



ECONOMIC DEVELOPMENT COMMITTEE

DATE: Tuesday, April 2, 2019

TIME: 5:30 PM

LOCATION: Room 209

NOTE: No public comment will be taken on non-action items.

- 1. Review and accept Minutes of previous meeting held on March 19, 2019.**
 - a. See attached Minutes for approval.
- 2. Discussion and direction on the Waterfront Working Group's recommendations to invest FY2020 Waterfront Tax Increment Financing funds and general progress to date.**
 - a. See enclosed memo from Greg Mitchell and Bill Needelman.
- 3. Discussion and direction on City staff recommendations to invest City Tax Increment Financing funds to support workforce training.**
 - a. See enclosed memo and backup material from Jon P. Jennings.

Next Meeting Date: April 16, 2019

Minutes
Economic Development Committee
March 19, 2019

NOTE: These meetings are now live-streamed, which can be viewed at this link: <http://www.portlandmaine.gov/1695/Economic-Development-Committee> These Minutes provide a record of those in attendance, general discussion taking place, and motions made.

A meeting of the Economic Development Committee (EDC) of the Portland City Council was held on Tuesday, March 19, 2019, at 5:30 p.m. in Room 209 on the second floor of Portland City Hall. Present from the Committee was its Chair Councilor Justin Costa and members Councilors Pious Ali, Nicholas Mavodones, and Spencer Thibodeau. Present from the City staff were Associate Corporation Counsel Michael Goldman, City Manager Jon Jennings, Economic Development Director Greg Mitchell, Waterfront Coordinator William Needelman, and Senior Executive Assistant Lori Paulette.

Item #1: Review and accept Minutes of previous meeting held on March 5, 2019.

On motion made by Councilor Mavodones, seconded by Councilor Thibodeau, the Committee voted unanimously to accept the Minutes as presented.

Item #2: Public Hearing and vote to recommend to the City Council proposed Amendment to Waterstone Purchase and Sale Agreement (PSA) to sell a vacant land-locked City-owned property adjacent to the Maine Turnpike.

Mr. Mitchell noted that the Committee, at its October 16, 2018, recommended approval of the PSA to the City Council. The City Council took up this item at its November 5, 2018, meeting, at which time Waterstone representative Josh Levy and present today, indicated that there would be future development of the subject property. Mr. Mitchell then described the

subject property and its challenges, including it having no street access, wetlands, and CMP easements prohibiting building. The original PSA had a purchase price of \$11,200 with no future plans for development; with possible development in the future, the parties agreed on the \$100,000 purchase price; the remainder the PSA remains the same as the original. Mr. Mitchell noted that he checked in again with the City staff to the Land Bank Commission and the Parks Commission who indicated there was no need for the property to connect with trails or for open space purposes, so it remains surplus to the City.

Councilor Mavodones questioned if the only access to the site would be from the Turnpike, State of Maine, or the Developer, and Mr. Mitchell indicated in the affirmative.

Councilor Thibodeau asked about the MDOT property, and Mr. Mitchell said that the Developer has been negotiations with MDOT to purchase that property as well.

Councilor Mavodones asked about the rationale of going from \$11,200 to \$100,000, and Mr. Mitchell indicated due to the developer previously indicating there would be no development, to at the Council meeting indicating that it would be developed, hence more value.

In response to Chair Costa, Mr. Levy indicated that Waterstone purchased the Westbrook property over a year ago, and have since have had over 30 local partnerships, neighborhood meetings, including Nason's Brook, interaction with land owners, leading to more mixed use projects at the site. At that November Council meeting, Mr. Levy did say that the property would be developed, but with all the challenges, the current plan is to use it as recreational area, connecting to 70 miles of trail network. There would be a lot of heavy lifting to develop it, and the \$100K represents good negotiating and Waterstone's investment and relationship with City of Portland and partnering for the future.

Chair Costa opened the meeting for public comment.

George Rheault of Bayside appreciated leaving the subject property as open space. He noted there were no answers to questions he raised at last meeting when this was taken up regarding homeless encampments on the subject property and who would be responsible for them, as well as street frontage, referring to a 1973 10-page document in the Cumberland Registry of Deeds.

Karen Snyder of Munjoy Hill noted the plan now for trails/open space, but thought the City should have a better idea of future development plans.

Ed Suslovic from the Muskie School said that he has been working with Waterstone, who has been a convenor of every entity involved including housing, transportation, to sustainability. They are sincere to be collaborative and work with entire state, noting a project along the railroad tracks for a multi-modal transportation hub to intercept vehicles before getting onto crowded Portland streets with other options.

Seeing no further public comment, Chair Costa closed the public comment session.

Councilor Thibodeau made a motion to forward this item to the City Council for approval; Councilor Mavodones seconded the motion.

Councilor Thibodeau said that this has been on the radar for quite some time and makes sense. Regarding the 1973 document Mr. Rheault referred to, Councilor Thibodeau noted that it is the buyer's due diligence regarding title. This project is good for the region and he supports it.

Councilor Mavodones asked about homeless encampments.

Mr. Suslovic noted that Portland Trails did an extensive site walk and discovered one homeless site but not occupied.

Mr. Levy indicated that he has not seen any homeless encampments, but if one were to be discovered, Waterstone would work with social services and handle it sensitively and appropriately.

Councilor Mavodones appreciated that, and agreed with Councilor Thibodeau on the 1973 document, noting that the appraisal would have looked at that along the way and it is the buyer's responsibility for title. He would support this amended PSA and appreciated the developer working with the neighborhood.

Councilor Ali thanked all for their work on this, and asked if the \$100,000 is being targeted for a certain project. Mr. Jennings indicated not at this time, but during the course of preparing the FY20 budget, it may be discussed.

Chair Costa also thanked all for getting to this point for a thorough process and clarification. He noted there is no use for the City for the property and it is better used in private hands; open/recreational space is win.

Chair Costa then for a vote on the motion, and it passed unanimously.

Item #3: Public Hearing and vote to recommend to the City Council proposed Assignment of Credit Enhancement Agreement between the City and Portland Public Market LLC, to Assign it to East End Corporation.

Mr. Mitchell said that Assignments are a routine matter, noting this TIF CEA was to support redevelopment of the Portland Public Market and relocate Power Pay to the property. It was originally an open air market, and second floor had to be built to support Power Pay's relocation. Mr. Mitchell noted that after the Public Market was closed, the assessed value declined to its lowest value of \$1.8 Million. He also noted that it was redeveloped in LEED

Gold design standards. It is now under PSA, and this Assignment would carry forward the CEA to move forward with the change of real estate ownership; TIF terms remain the same.

Chair Costa asked if there was any public comment.

George Rheault of Bayside noted the City's recent Parking survey, and that the Public Market Garage was not open on weekends to the public; monthly parkers can come and go, however. He suggested the City inquire about access for the public on the weekends.

Steve Whittier of East End Corporation noted that the Parking Garage is not part of this transaction; it is owned by different entity.

Mr. Mitchell confirmed that the Garage is not in the TIF District.

Karen Snyder of Munjoy Hill asked about the declining Assessed Value, particularly the CEA estimating its value at \$5 Million through 2039.

Mr. Mitchell noted that the CEA table was its projected increase in value. He was referring to its Assessed Value prior to the TIF CEA, particularly it decreasing in value as follows: 4/1/2006 - \$3,433,600; 4/1/2007 to \$2,475,000; 4/1/2008 at \$1,862,600. The Assessed Value is now \$6,259,500.

Councilor Mavodones made a motion to forward this to the City Council for approval; Councilor Thibodeau seconded the motion.

Chair Costa thanked staff for bring this forward, noting it is an administrative action, and the City honors the underlying agreement with the TIF terms remaining the same; otherwise it would involve more scrutiny.

Chair Costa then asked for a vote on the motion and it passed unanimously.

Item #3: Central and Western Waterfront Development Update.

Mr. Needelman presented the attached PowerPoint presentation to the Committee, noting developments from small to large and history to present along that portion of the waterfront.

Chair Costa asked about the Non-Marine Use Overlay Zone (NMUOZ), and Mr. Needelman indicated that the NMUOZ is a portion of the Waterfront Central Zone (WCZ) that is located along Commercial Street where 100% non-marine use development is allowed. The remaining portion of the WCZ requires first floor and open area non-marine uses be limited to 45% of leasable area.

Councilor Mavodones asked about Angelo's Acre and use of it by the City. Mr. Needelman indicated that the City has used it in multiple ways including for silver bullets, staging, trucks, containers, and most recently for parking.

Councilor Thibodeau asked if the Waterfront Working Group members have discussed this location for a homeless shelter, and Mr. Jennings said that this is and will be discussed by many groups. Mr. Needelman added that the WWG individuals have many strong opinions discussed outside of the WWG meetings.

There was discussion whether the EDC should make a recommendation to the Health and Human Services Committee, with the sense that the HHS will not be making a recommendation before the next EDC meeting on April 2nd.

Councilor Ali added the HHS has asked for additional information for all three sites. Chair Costa said that this can be monitored offline as to whether it would come to the EDC for its review and recommendation.

The NMUOZ was then discussed, with Mr. Needelman updating the Committee on the WWG input with regard to moving the line closer to Commercial Street. Outcomes will then reviewed by the Planning Board.

Chair Costa thanked Mr. Needelman for the presentation, and for the particulars of the NMUOZ which was very helpful.

Chair Costa indicated that the next meeting of the EDC will have discussions regarding TIF revenue proceeds from the area TIF Districts for City investment in workforce training, as well as for waterfront investment through the Waterfront TIF.

There being no further business, the meeting was then adjourned at approximately 7:00 p.m.

Respectfully, Lori Paulette



Central and Western Waterfront Development Summary

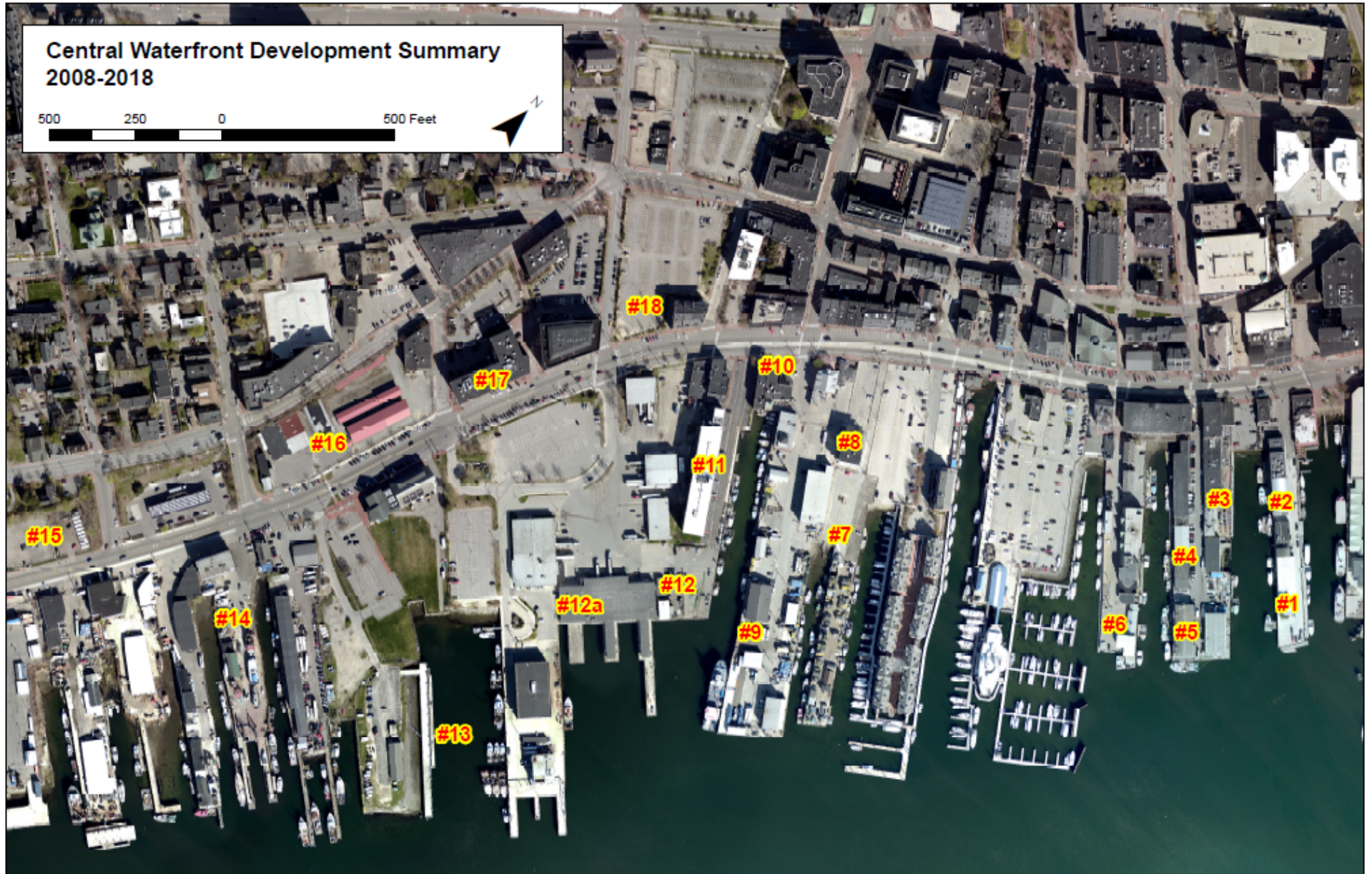
2008 to Present

**Economic Development Committee
March 19, 2019**

Bill Needelman
Waterfront Coordinator

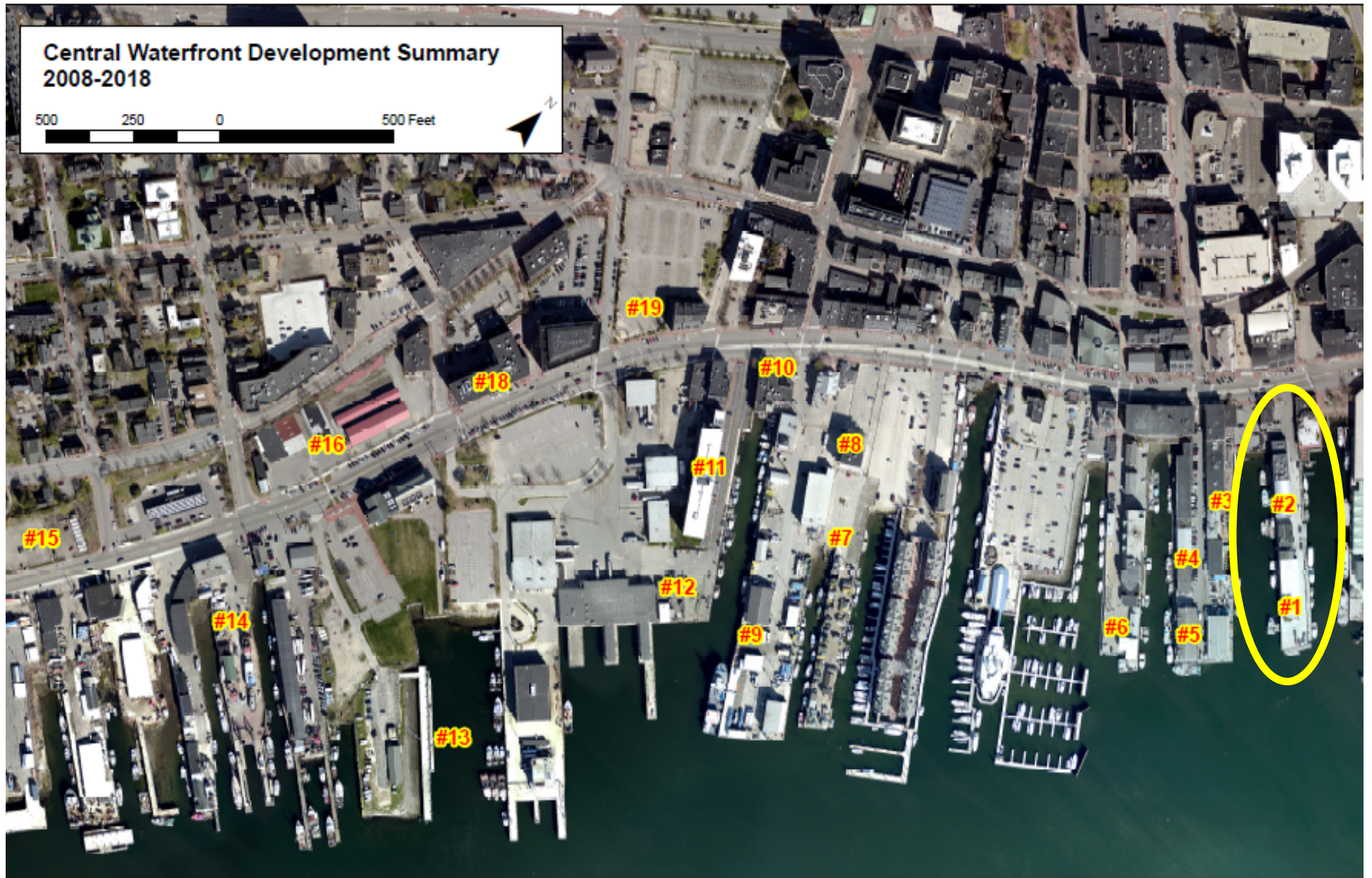
Central Waterfront Development Summary 2008-2018

