

**AMENDMENT NO. 6 TO PROJECT PLAN**  
**FOR**  
**TAX INCREMENTAL DISTRICT NO. 56**  
**CITY OF MILWAUKEE**

**Initial Joint Review Board Meeting:**

**Public Hearing Held:**

**Redevelopment Authority Approved:**

**Common Council Approved:**

**Joint Review Board Approved:**

## AMENDMENT TO PROJECT PLAN

### TAX INCREMENTAL DISTRICT NO. 56 (Erie/Jefferson Riverwalk) CITY OF MILWAUKEE

#### Amendments to the Project Plan:

The following amendments are made to the Project Plan. All other sections of the Plan remain unchanged.

#### I. DESCRIPTION OF PROJECT

##### **Section A. Introduction is amended by adding the following:**

Section 66.1105(4)(h)(1), Wis. Stats., permits the Redevelopment Authority of the City of Milwaukee, subject to the approval of the Common Council, to amend the project plan for a tax incremental financing district. Section 66.1105(2)(f)1.n., permits that amendment to fund projects located outside, but within one half mile of the district's boundary.

##### **Section C. Plan Objectives is amended by adding the following:**

In the fall of 2018, the City of Milwaukee opened the initial 2.1-mile route of The Hop streetcar system, called the M-Line. The M-Line is part of a larger 3.5-mile Locally Preferred Alternative route that included extensions to the Milwaukee lakefront (the L-Line) and an extension up what was then called North 4th Street (now North Vel R. Phillips Avenue) to the new Bucks arena (now called Fiserv Forum).

In 2016, the City approved \$20m in local funding to extend The Hop to the Fiserv Forum at West Highland Avenue from three tax incremental districts: Hilton Hotel (#39), Time Warner/Manpower (#41) and 4th/Wisconsin (#88). At the time, that extension was referred to as the 4th Street Extension.

Now, the City wishes to conduct preliminary engineering and planning ("Project Development") on larger extensions of The Hop. The Bronzeville Extension would be from West St. Paul Avenue up to West North Avenue (a 1.9-mile segment) and Phase 1 of the Walker's Point Extension would be from East St. Paul Avenue down to East Pittsburgh Avenue and South 1<sup>st</sup> Street (a 0.9-mile segment). An additional alternatives analysis would be conducted to look at the route of future Walker's Point extensions. The Project Development work will allow the City to pursue federal funds for construction of the full Bronzeville Extension and Phase 1 of the Walker's Point Extension. In addition, the City wishes to locally fund the construction of Phase 1 of the Bronzeville Extension (a 0.4-mile segment), from West St. Paul Avenue up to West Wisconsin Avenue.

The Bronzeville Extension will serve major destinations in Milwaukee's Westtown, Park East, King Drive and Bronzeville neighborhoods, such as:

- The Wisconsin Center (Wisconsin's largest convention center)
- The Milwaukee Theater

- UW-Milwaukee Panther Arena
- Fiserv Forum and the Deer District
- Schlitz Park
- North Dr. Martin Luther King Jr. Drive business district
- Bronzeville cultural and entertainment district
- Neighborhoods such as Haymarket, Halyard Park and Brewer’s Hill

Phase 1 of the Walker’s Point Extension will serve major destinations in Milwaukee’s Third Ward and northern end of Walker’s Point, such as:

- Henry Maier Festival Grounds
- Italian Community Center
- Broadway Theatre Center/Skylight Music Theatre
- Milwaukee Institute of Art and Design
- The Milwaukee River and Riverwalk
- 88Nine Radio Milwaukee studios
- Next Act Theater

The proposed sources of funding for the Project Development of the Bronzeville Extension and construction of Phase 1 of the Bronzeville Extension, as well as Project Development for Phase 1 of the Walker’s Point Extension and an alternative analysis for the greater Walker’s Point Extension are as follows:

TID 39 (Hilton Hotel):	\$4 million (previously approved in 2016)
TID 41 (Time Warner Riverwalk):	\$12.5 million (\$8m previously approved in 2016)
TID 48 (Park East)	\$16 million
TID 56 (Erie/Jefferson) :	\$5.8 million
TID 75 (Reed Street):	\$500,000
<u>TID 88 (4th/Wisconsin) :</u>	<u>\$8 million</u>
TOTAL:	\$46.8 million

Pursuant to Amendment No. 6 to this Project Plan, the District will provide funding for an alternative analysis, engineering and planning of the Walker’s Point Extension of the Milwaukee streetcar project expected to occur within and around the TID, per Section 66.1105(2)(f) Stats.

