 – Testing Completed
- Spring/Summer 2020 – Open for Service

4th Street Extension Budget

STANDARD COST CATEGORIES		CAPITAL COSTS (\$ MILLIONS)	PERCENT OF TOTAL
10	GUIDEWAY & TRACK ELEMENTS (1.17 track miles)	\$3.4	9%
20	STATIONS, STOPS, TERMINAL (3)	\$0.5	1%
30	SUPPORT FACILITIES	\$0.0	0%
40	SITework and SPECIAL CONDITIONS	\$14.7	37%
50	SYSTEMS	\$3.3	8%
60	ROW, LAND, EXISTING IMPROVEMENTS	\$0.0	0%
70	VEHICLES (1 off-wire)	\$4.5	11%
80	PROFESSIONAL SERVICES	\$3.5	9%
90	CONTINGENCY (25%)	\$7.2	18%
	ESCALATION to 2020\$	\$2.8	7%
	TOTAL COSTS	\$39.9	100%

4th Street Extension Proposed Sources

Source	Amount
Federal	
TIGER VIII Grant (submitted)	\$20,000,000
Total Federal	\$20,000,000
Local	
TID 39 Amendment	\$4,000,000
TID 41 Amendment	\$8,000,000
TID 88 Creation	\$8,000,000
Total Local	\$20,000,000
TOTAL:	\$40,000,000

Expansion

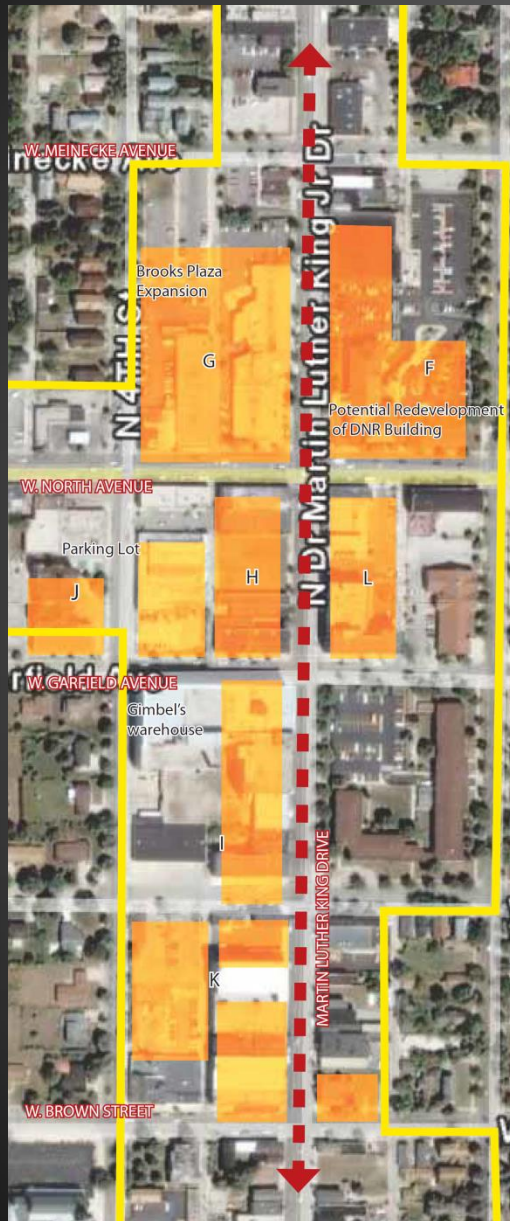




Next Major Phase

- Connects Bronzeville to Walker's Point
- TOD Planning Grant
- 3.5 mile route
- Schedule:
 - 2016-2017 NEPA/PE
 - 2017-2019 Final Design
 - 2020-2021 Construction
 - 2021 Open

Northeast Side Plan (2009)