500 250 0 500 Feet



Central Waterfront Development Summary 2008-2018

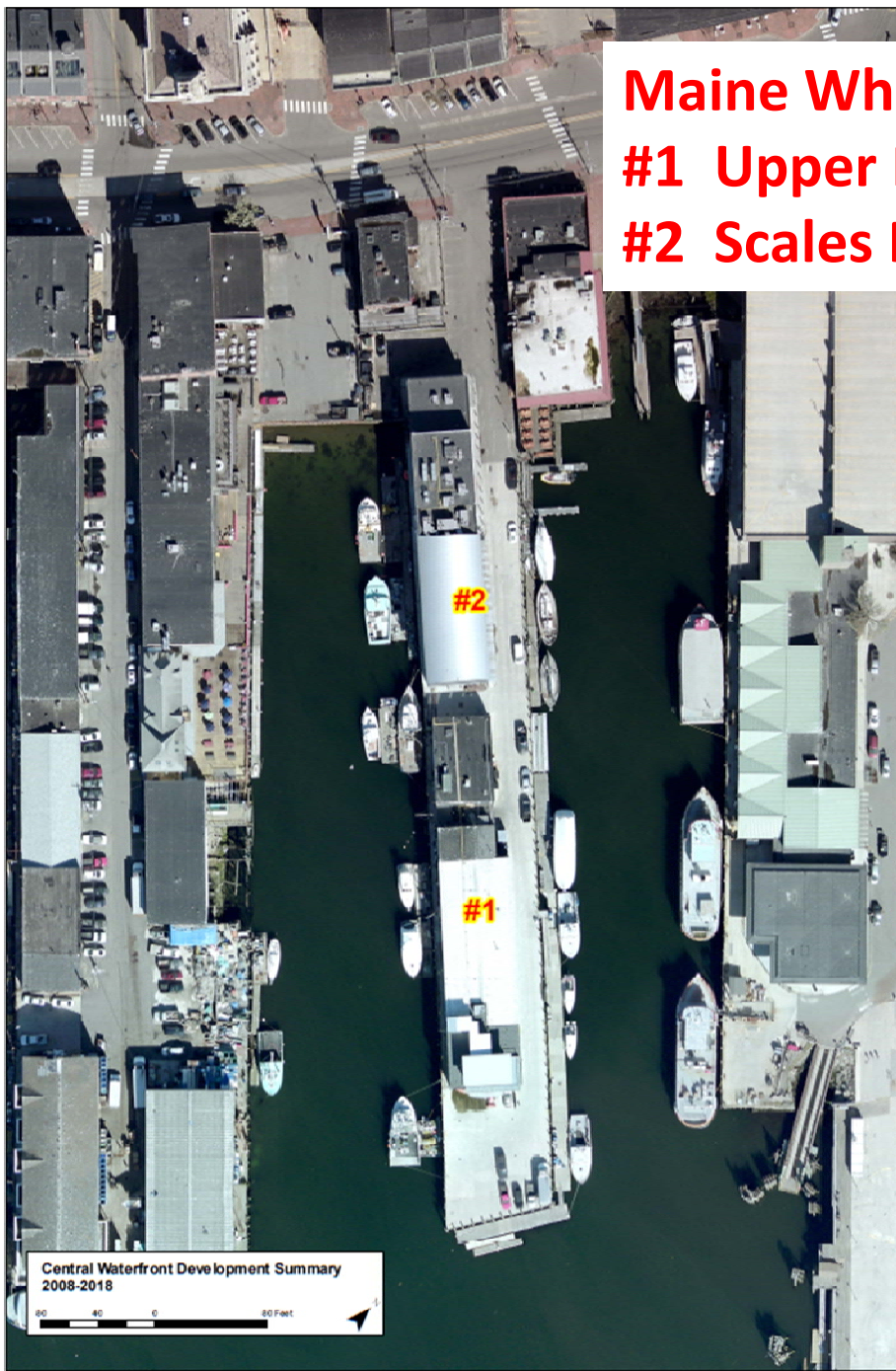
500 250 0 500 Feet



Maine Wharf

#1 Upper Floor Office, +/- 2012

#2 Scales Restaurant and 2 floors office



**Maine Wharf
#2 Scales Restaurant and 2 floors office
Under Construction, 2014**



Maine Wharf

#2 Scales Restaurant and 2 floors office

Under Construction, 2014

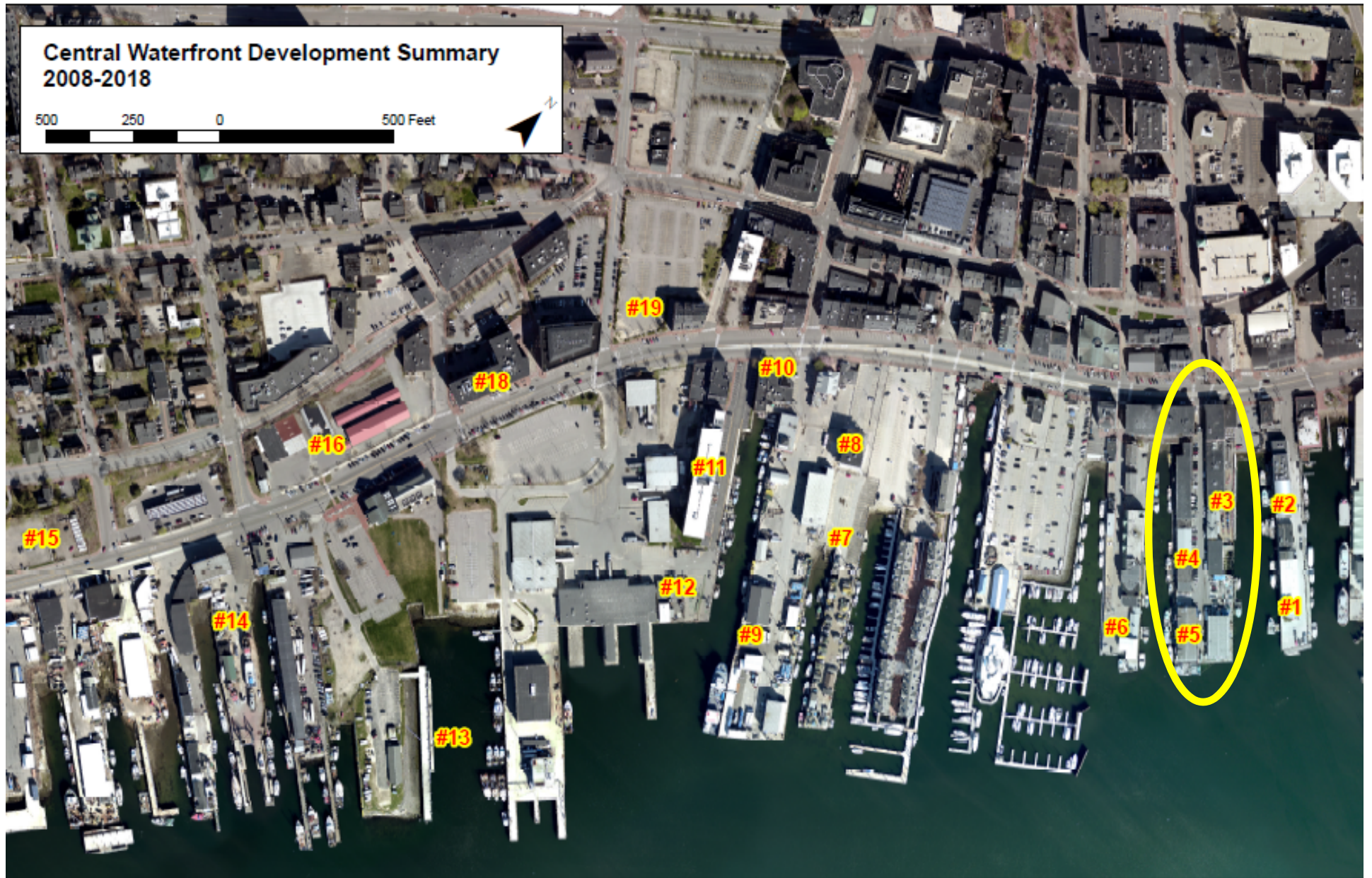


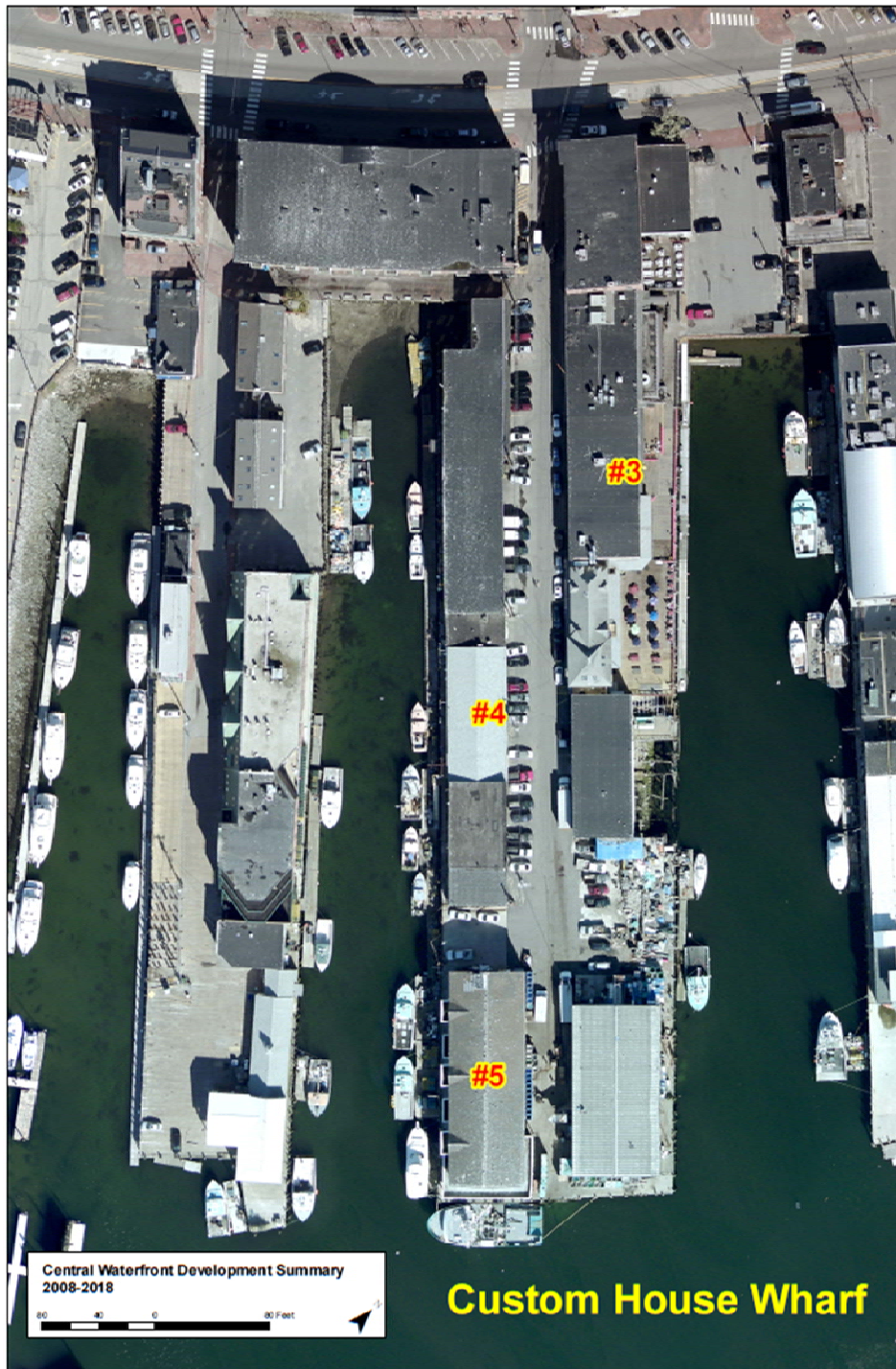
**Maine Wharf
#2 S'ly building rehab
Multiple years**