**Section D. Proposed Public Action is amended by adding the following:**

- The District will provide funding for an alternative analysis, engineering and planning of the Walker’s Point Extension of the Milwaukee streetcar project within the District and within a one half-mile radius of the District boundary, per Section 66.1105(2)(f) Stats.

**II. PLAN PROPOSALS**

**Section B. 1.a. is amended by adding the following:**

- 18. Engineering and Planning of Walker’s Point Extension of the Milwaukee streetcar project.

**Section B.1.b. is amended by adding the following to the table:**

<b>Project Cost</b>	<b>Total Cost</b>
Streetcar Engineering and Planning	\$5,800,000
<b>Total</b>	<b>\$5,800,000</b>

**In Section II.B.2.c. “Financing Costs” Table A is deleted and restated as follows:**

**Table A**  
**List of Estimated Project Costs**

<b>A</b>	<b>Capital Costs</b>	
	<b>To Date</b>	<b>\$28,064,258</b>
<b>B</b>	<b>Other</b>	
	<b>To Date: Administrative, Professional &amp; Legal</b>	<b>\$ 168,888</b>
<b>C</b>	<b>Amendment No. 6</b>	<b>\$ 5,800,000</b>
<b>D</b>	<b>Donations to Other Districts</b>	<b>\$14,465,058</b>
	<b>Total Estimated Project Costs, excluding financing</b>	<b>\$48,498,204</b>

**Section II.B.3.a. is amended by adding the following to Schedule A:**

**Schedule A**  
**Estimated Timing of Project Costs**

<b><u>Year</u></b>	<b><u>Estimated Project Cost</u></b>	<b><u>Cumulative Total</u></b>
2019-2020	\$7,566,772	\$48,498,204

**Section II.B.3.b. “Estimated Method of Financing Project Costs” is deleted and restated as follows:**

The City may proceed to fund any or all Project Costs using cash, general obligation bonds or notes, or RACM revenue bonds to be issued in amounts which can be supported using tax increments in the district.

**Section II.B.4. “Economic Feasibility Study” is amended to add the following:**

Please see Exhibit A: Calculation of Remaining Amount to be recovered in TID 56, attached. Based on the forecast, following the expenditure of the additional funds for public improvements, the District is expected to break even in year 2021, the 18th year of the District. As there are 11 years remaining before the statutory termination date of the District, the District is determined to be feasible.

**Section II.B.6. “Map Showing Proposed Improvements and Uses”**

Map 3 is amended by adding the attached map identifying the proposed improvements and uses for Amendment No. 6.