Catalytic Projects: Martin Luther King Drive Meinecke to Brown and Bronzeville

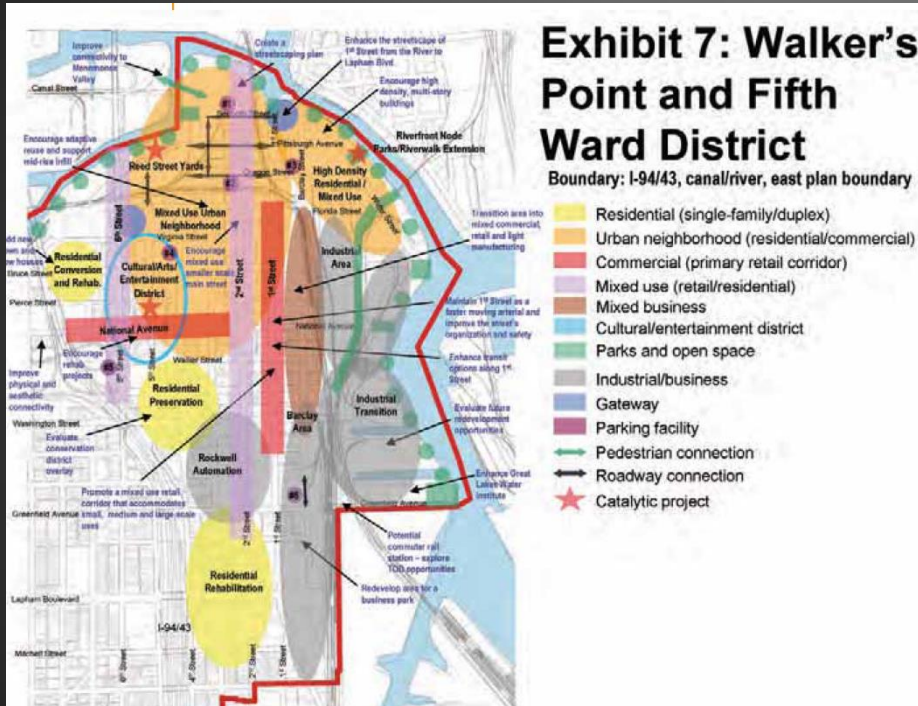
“Employ transportation options as both a neighborhood asset and an economic development tool.”

“Develop a fixed-route transit system with street embedded guideway or rail for speed, efficiency and smoothness of travel.”

“Develop a fixed-route transit system with street embedded guideway or rail as an economic development tool that provides an enhanced development environment along transit routes and confidence for investors that the route is fixed for long-term cumulative investment; that it is there to stay.”

“Develop the intersection of Martin Luther King Drive and North Avenue as a retail cluster and transit oriented development (TOD) node.”

Near South Side Plan (2009)

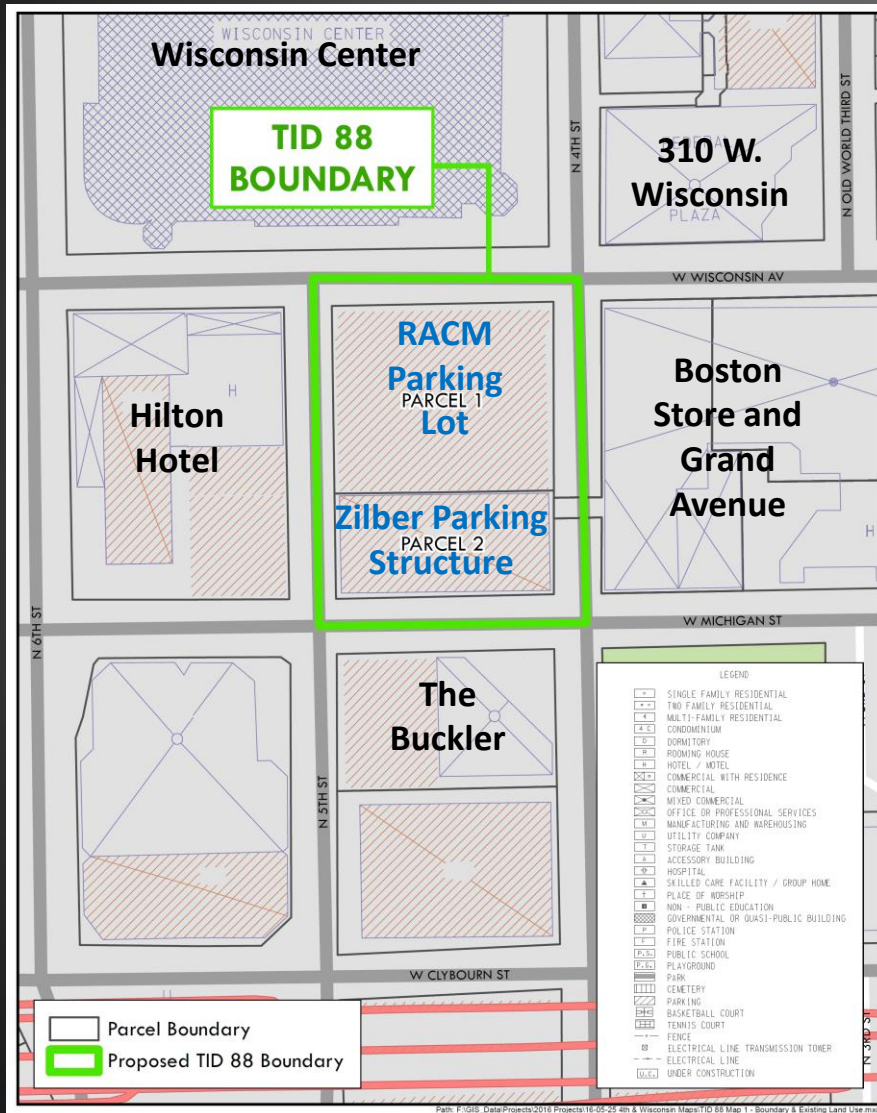


Walker's Point and Fifth Ward District

“Implement fixed-route public transportation such as light rail, commuter rail and streetcar.”