Central Waterfront Development Summary 2008-2018

500 250 0 500 Feet





Central Waterfront Development Summary
2008-2018

0 40 80 Feet

Custom House Wharf

Custom House Wharf
#3 Boone's, Porthole
Restaurants

#4 Seabags

#5 Coastal Bait



Custom House Wharf
#3 Boone's, Porthole
Restaurants
#4 Seabags

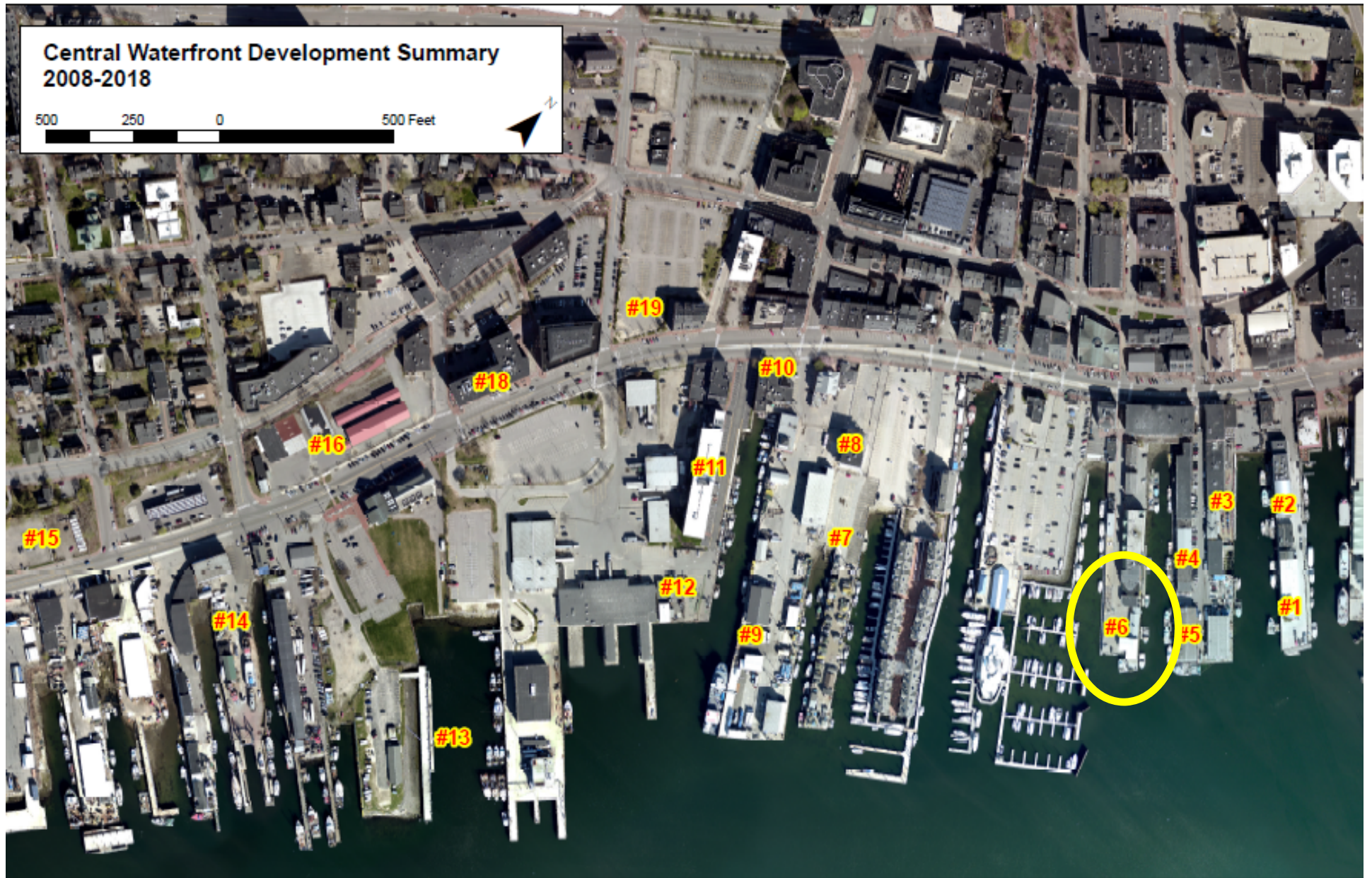


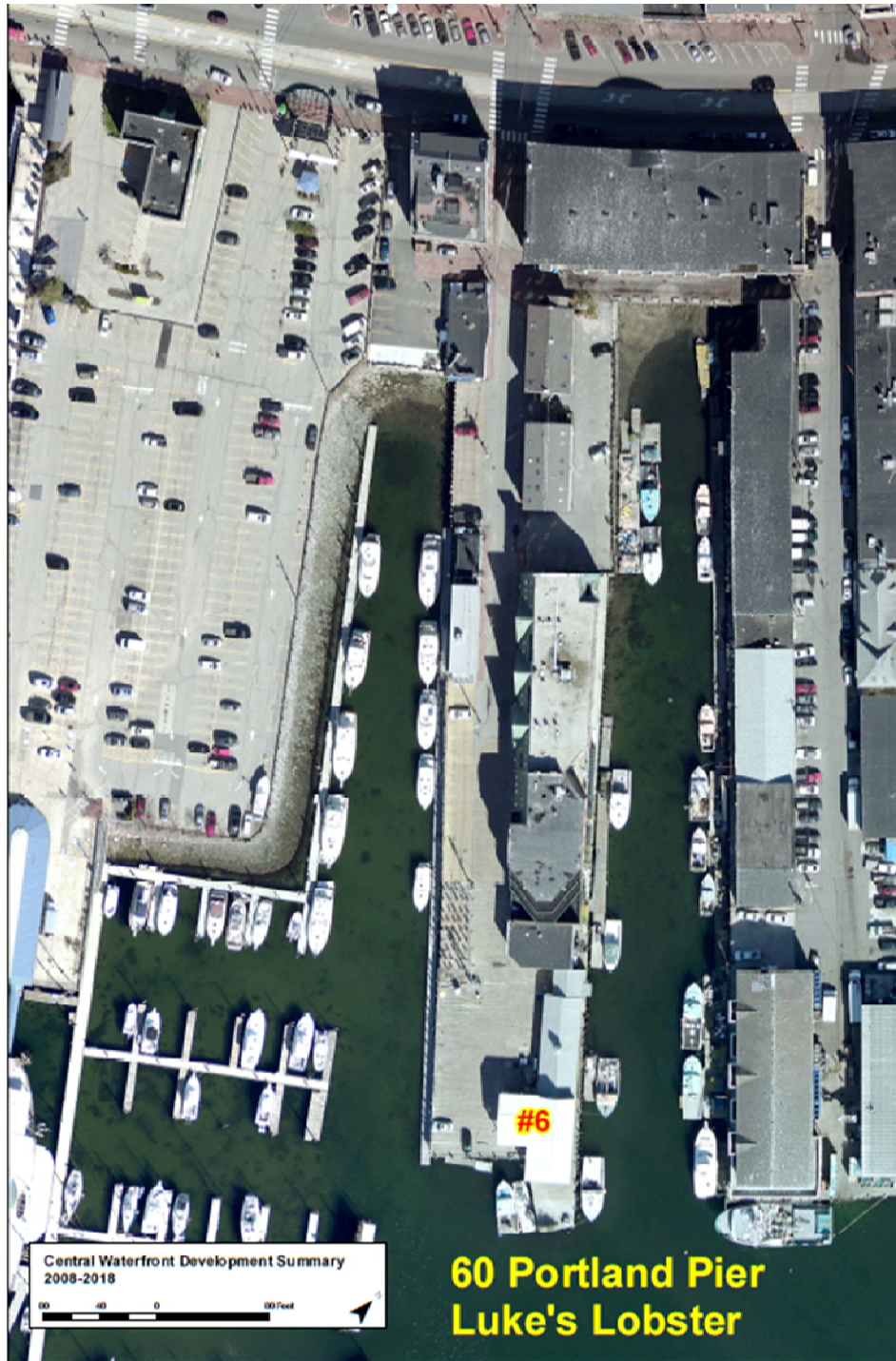
**Custom House Wharf
#5 Coastal Bait**



Central Waterfront Development Summary 2008-2018

500 250 0 500 Feet





60 Portland Pier
#6 Lukes Lobster

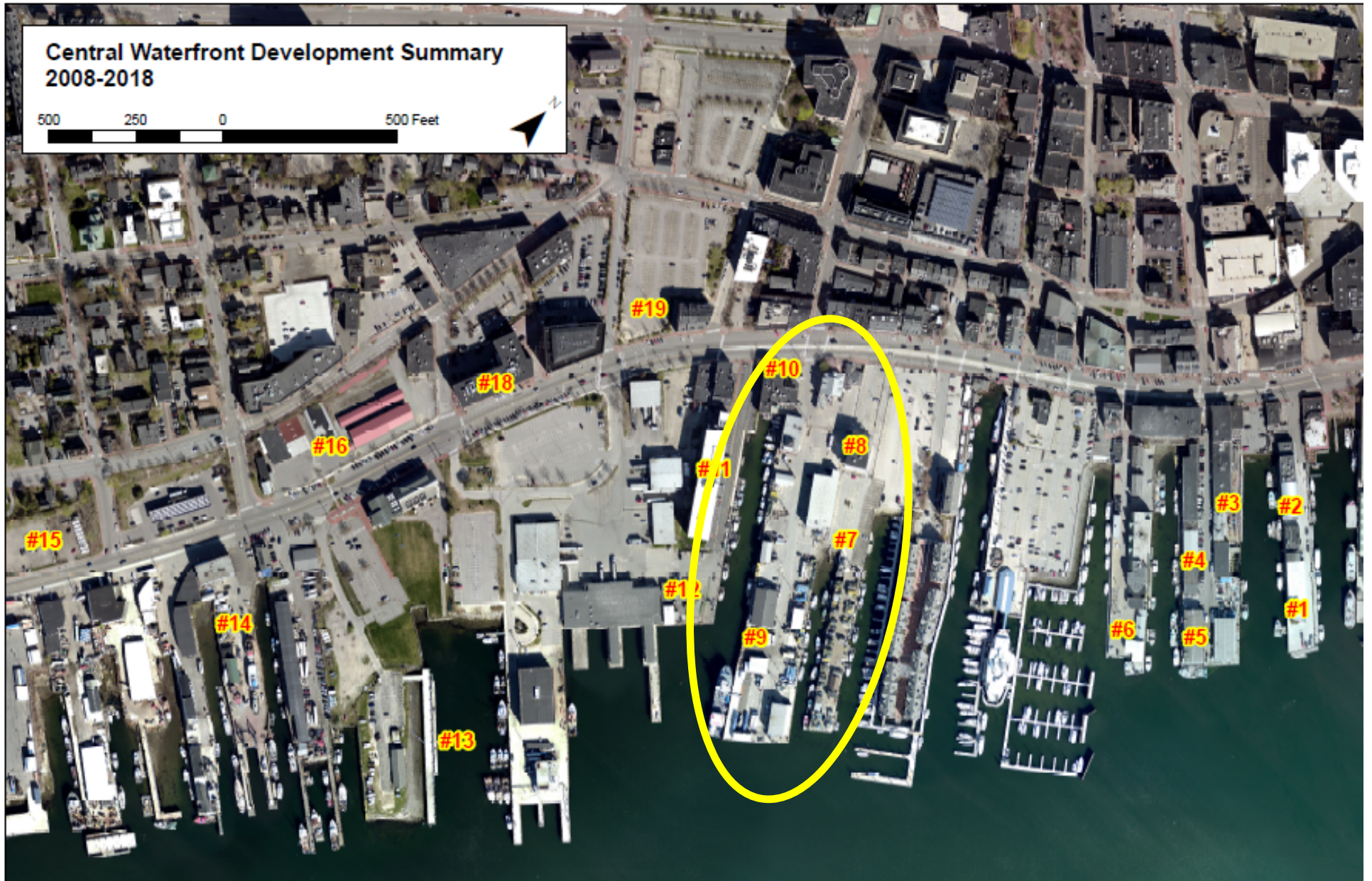
60 Portland Pier
Luke's Lobster

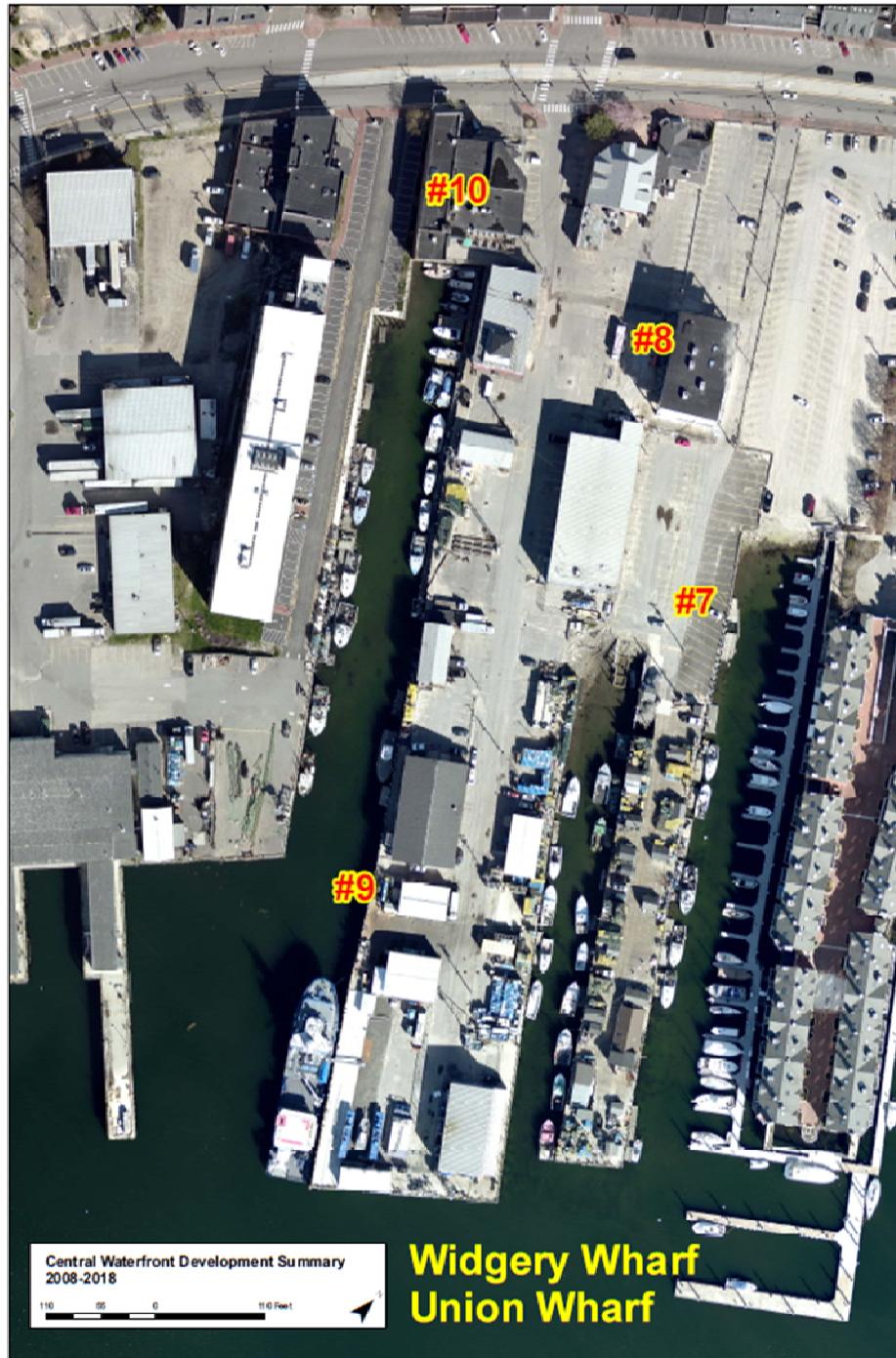


**60 Portland Pier
#6 Lukes Lobster
Under construction**

Central Waterfront Development Summary 2008-2018

500 250 0 500 Feet





**#8 30 Union Wharf Office Building
2018**

**#9 Union Wharf Bait Bldg
2012**

**#10 Liquid Riot
Redevelopment**

**#7 Widgery Wharf
Parking 2017**





**#8 30 Union Wharf Office
Building
2018**

**#8 30 Union Wharf Office
Building
2018**



**#9 Union Wharf Bait Bldg
2012**

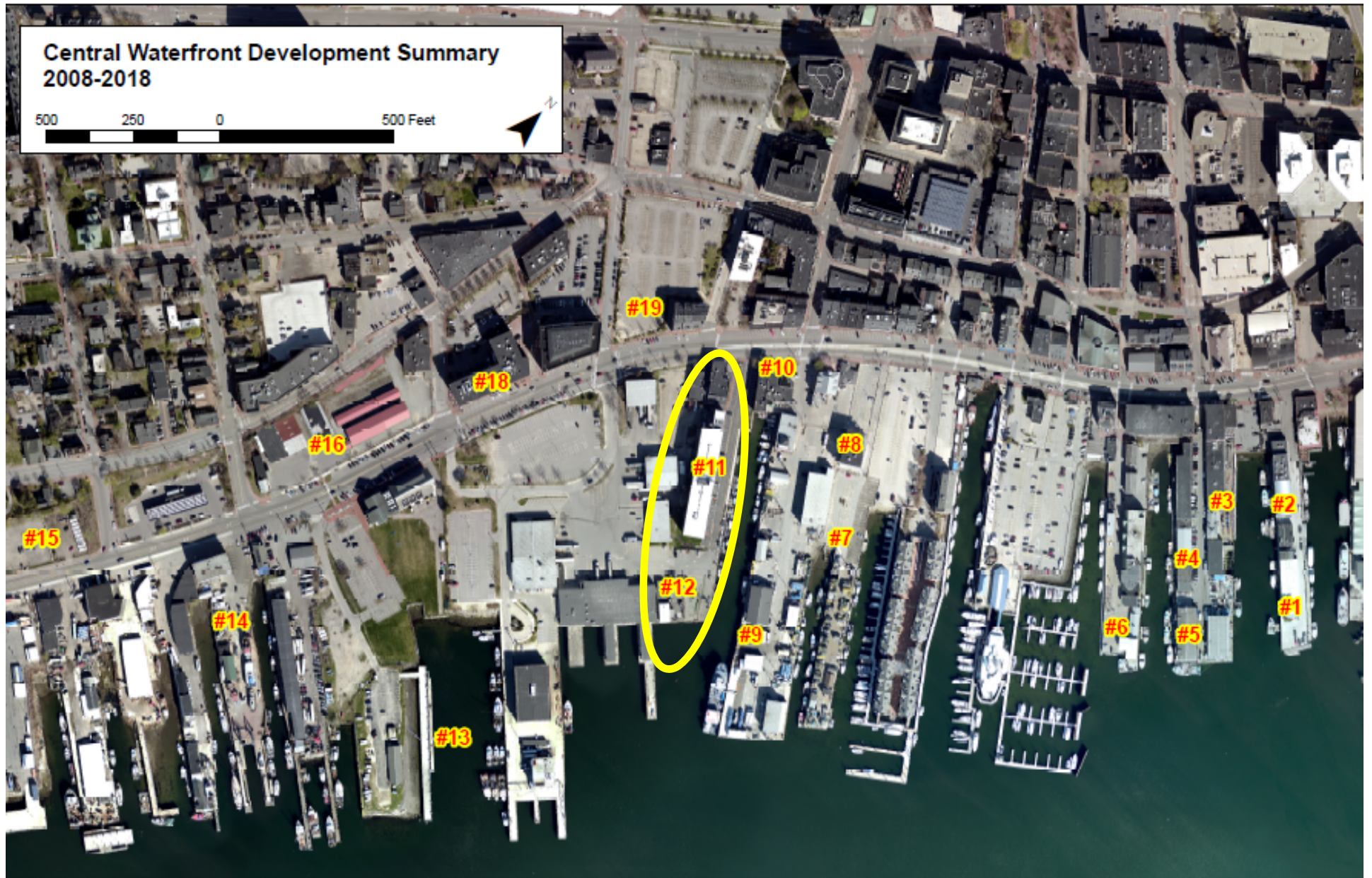


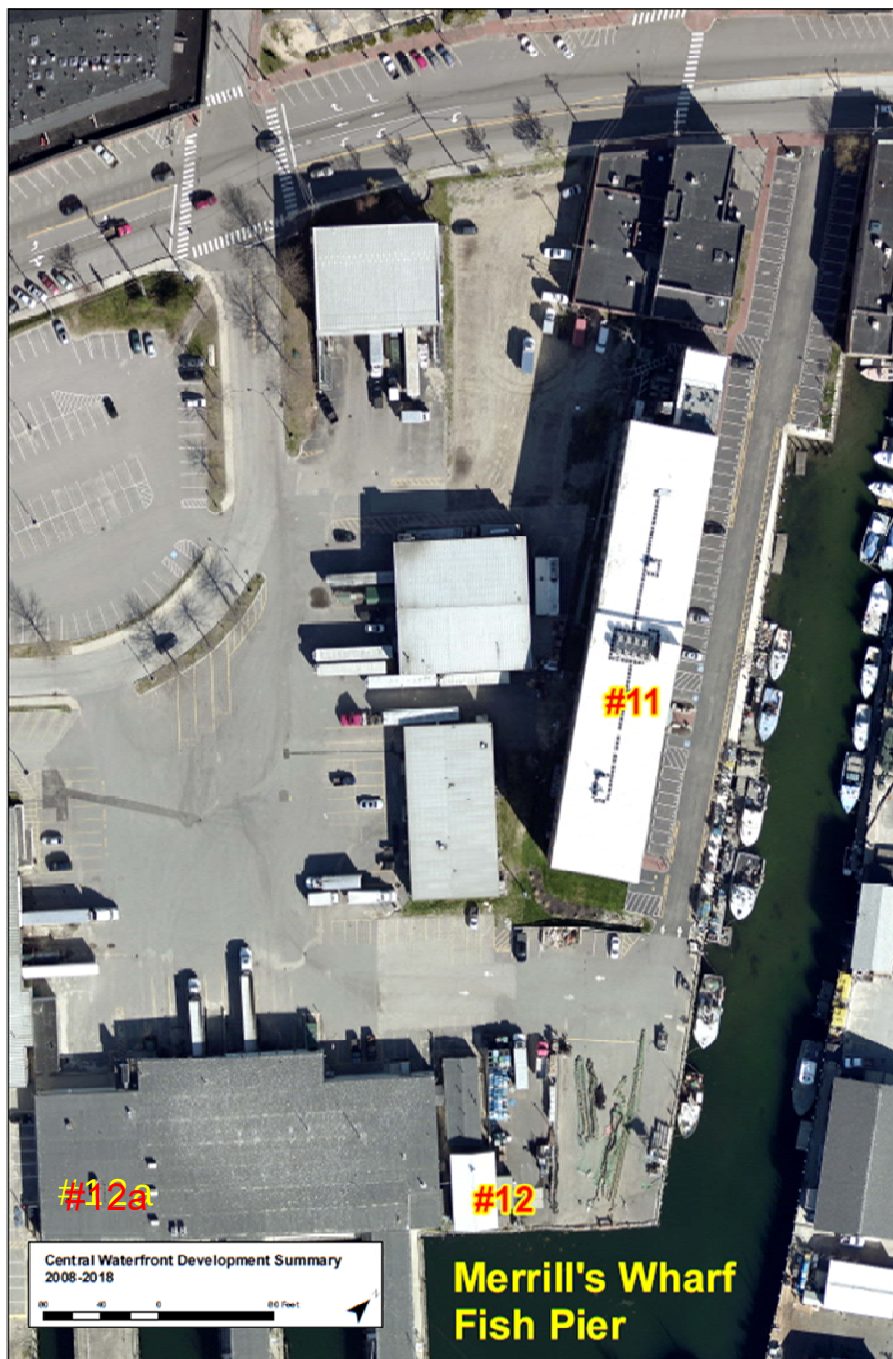


**#10 Union Wharf, Liquid Riot Redevelopment
2013**