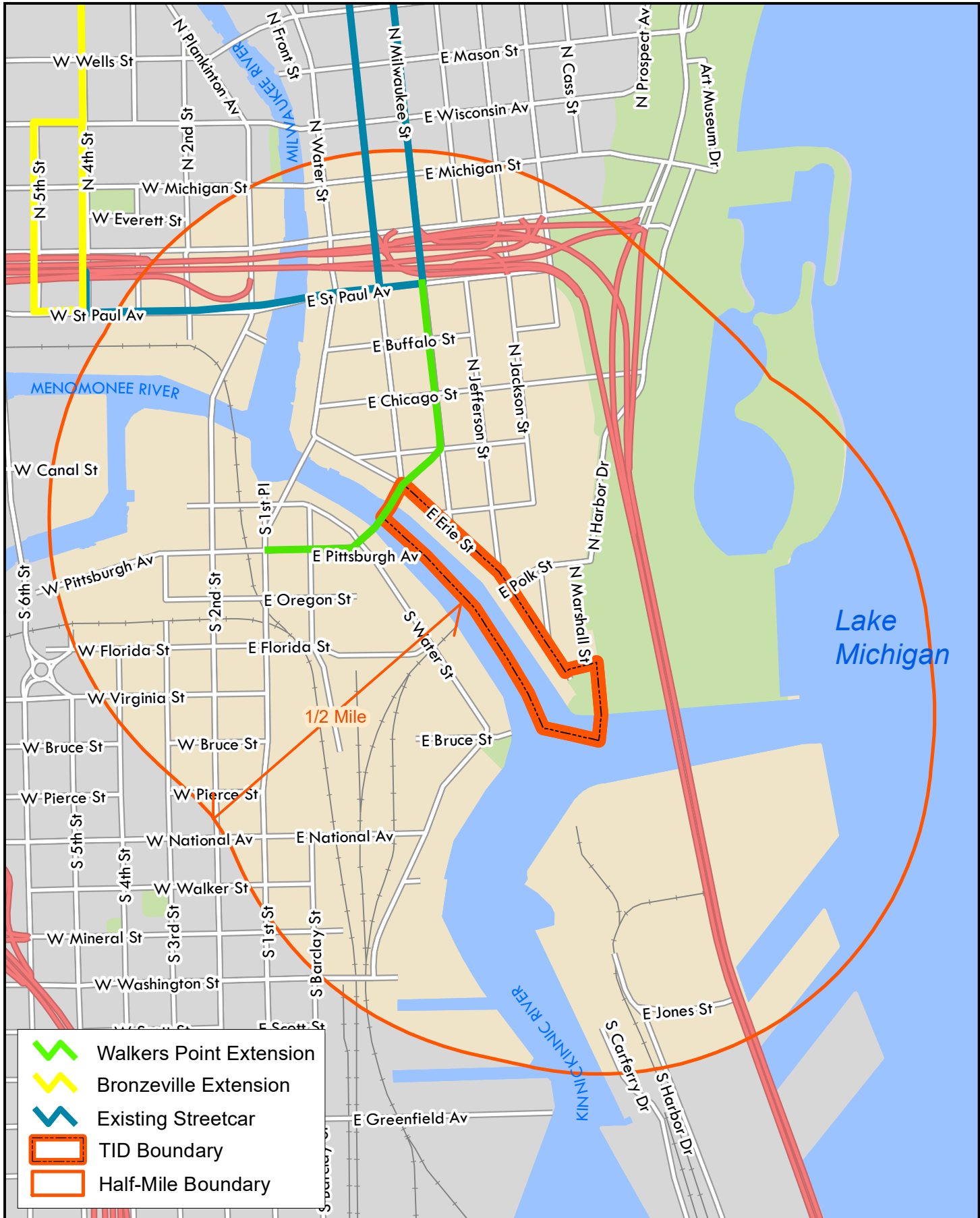
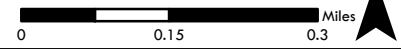
**Opinion of City Attorney letter is deleted and replaced with the attached letter from the City Attorney dated May \_\_\_\_, 2019.**

1050-2019-582:259054

# TID 56: ERIE-JEFFERSON RIVERWALK, AMENDED MAP NO. 3

## PROPOSED IMPROVEMENTS AND USES

Prepared by Dept of City Development  
 Planning Division, 5/1/2019  
 Source: City of Milwaukee Information  
 Technology Management Division