“Due to the fact that 1st Street is a major arterial that connects downtown to Bayview and other southeastern neighborhoods it should be considered for enhanced transit options, such as: express buses, bus rapid transit, streetcar or light rail.”

4th and Wisconsin (TID No. 88)



Created: 2016

Maximum Life: 2043

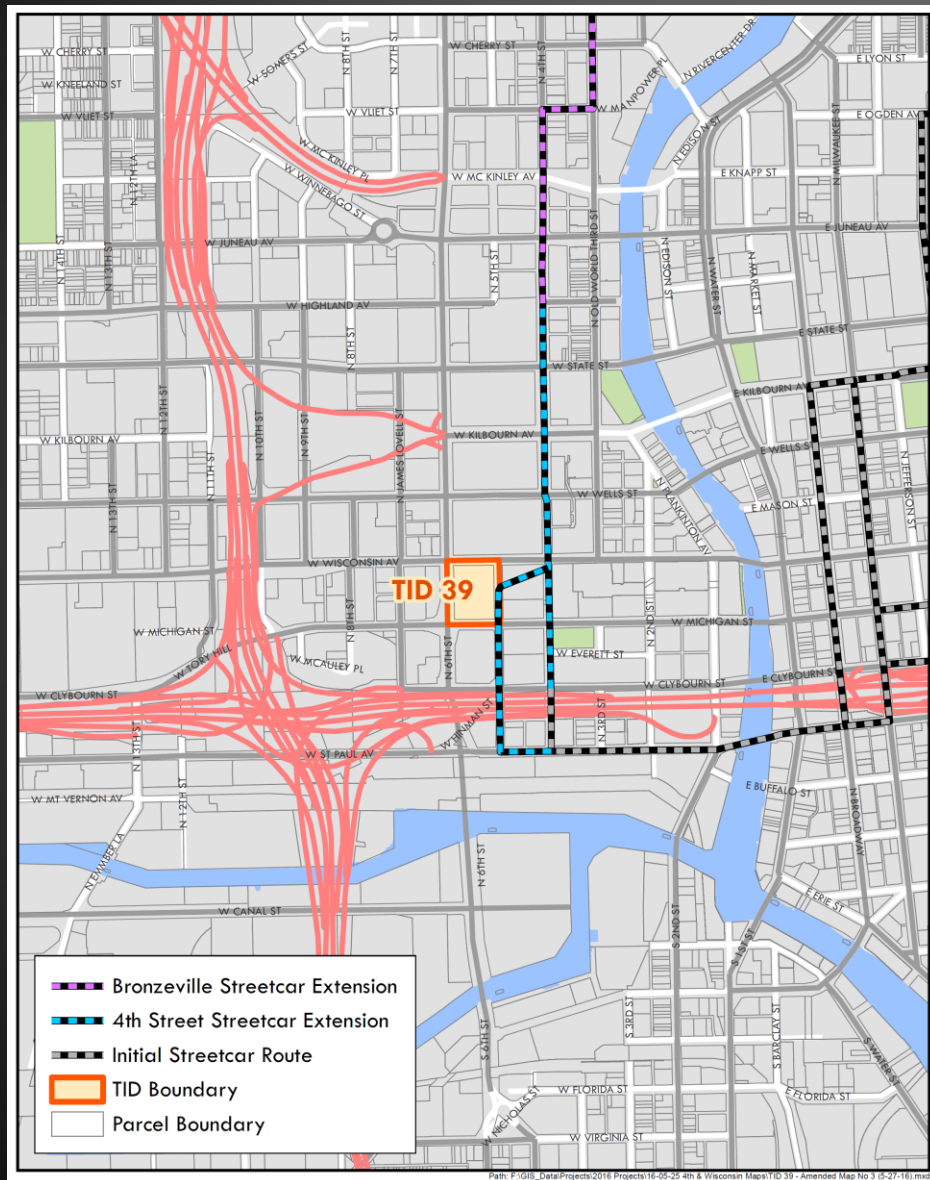
Proposed Amount: \$8,075,000

Pay Off: 2034 (year 18)