Central Waterfront Development Summary 2008-2018

500 250 0 500 Feet





**#11 Merrill's Wharf,
Cumberland Storage
BLDG, Pierce Atwood**

**#12 Dropping Springs
Bait**

**#12a Cozy Harbor
Sublease**

**Merrill's Wharf
Fish Pier**

**#11 Merrill's Wharf,
Cumberland Storage
Twichell-Champlin
Building 1860's**



**#11 Merrill's Wharf,
Cumberland Storage
BLDG, Pierce Atwood
2010**



**#12 Dropping Springs
Bait
2010**



**#12a Cozy Harbor
Sublease
2010**



**Central Waterfront Development Summary
2008-2018**

500 250 0 500 Feet





**#13 Gulf of Maine
Research Institute**

US Coast Guard berth

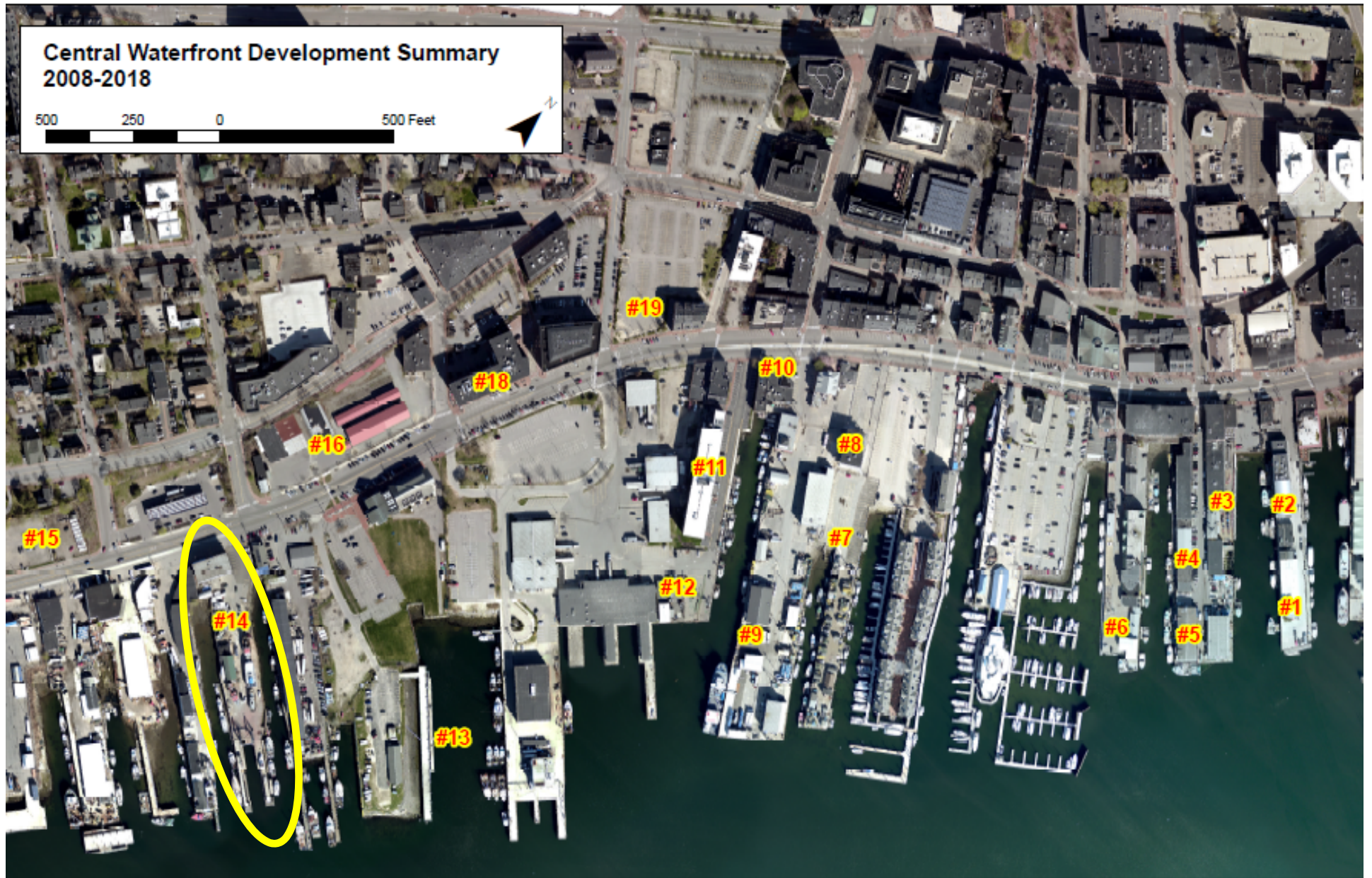
#13 Gulf of Maine Research Institute

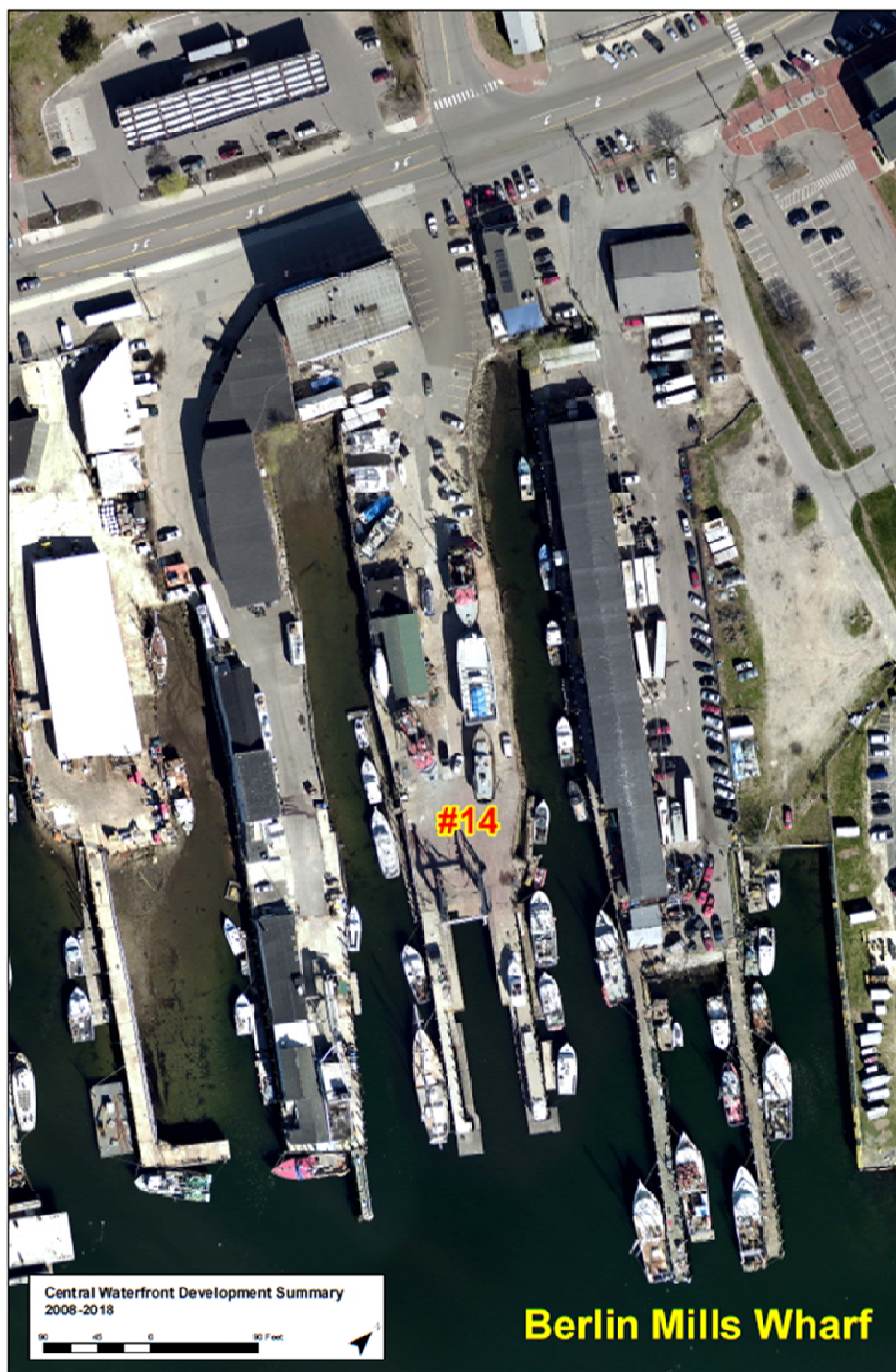
**US Coast Guard berth
2010**



**Central Waterfront Development Summary
2008-2018**

500 250 0 500 Feet





#14 Berlin Mills Wharf

Recent Vacancy

**Boat yard use moved to
Western Waterfront**

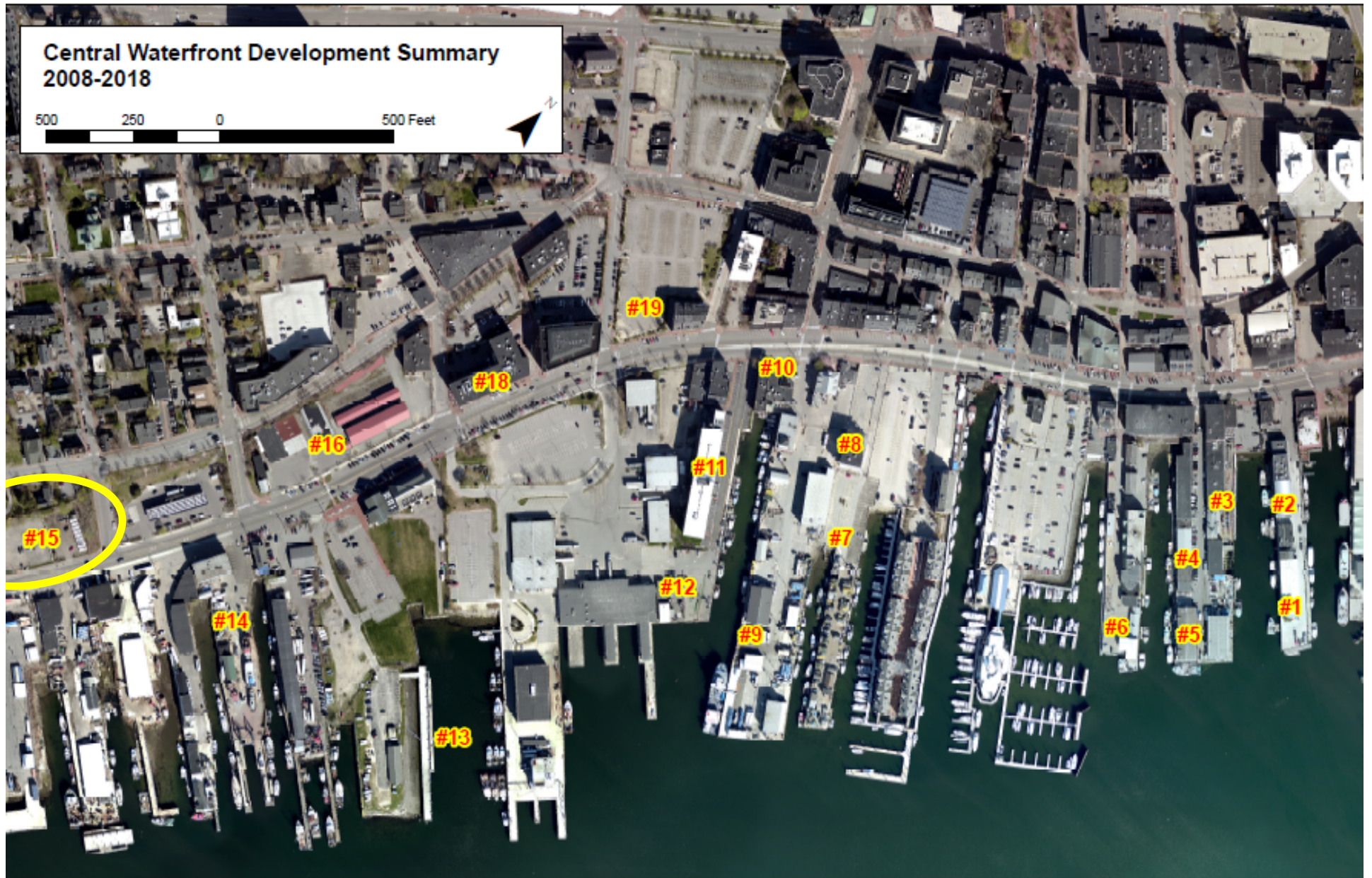
Berlin Mills Wharf



**#14 Berlin Mills Wharf
Vacant and for sale, 2018**

Central Waterfront Development Summary 2008-2018

500 250 0 500 Feet



#15 Angelo's Acre
Vacant lot used for day
parking – recently
expanded with removal of
recycling containers