**TID 56 Feasibility**

No.	Assessment Year	Budget Year	Base Value	Projected Value	TID Incremental Value	Total Increment	County & MATC Increment	Original or New		Donations to Underwater TIDs	Revenues	Unbonded Costs	County & MATC Withheld [1]	Prior to Streetcar		New Streetcar		Total		After reserving for remaining debt Surplus/(deficit)	TID Payoff	
								Non-Streetcar Projects Debt Service						Cashflow	Cum. Cash flow	City, MPS,MMSD Increment	Debt Service	Cash flow	Cum. Cash Flow			
1	2004	2005	8,958,600	8,958,600	-																(42,192,374)	
2	2005	2006	8,958,600	19,246,300	10,287,700	251,120		(9,497)						241,623	241,623			241,623	241,623		(41,941,254)	No
3	2006	2007	8,958,600	77,975,500	69,016,900	1,520,961		(64,650)						1,456,311	1,697,934			1,456,311	1,697,934		(40,420,293)	No
4	2007	2008	8,958,600	129,083,200	120,124,600	2,698,047		(99,144)						2,600,125	4,298,059			2,600,125	4,298,059		(37,721,024)	No
5	2008	2009	8,958,600	127,836,400	118,877,800	2,851,400		(151,089)	(2,190,560)		1,222			511,039	4,809,098			511,039	4,809,098		(37,058,896)	No
6	2009	2010	8,958,600	140,082,600	131,124,000	3,340,702		(233,939)	(862,502)					2,245,211	7,054,309			2,245,211	7,054,309		(34,579,746)	No
7	2010	2011	8,958,600	121,762,300	112,803,700	3,022,536		(311,477)	(740,553)					1,970,927	9,025,236			1,970,927	9,025,236		(32,297,342)	No
8	2011	2012	8,958,600	113,154,400	104,195,800	2,969,773		(332,609)	(3,749)					2,634,370	11,659,606			2,634,370	11,659,606		(29,330,363)	No
9	2012	2013	8,958,600	112,921,800	103,963,200	3,162,329		(584,944)	(5,525,892)					(2,947,841)	8,711,765			(2,947,841)	8,711,765		(31,693,260)	No
10	2013	2014	8,958,600	117,877,500	108,918,900	3,387,001		(574,678)	(2,664,273)					148,587	8,860,352			148,587	8,860,352		(30,969,995)	No
11	2014	2015	8,958,600	122,294,800	113,336,200	3,448,076		(705,123)	(55,180)					2,688,184	11,548,536			2,688,184	11,548,536		(27,576,688)	No
12	2015	2016	8,958,600	131,690,000	122,731,400	3,748,458		(957,726)	(18,932)					2,772,170	14,320,706			2,772,170	14,320,706		(23,846,792)	No
13	2016	2017	8,958,600	142,015,100	133,056,500	3,917,975		(3,520,433)	(29,711)					368,223	14,688,930			368,223	14,688,930		(19,958,136)	No
14	2017	2018	8,958,600	144,019,000	135,060,400	3,988,014		(1,872,007)			397			2,116,404	16,805,334			2,116,404	16,805,334		(15,969,725)	No
15	2018	2019	8,958,600	160,372,200	151,413,600	4,217,877		(3,592,218)						625,659	17,430,993			625,659	17,430,993		(11,751,848)	No
16	2019	2020	8,958,600	161,975,922	153,017,322		937,996	(3,586,864)				(402,351)		(3,051,218)	14,379,774	3,323,536	(642,425)	(370,107)	17,060,886	(7,490,316)	No	
17	2020	2021	8,958,600	163,595,681	154,637,081		947,925	(3,310,755)				(402,351)		(2,765,180)	11,614,594	3,358,717	(642,425)	(48,887)	17,011,999	(3,183,673)	No	
18	2021	2022	8,958,600	165,231,638	156,273,038		957,954	(3,380,229)				(402,351)		(2,824,626)	8,789,968	3,394,250	(642,425)	(72,800)	16,939,199	1,168,531	YES	
19	2022	2023	8,958,600	166,883,954	157,925,354		968,082	(3,369,482)				(402,351)		(2,803,750)	5,986,218	3,430,139	(642,425)	(16,036)	16,923,163	5,566,752	YES	
20	2023	2024	8,958,600	168,552,794	159,594,194		978,312	(2,223,224)				(402,351)		(1,647,262)	4,338,956	3,466,386	(642,425)	1,176,699	18,099,862	10,011,450	YES	
21	2024	2025	8,958,600	170,238,322	161,279,722		988,645	(308,961)				(402,351)	(277,333)	(0)	4,338,956	3,502,996	(642,425)	2,860,571	20,960,433	14,225,758	YES	
22	2025	2026	8,958,600	171,940,705	162,982,105		999,080	(169,254)				(402,351)	(427,475)	0	4,338,956	3,539,971	(642,425)	2,897,547	23,857,980	18,337,334	YES	
23	2026	2027	8,958,600	173,660,112	164,701,512		1,009,620	(168,317)				(402,351)	(438,952)	0	4,338,957	3,577,317	(642,425)	2,934,893	26,792,873	22,485,319	YES	
24	2027	2028	8,958,600	175,396,713	166,438,113		1,020,266	(128,452)				(402,351)	(489,463)	(0)	4,338,956	3,615,036	(642,425)	2,972,611	29,765,484	26,631,158	YES	
25	2028	2029	8,958,600	177,150,680	168,192,080		1,031,017					(402,351)	(628,667)	(0)	4,338,956	3,653,132	(642,425)	3,010,707	32,776,191	30,686,640	YES	
26	2029	2030	8,958,600	178,922,187	169,963,587		1,041,877					(402,351)	(639,526)	(0)	4,338,956	3,691,609	(642,425)	3,049,185	35,825,375	34,780,600	YES	
27	2030	2031	8,958,600	180,711,409	171,752,809		1,052,845					(402,351)	(650,494)	(0)	4,338,956	3,730,471	(642,425)	3,088,046	38,913,422	38,913,422	YES	
						42,524,269	11,933,620	(29,655,070)	(12,091,352)	7,609	(4,828,210)	(3,551,910)		42,283,560	(7,709,094)	38,913,422						

Annual appreciation	1.010
Interest Rate	4.50%
Base Value	8,958,600
Projected Value	
Property Tax rate(City,MPS,MMSD)	77.9892%
Property Tax rate(County,MATC)	22.0108%
Issuance Costs	36,325
Project Costs	3,632,543
Streetcar amendment	5,800,000

[1] Excess increment withheld from use on streetcar costs, if applicable.