Streetcar funding contingent on receiving Federal Funding

No paving at this time

City Center Hilton (TID No. 39) Amend. No. 2



Created: 2000

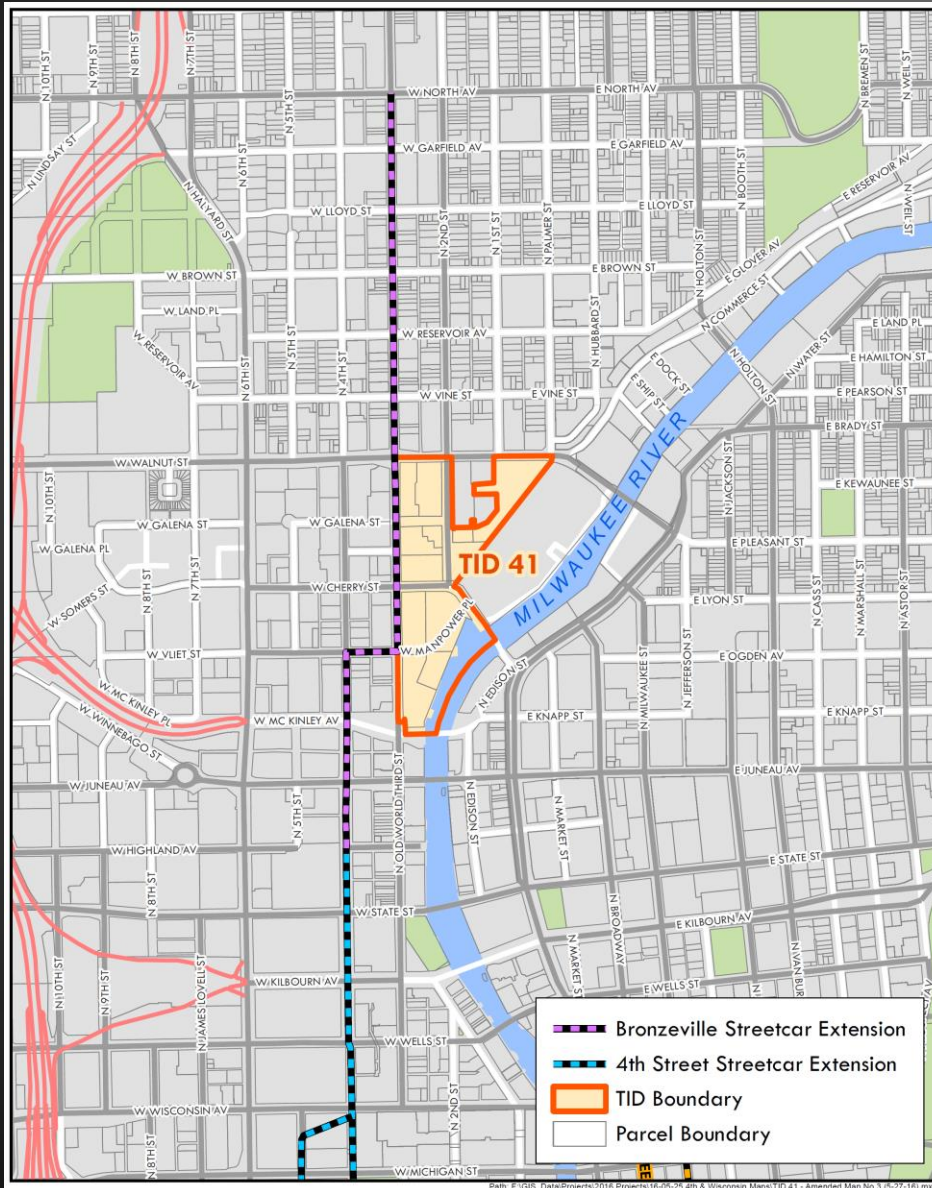
Maximum Life: 2027

Proposed Amount: \$4,000,000

Pay Off: 2023 (year 23)

If Federal Funds not received, can be used for preliminary planning and engineering for 4th Street and Bronzeville Extension

Time Warner/Manpower (TID No. 41) Amend. No. 3



Created: 2000

Maximum Life: 2027

Proposed Amount: \$8,000,000

Pay Off: 2023 (year 23)

If Federal Funds not received, can be used for preliminary planning and engineering for 4th Street and Bronzeville Extension

4th Street Extension Proposed Sources

Source	Amount
Federal	
TIGER VIII Grant (submitted)	\$20,000,000
Total Federal	\$20,000,000
Local	
TID 39 Amendment	\$4,000,000
TID 41 Amendment	\$8,000,000
TID 88 Creation	\$8,000,000
Total Local	\$20,000,000
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