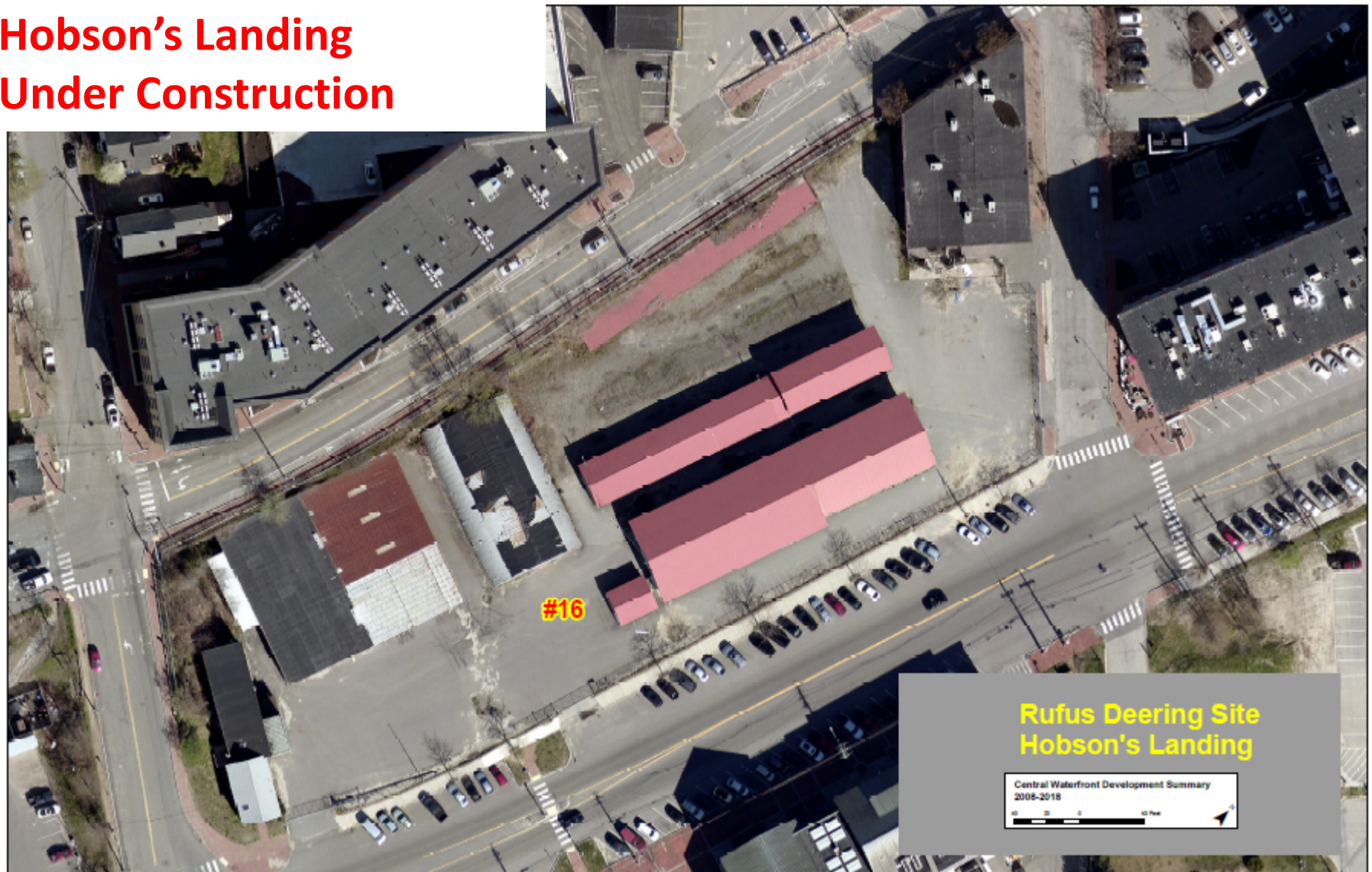
**#15 Angelo's Acre
Vacant lot used for day
parking. Parking use, +/-2016**

**Central Waterfront Development Summary
2008-2018**

500 250 0 500 Feet



#15 Rufus Deering Site Hobson's Landing Under Construction





**#15 Rufus Deering Site
Demolition December
2018**



#15 Rufus Deering Site
Early progress rendering.
Aerial view from York St.

- * 157 room hotel**
- * 89 condo units**
- * Retail and Parking**



383 Commercial Street
Portland, Maine

#15 Rufus Deering Site From Commercial Street.

February 2017

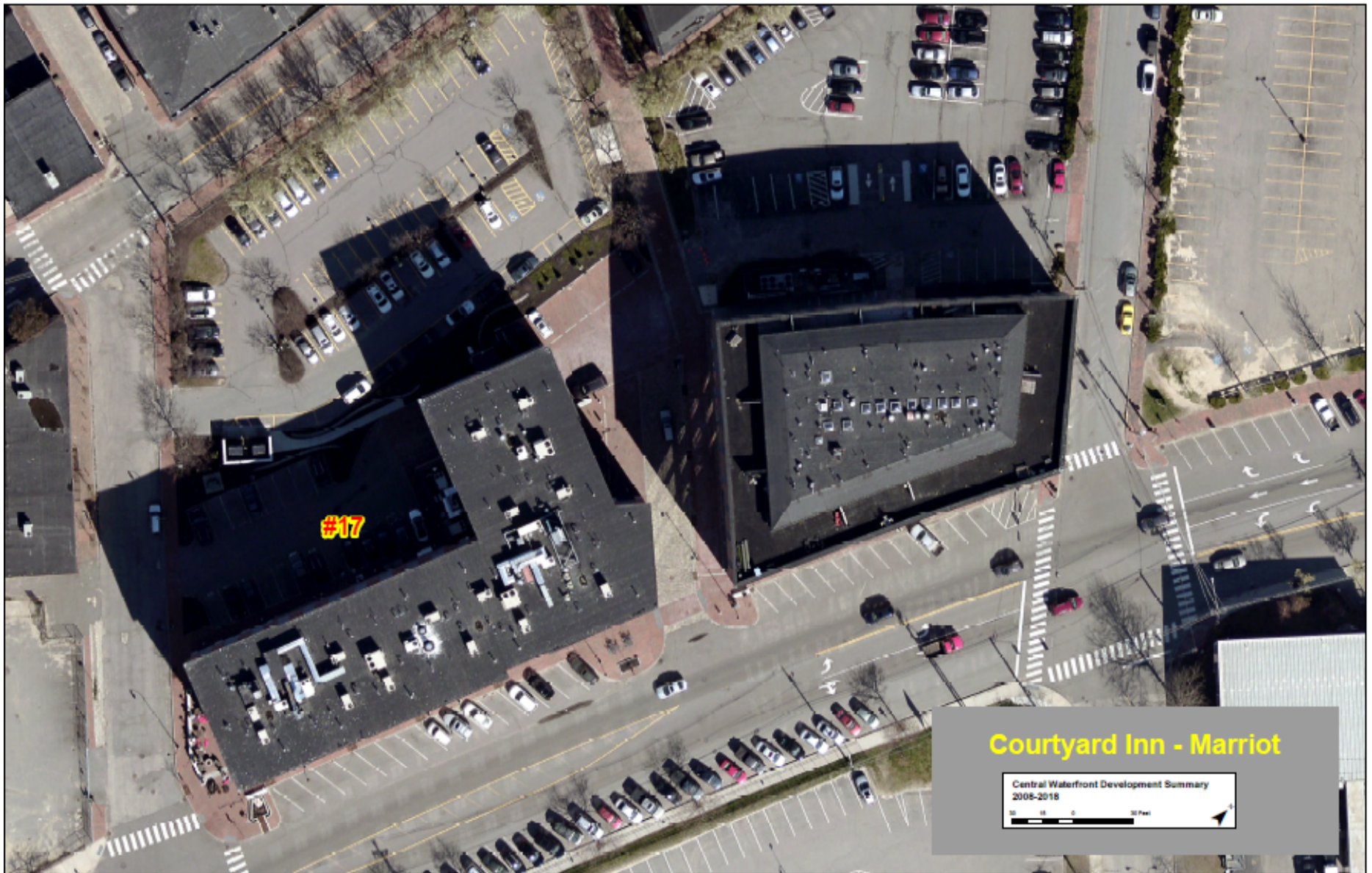


Central Waterfront Development Summary 2008-2018

500 250 0 500 Feet



#17 Courtyard Inn

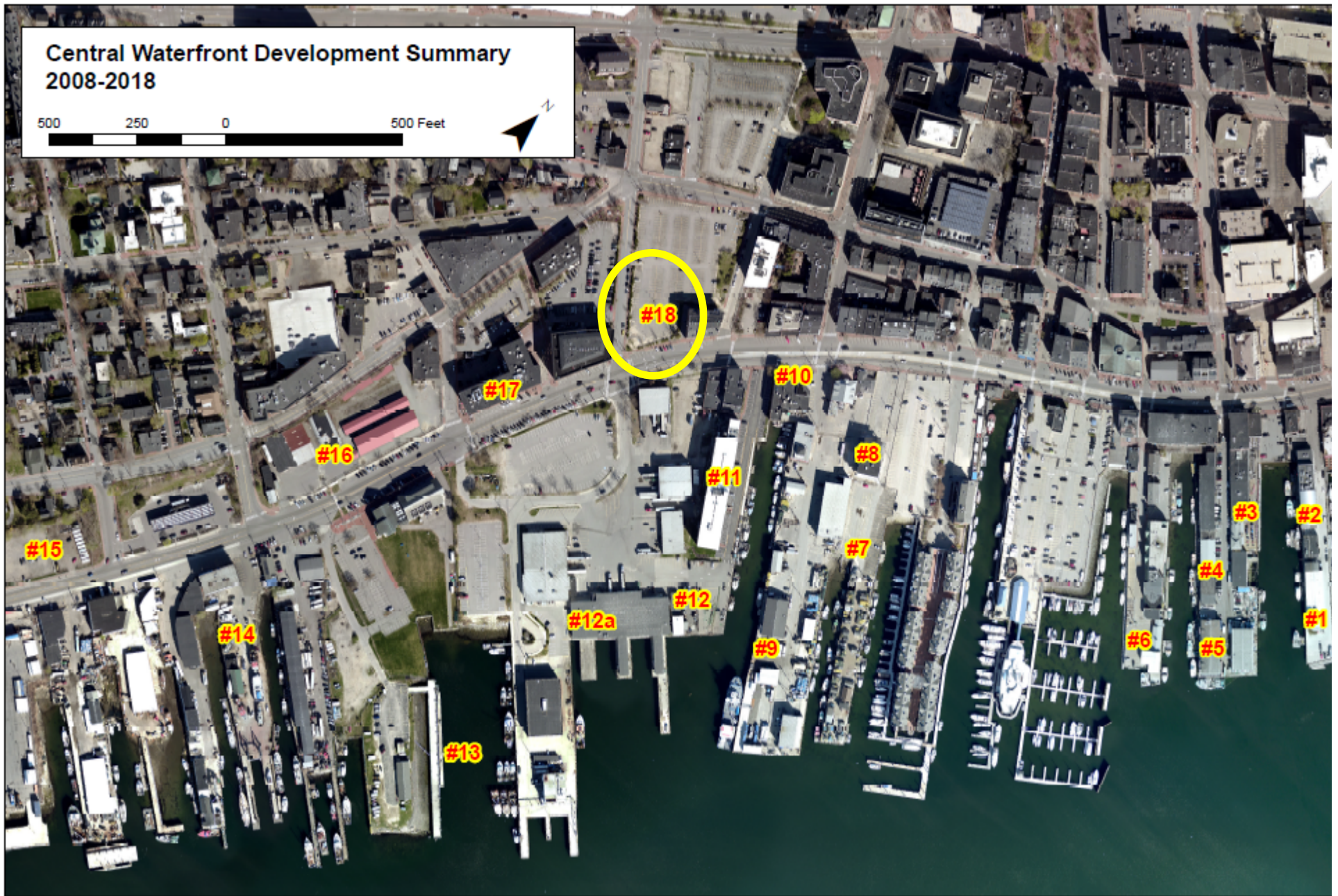


**#17 Courtyard Inn
Under construction
2013**



Central Waterfront Development Summary
2008-2018

500 250 0 500 Feet



#18 Center Street Hotel Pending review



Center Street Hotel
Pending

Central Waterfront Development Summary
2008-2018

0 10 20 Feet



#18 Center Street Hotel
Under review.
Construction anticipated
2019

02

Fathom HKS CONCEPTUAL DESIGN
11.07.2018

#18 Center Street Hotel
Is the first phase of a
major development
master plan, currently
under review



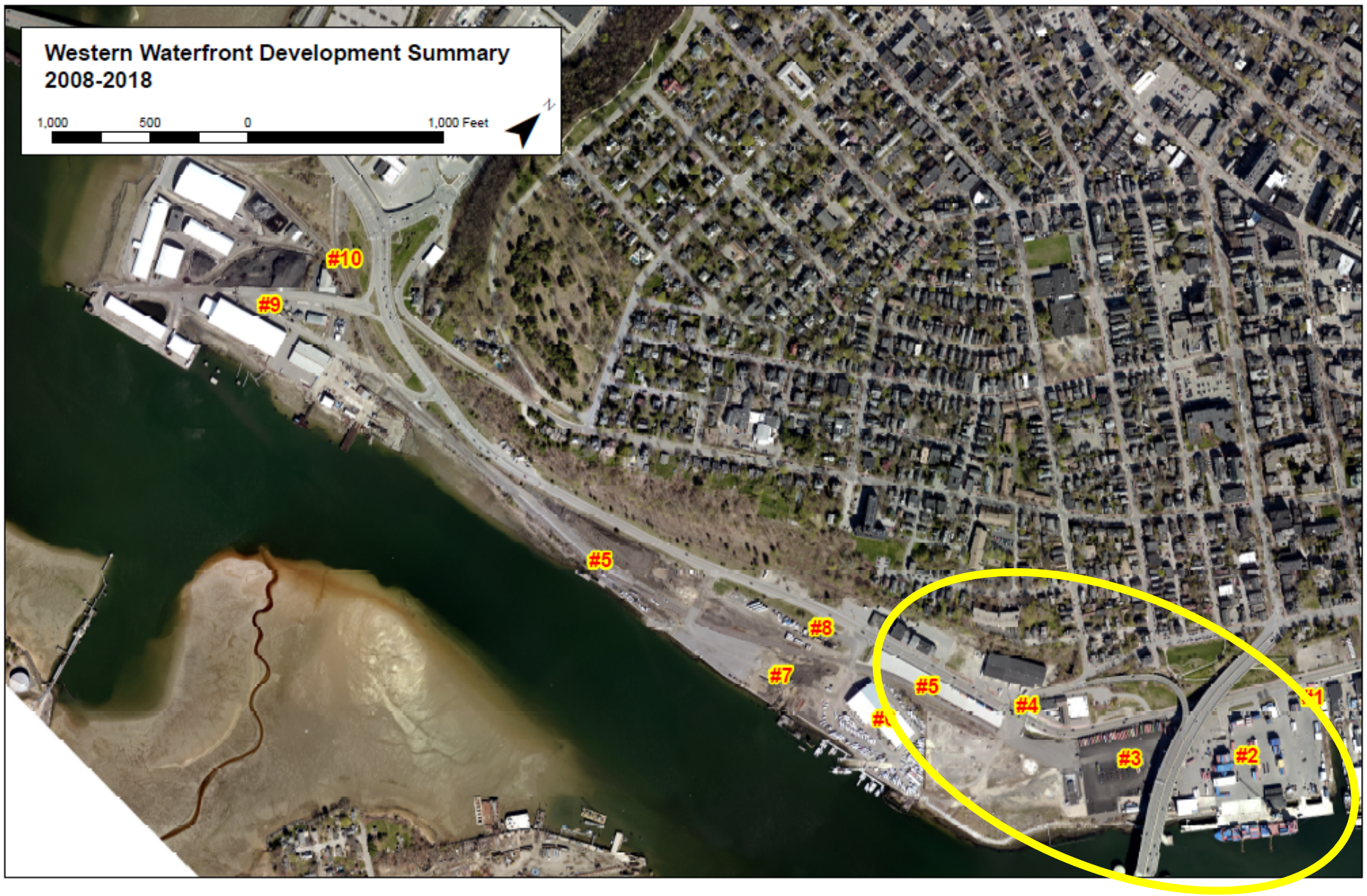
Western Waterfront Development Summary 2008-2018

1,000 500 0 1,000 Feet



**Western Waterfront Development Summary
2008-2018**

1,000 500 0 1,000 Feet



International Marine Terminal

#1 Admin Offices

#1a Ops and Maintenance Bldg

#2 Pier infill and yard improvements

#3 Drop and Pick Lot

#4 Intersection Improvements

#5 Rail extension and improvements



International Marine Terminal
#1 Admin Offices
#2 Pier and Yard improvements
2011



**International Marine Terminal
#1 Admin Offices
Current**



**International Marine Terminal
#1a Ops and Maintenance Bldg
Under construction
New Crane 2018**



International Marine Terminal

#3 Drop and Pick Lot +/-2015

#4 Intersection Improvements +/-2015

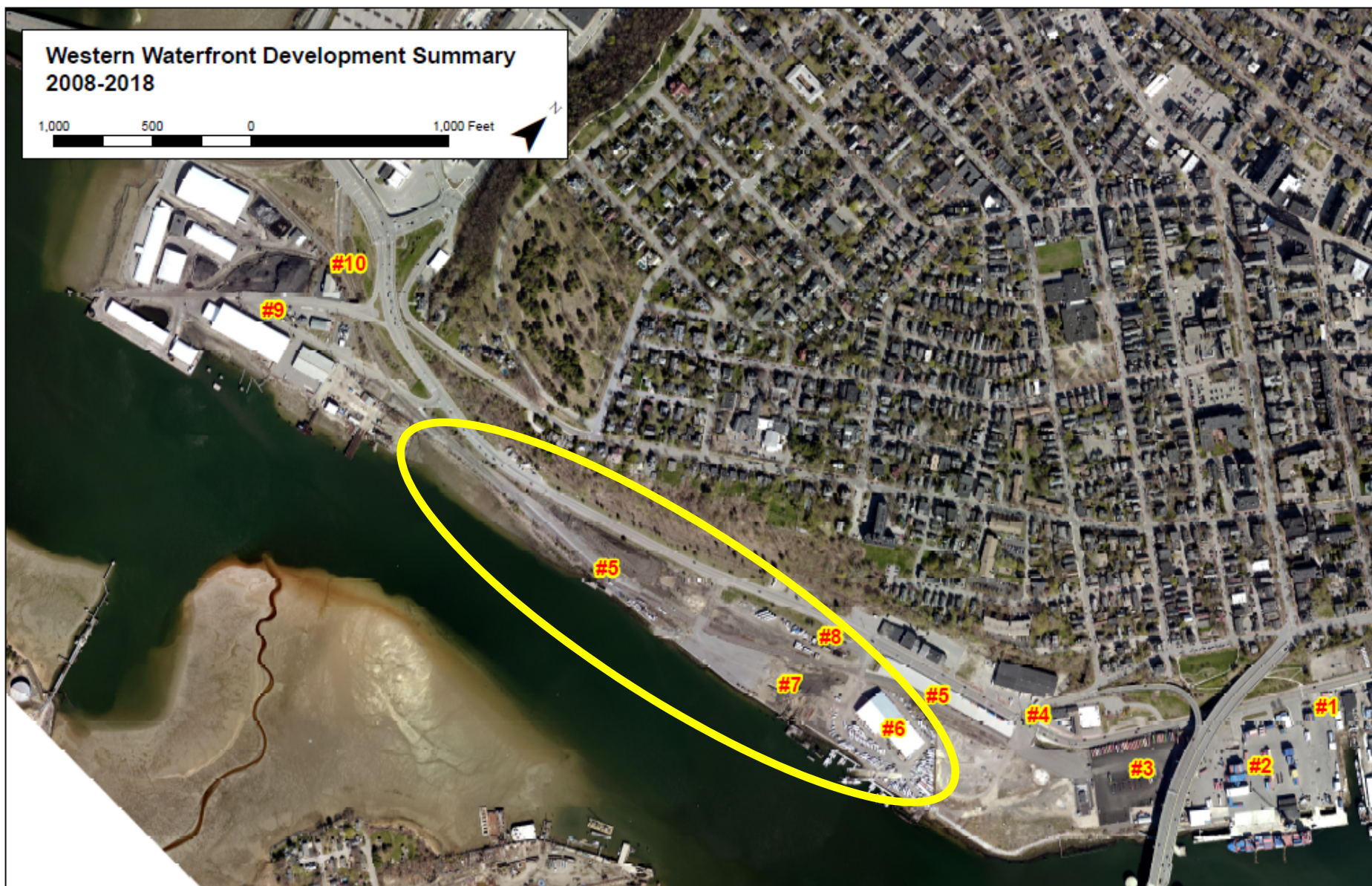


**International Marine Terminal
#5 Rail extension and improvements
2015-2017**



**Western Waterfront Development Summary
2008-2018**

1,000 500 0 1,000 Feet



Portland Shipyard, PYS

#6 PYS Service and Storage sheds

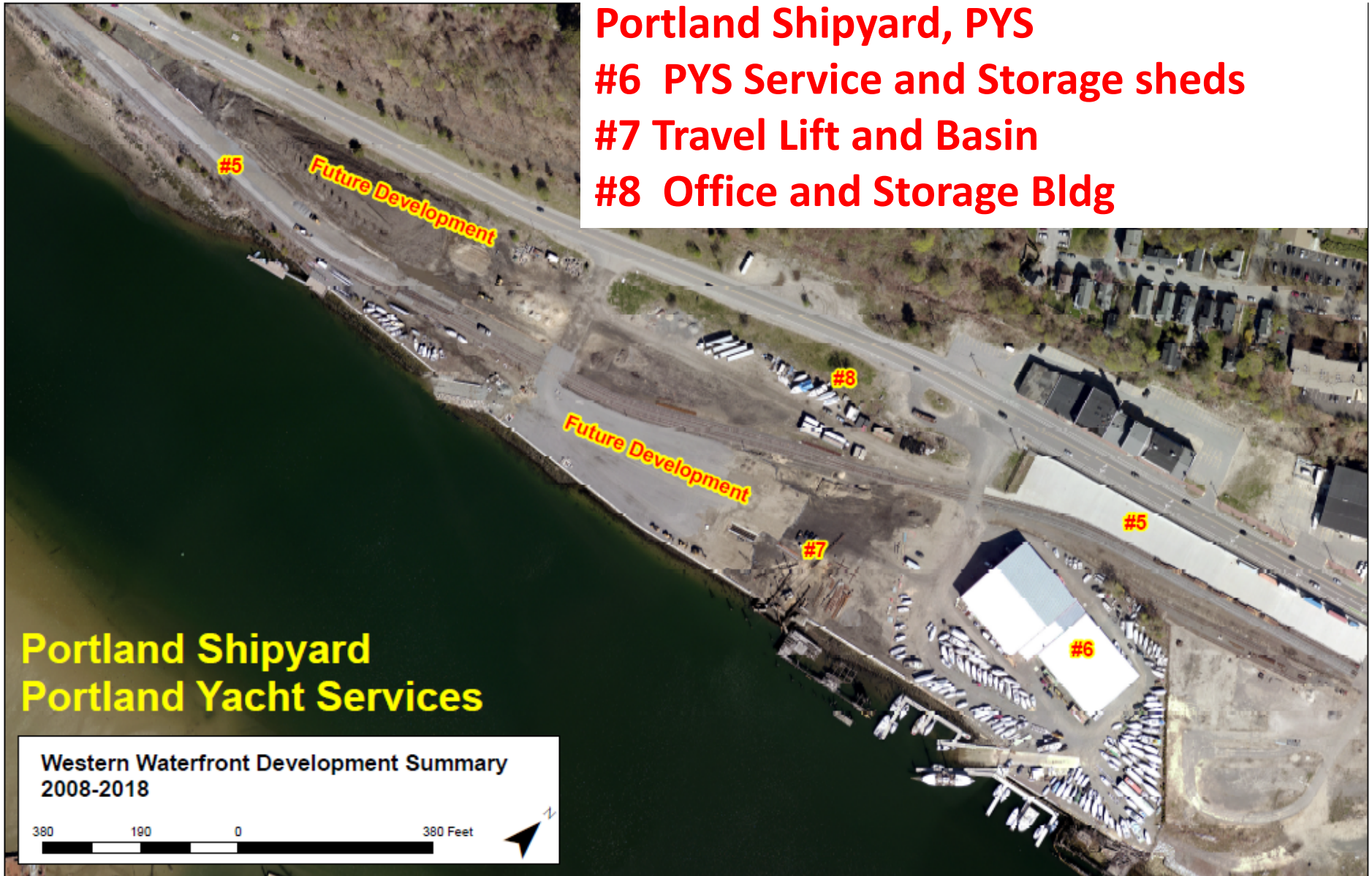
#7 Travel Lift and Basin

#8 Office and Storage Bldg

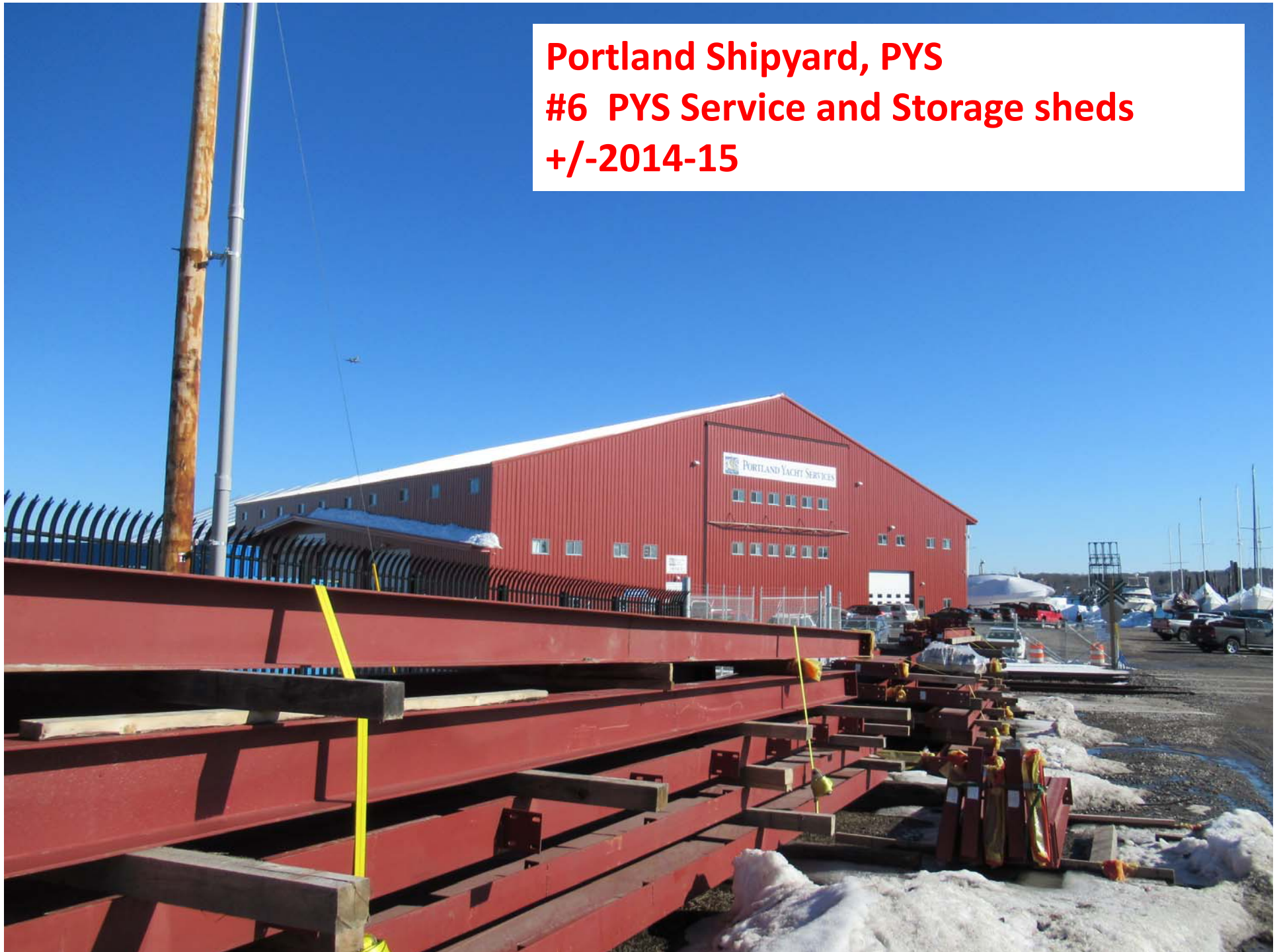
**Portland Shipyard
Portland Yacht Services**

Western Waterfront Development Summary
2008-2018

380 190 0 380 Feet



Portland Shipyard, PYS
#6 PYS Service and Storage sheds
+/-2014-15

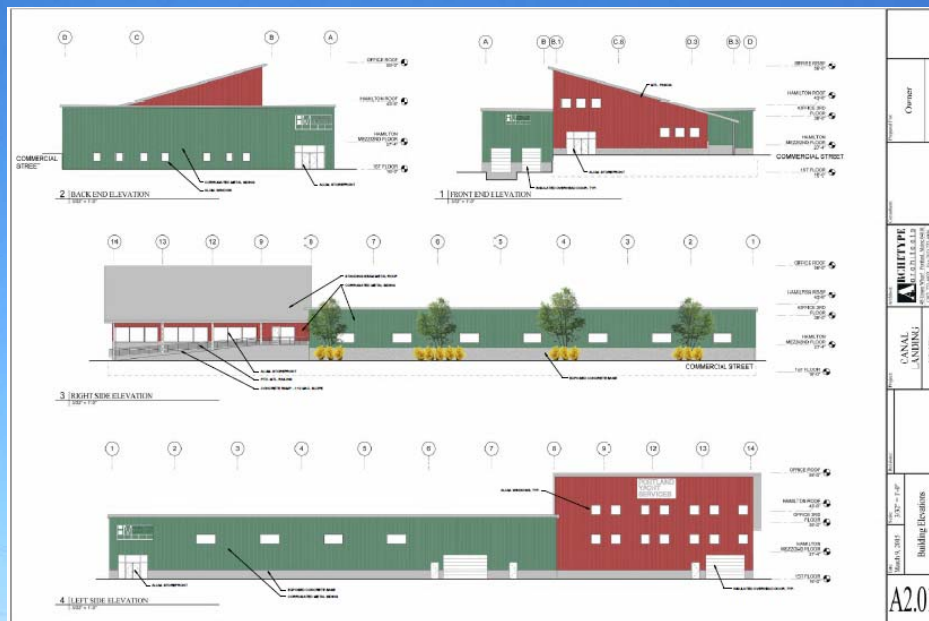




**Portland Shipyard, PYS
#7 Travel Lift and Basin 2018**

Portland Shipyard, PYS
#6 , #7 Associated yard, floats and
ramps 2014-present





**Portland Shipyard, PYS
#8 Office and Storage Bldg
Under construction**

**Western Waterfront Development Summary
2008-2018**

1,000 500 0 1,000 Feet





This aerial photograph shows the Cassidy Point waterfront area. On the left, several large white industrial buildings are situated along the shoreline. A road runs parallel to the water, with two specific locations marked with yellow labels: '#9' and '#10'. To the right of the road, there is a large, curved highway interchange with multiple lanes. Further to the right, a residential area with houses and trees is visible. The water is dark green and occupies the bottom-left portion of the image.

Cassidy Point Hagge and Dana Projects

Western Waterfront Development Summary
2008-2018

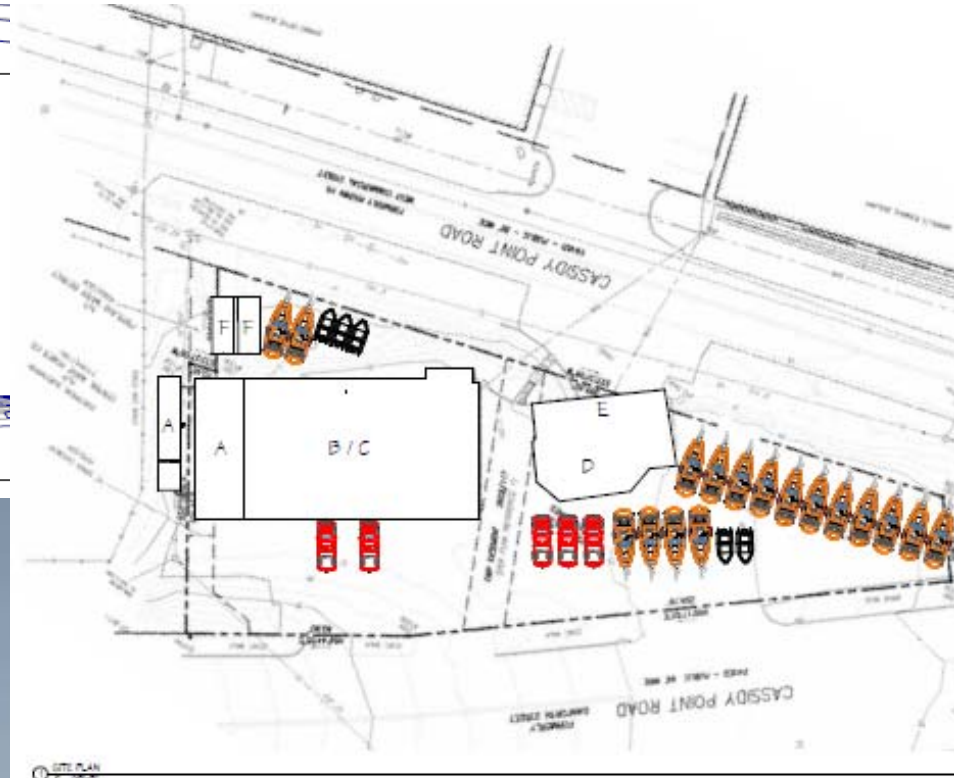
380 190 0 380 Feet



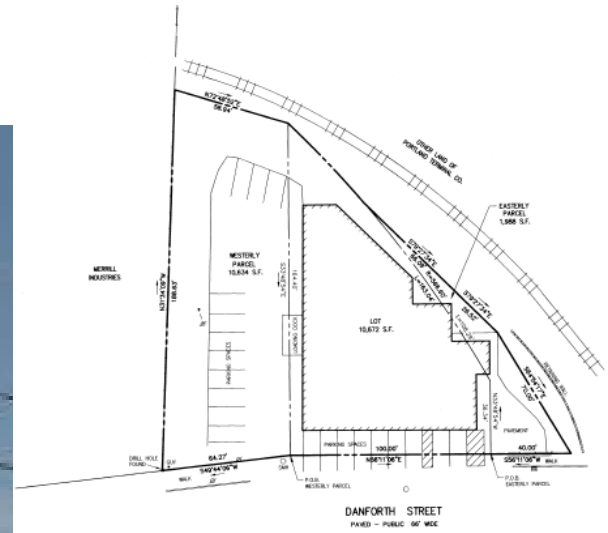
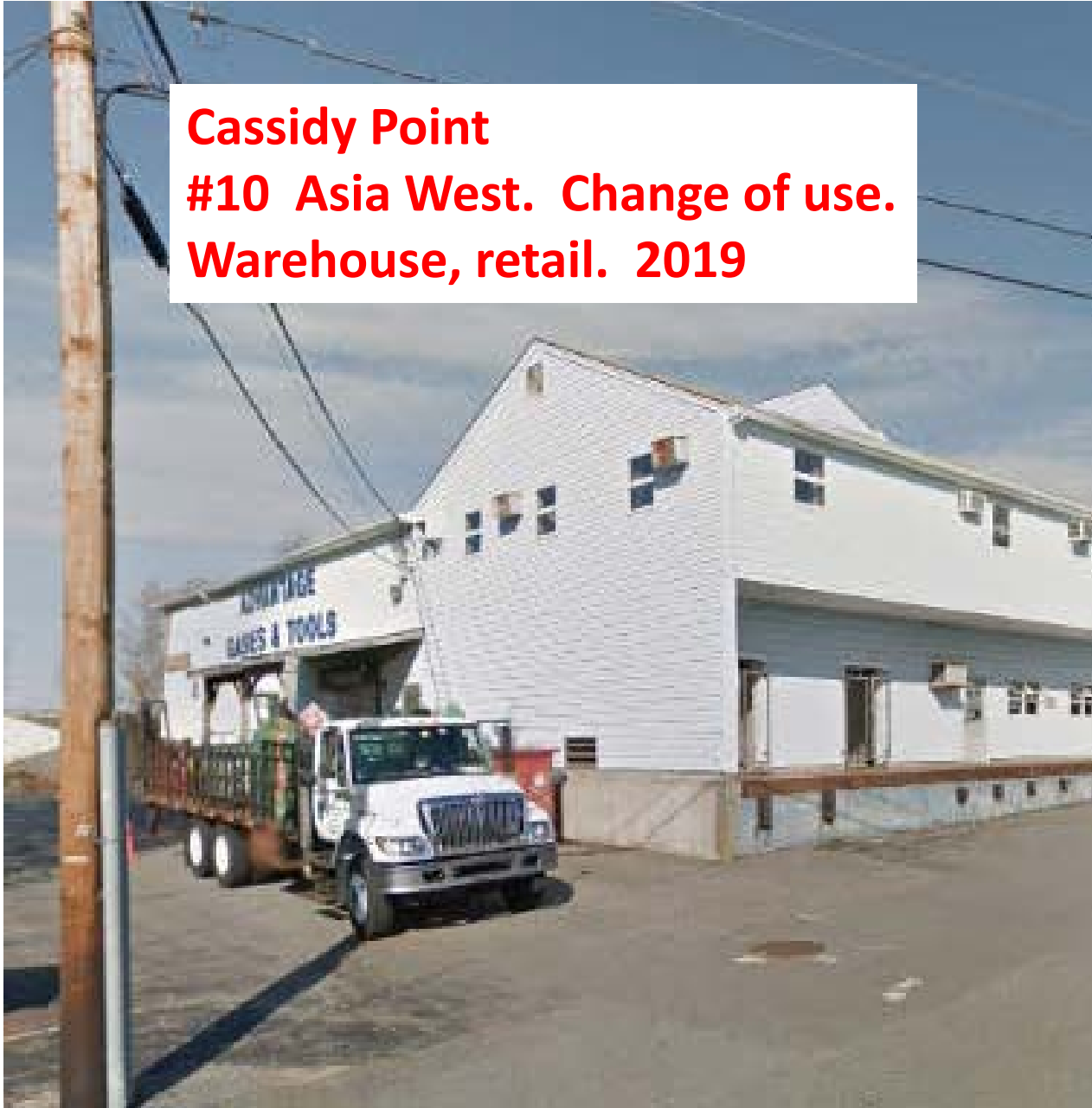


UPPER CASSIDY

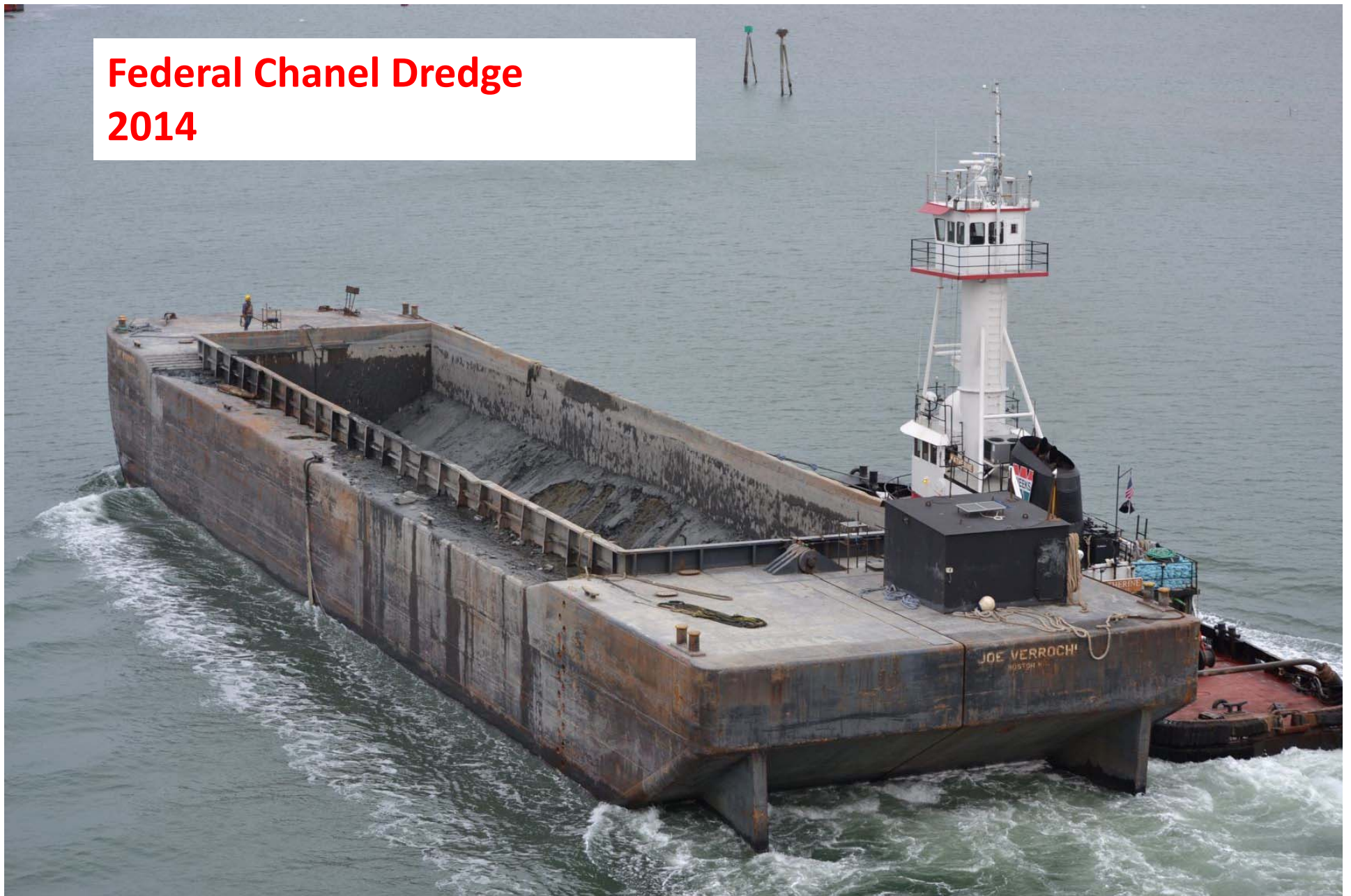
Cassidy Point #9 Hagge light industrial and marine complex. 2019



**Cassidy Point
#10 Asia West. Change of use.
Warehouse, retail. 2019**



Federal Channel Dredge 2014



Federal Channel Dredge 2014



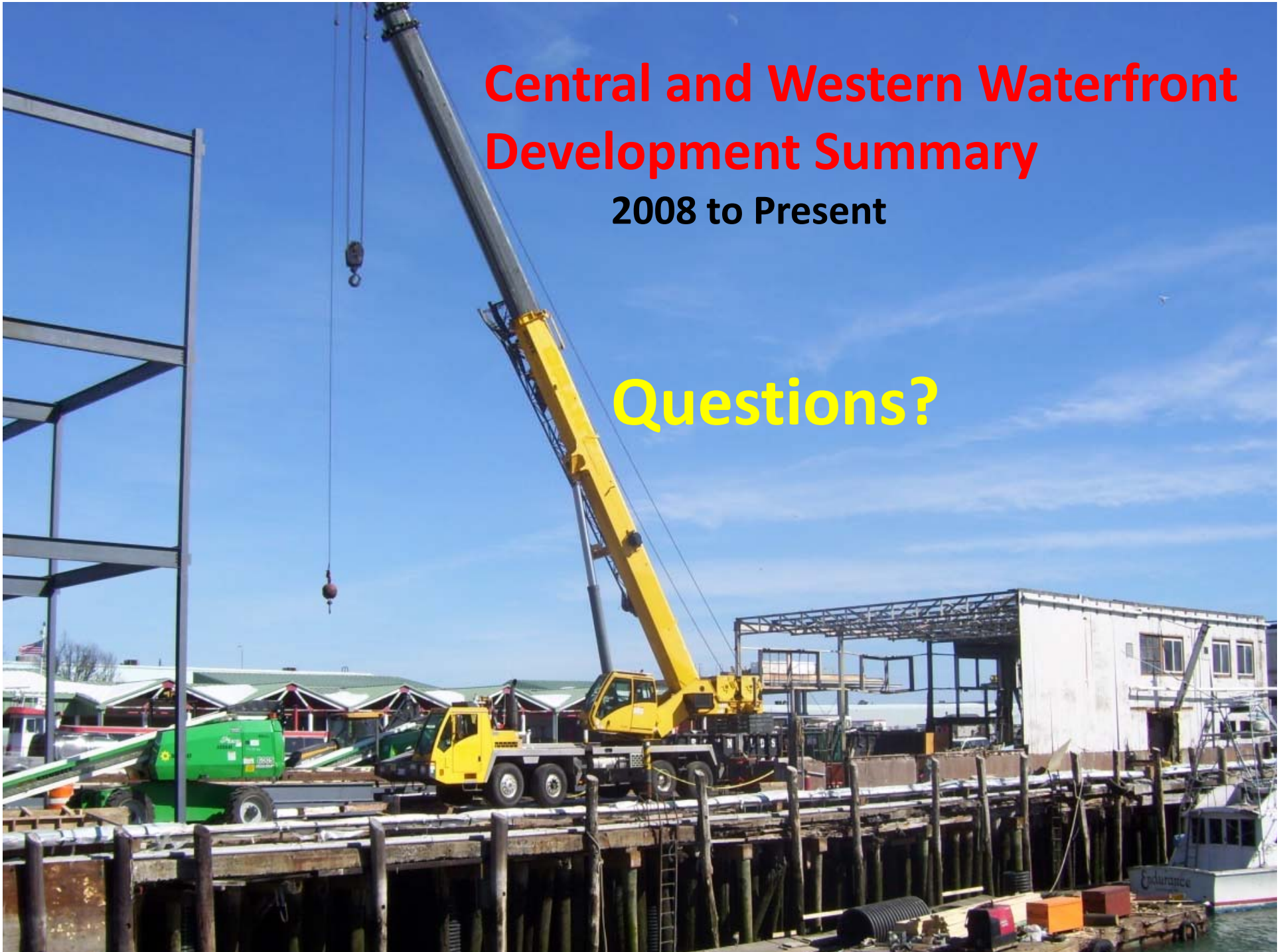
**Pier and Berthing Dredge
Planning underway**



Central and Western Waterfront Development Summary

2008 to Present

Questions?





CITY OF PORTLAND
Economic Development
Gregory A. Mitchell, Director

MEMORANDUM

TO: Chair Costa and Members of the Economic Development Committee

FROM: Greg Mitchell, Economic Development Director
Bill Needelman, Waterfront Coordinator

DATE: March 27, 2019

**SUBJECT: Update on Progress of the City Manager's Waterfront Working Group,
Including Recommendations for Waterfront TIF District Revenue
Investment**

Background

Beginning in January of 2019, the City Manager convened a Waterfront Working Group (WWG) to discuss critical issues related to waterfront development and concerns of fishing interests in Portland Harbor. The WWG began their work just prior to the City Council's passage of Order 119-18/19, the moratorium on non-marine development expansion, and has met 7 times over the intervening weeks.

Issues Under Discussion

The WWG has agreed to limit their discussions geographically to the Waterfront Central Zone and to concentrate on the following issues:

- Evaluate the current physical, functional, and business conditions, including the 2018 WCZ Marine Use Inventory Update.
- Provide recommendations on Zoning.
- Make recommendations on prioritization of short-term Waterfront TIF funding allocations
- Provide formative contribution to the ongoing Commercial Street Operations and Master Plan process.
- Evaluate berthing and marine access conditions and recommend potential improvements, as needed.

To date, the WWG has spent the majority of their efforts on zoning issues and is making significant progress. Staff intends to forward a suite of zoning recommendations informed by the WWG's discussions to the Planning Board in April. See below for a summary of zoning issues discussed to date.

In addition to land use regulations, the WWG held a productive session discussing priorities for use of Waterfront TIF funds. See below:

WWG Zoning Discussion

Waterfront zoning, the Waterfront Central Zone (WCZ) in particular, is notoriously complex and controversial. The WCZ prioritizes and protects water-dependent and marine uses, such as fishing, but allows limited non-marine development to provide needed revenues to pier owners. The longstanding goal, recently restated and adopted in the *Portland's Plan 2030* comprehensive plan, promotes *balance* between potentially competing uses. Marine uses are given space and protection, while the pier owner is given sufficient opportunity to generate revenues for maintenance and a return on investment.

Recent activism by the fishing community, responding to development pressures, prompted the City Council to impose a 180 day moratorium on non-marine development in the WCZ as an alternative to a citizen referendum that would have potentially imposed highly restrictive zoning over the entire waterfront.

Within the above context, the WWG has spent considerable time rethinking the *balance* of uses. Looking toward an April submission to the Planning Board, the WWG has discussed the following:

- Contract and Conditional Rezoning: *Should this tool be available within the WCZ?*
- Non-Marine Use Overlay Zone, the area where marine use is not required: *Should the overlay be eliminated, contracted, or left in its current location?*
- Percentage of space required for marine use, outside of the Overlay: *Should more space be allocated to marine use?*
- Marketing requirement for marine use: *Should space be required to be marketed to marine use prior to seeking a non-marine tenant? (outside of the overlay)*
- Marine Use Inventory: *What is the best way to track and monitor the success of the Zone and state of marine economy?*
- Permitted Uses: *Should uses allowed in the overlay, such as restaurants, be allowed outside of the overlay?*
- Performance Standards: *Are the current development standards adequately protecting marine use access and ability to function efficiently?*
- Other Issues:

While the WWG has made considerable progress discussing all of the above zoning issues, it is unlikely that the group will come to complete consensus on all (or any) of the topics. However, the discussions have generated significant mutual learning between parties and fostered a far better understanding of tradeoffs by all parties. Based on the excellent and thorough input by the WWG, staff will have sufficient feedback to provide the Planning Board and City Council with a set of recommended zoning amendments that are informed

by the WWG discussions. All recommended amendments will be forwarded with a description of the extent of WWG consensus, and an outline of differing points of view.

WWG Waterfront TIF Recommendations:

At the WWG's 6th meeting on March 21, 2019, City staff led the Group through a prioritization process to identify top choices for spending Waterfront TIF funds for the FY2020 budget. The Group's discussion was preceded by a Waterfront TIF Program presentation by Greg Mitchell, Economic Development Director. The Group was well informed on the purpose of the program, current and future estimates of funds generated, current commitments for Waterfront TIF revenue, and current limits on use of the funds.

The Waterfront TIF Program currently constrains use of the funds to the following City Council-approved categories:

1. Pier and Wharf Structural Repair
2. Street Studies and Improvements
Pedestrian and Multi-Modal Circulation
(combined into a "Commercial Street" category)
3. New Publicly-Owned pier
4. Surface and Structured Parking
5. Utilities Infrastructure
6. City Staff Salaries
7. Environmental Improvements, Including Sea Level Adaptation
8. Dredging of Commercial Vessel Berthing
Dredge Sediment Disposal and CAD Cell Development
(combined into a "Dredging category")
9. Workforce Training Fund
10. Professional Services Costs
11. Credit Enhancement Agreements
12. Local Match for Ocean Gateway Project

WWG members were provided opportunity to suggest additional categories for expenditure. Members suggested consideration of the following:

13. Equipment Loan Fund
14. Truck Staging
15. Enhanced (marine) Access

Using the expanded list of potential uses, participants were provided with color coded "ballots" for rating their first, second, and third priorities. Members were given latitude to use all of their votes on one category or spread their votes to as many as three uses.

Staff had made several recommendations to the WWG:

- Given limited discretionary funds available (conservatively estimated at \$600,000) that funding of fewer projects would be more impactful than many.
- Not all funds should be expended for the year to allow funding larger projects in future years.

- Commercial Street Congestion and Dredging are two categories that have been long-standing issues identified by the waterfront community as needing attention.

The composite photo of the voting results below documents the results of voting.

After viewing their results, the WWG agreed to forward their priority of Commercial Street Traffic Mitigation Improvements and Dredging-related expenses as the best use of this year's Waterfront TIF funds.



Close observers of the results will note that one member voted 4 times.

Summary and Next Steps

This information is presented for your April 2nd EDC meeting for review and discussion. No action is needed. However, it is noted that the City Manager's FY2020 Budget will recommend \$600,000 in Waterfront TIF District funds be invested in traffic mitigation improvements related to the Commercial Street Traffic Mitigation Study and Portland Harbor dredge related expenses.



City of Portland
Executive Department
Jon P. Jennings, City Manager

MEMORANDUM

TO: Economic Development Committee

FROM: Jon P. Jennings, City Manager

DATE: March 26, 2019

SUBJECT: City Staff Recommendations to Invest TIF Funds in Workforce Training

BACKGROUND

Discussions regarding the use of Tax Increment Financing (TIF) revenue investment in workforce training started during 2018 under the direction of the EDC during updates and amendments to three City area-wide TIF Districts (Bayside, Downtown/Transit, and Waterfront). The option for the City to invest TIF funding in workforce training was added to all three area-wide TIF Districts. The specific language to utilize TIF funds for workforce training includes:

Workforce Training Funds. Costs of services and equipment to provide skills development and training, including scholarships to in-state educational institutions or to online learning entities when in-state options are not available for jobs created or retained.

On February 5, 2019, City staff and Portland Adult Education provided presentations to the EDC to discuss and receive direction on TIF investment approaches and options for workforce training. (See attached City staff and Portland Adult Education memos.) The EDC, at that meeting, provided direction and asked staff to present recommendations at a future EDC meeting. The April 2nd EDC meeting was selected to continue this discussion to provide direction and input to the City Manager's Fiscal Year 2020 Budget, which is planned to be presented to the City Council on April 8th.

Additionally, City staff held two meetings with Portland region workforce training funders and service providers to better understand the State of Maine workforce training delivery system needs and barriers to access workforce training programs. (See attached summary sheets for each meeting.)

Highlights of meeting outcomes and themes include:

State of Workforce Funders Meeting Outcomes and Themes

On March 7, 2019, Greg Mitchell and Julia Trujillo convened representatives from all workforce training and development funding sources organizations to learn from them the existing gaps that they cannot meet with existing workforce training funds, and the recommendations for this new potential funding source at the local level.

The central themes were as follows:

Build on What Already Exists: The Group reiterated that the City of Portland should build on what already exists. Supplement current programming funded by state or federal partners and keep this new funding source “unrestricted” (for example, no income guidelines).

Focused Approach: The Group strongly suggested to focus this new investment as much as possible. Some recommendations included a sector, employer(s) or a specific population approach. The general consensus was that if the City decided to focus upon a specific population, the one that was often cited was the underemployed. Within this overarching group, the re-entry (formerly incarcerated population), foreign trained professionals, and recent college graduates seemed to be prioritized. All three sub-groups are, for the most part, employed but in lower-wage job(s) and are not utilizing their education, prior skills, and experience in the labor market.

Long Term Informed Approach: The group encouraged the City to form an Advisory Group of Workforce Development Stakeholders or funders to ensure a strategic and coordinated approach and to maximize overall funding to meet similar goals.

Support Ongoing Barriers to Employment: The Group highlighted the importance of supporting existing employers in the hiring and retention of their workforce. The untapped talent in the City represents enormous potential, but they also face multiple barriers to employment. English proficiency, transportation, rising costs of housing and lack of child care availability rose to the top. A public/private investment to address these issues was suggested multiple times among the group, and the importance of supporting training needs for employers to successfully attract and retain from this talent pool.

On Site Paid Experience: The group considered investment in job shadow, on the job training opportunities in partnership with employers, community college or other agencies, would have tremendous impact in addressing employer demand and job seekers’ needs.

State of Maine Workforce Delivery System Meeting Outcomes and Themes

On Monday, March 18, Greg Mitchell and Julia Trujillo convened the Greater Portland Workforce Initiative (GPWI) members, service providers, and other relevant and interested stakeholders to seek their input on potential usage of TIF investment toward workforce training. The group represented a wide variety of stakeholders from the State of Maine's Department of Labor's Career Center, Department of Health and Human Services FEDCAP, Department of Corrections to Goodwill/Workforce Solutions, Portland Adult Education and the Maine Immigrant Rights Coalition, among others (for a full list of attendees, please refer to the attachments)

The central themes were as follows:

Address Ongoing Barriers to Employment: Similarly to the prior Group, this Group of stakeholders focused its recommendations to ensure that the barriers to employment, transportation and childcare at the very top, could also be supported through this investment. The lack of proper transportation and the lack of availability of childcare options (especially for infants) and its high costs are often the main challenges in order to mitigate the workforce training challenges. The group highlighted the multiple benefits of opting for this type of investment and issued potential approaches (included in the attachments).

On Site Paid Experience: Like the Funders' Group, this Group considered investment in job shadow, on the job training opportunities in partnership with employers, community college or other agencies would have tremendous impact in addressing employer demand and job seekers' needs. Numerous voices shared their own personal or clients' stories to validate the success of this potential approach. CEI, who led the Portland's Job Alliance for several years, shared that their highest rate of success (86%) for job placement took place when it was attached to a prior internship opportunity.

Flexible Funding Approach: This Group also shared the importance to keep the funding as flexible as possible by removing "conditions" for potential participants (such as income or immigration status) and ensure the outcome/metrics support the employment of both the underemployed and unemployed.

Focused Population Approach: The Group recommended the City target the City's underemployed population by addressing their unique ongoing barriers and partnering - while supporting - employers in addressing them.

Replicate Local Best Practices: The Group encouraged the City to look at the current "Bridge" programs (learn while you earn models) and replicate and amplify accordingly.

TIF FUNDS AVAILABLE AND CITY STAFF RECOMMENDATIONS

City Area-wide TIF District Funds Available.

TIF District Tax Projections for the three Area-wide TIF Districts are attached.

Fiscal Year 2020 Estimated Property Tax Projections for the three Area-wide TIF District with staff comments include:

Bayside TIF District = \$1.8 million at the 100% capture rate. It is noted that depending upon City General Fund needs, the total amount captured may be lower than 100%.

Downtown/Transit District = \$4.1 million at the 100% capture rate. It is noted that depending upon City General Fund needs, the total amount captured may be lower than 100%.

Waterfront TIF District = \$1.4 million. \$800,000 is reserved for City staff salaries (Waterfront Coordinator and portions of Economic Development Dept. staff), plus debt service for past Ocean Gateway public infrastructure, and new debt service for the Thames Street Extension Project, leaving \$600,000 remaining. The Waterfront Working Group has recommended prioritizing the entire \$600,000 for Commercial Street Traffic Mitigation Public Infrastructure Improvements and waterfront dredging related expenses.

City Staff Recommendations.

The City Manager's Fiscal Year 2020 recommended budget will include use of Downtown/Transit TIF District funds to support one additional full-time position in the Economic Development Department/OEO Division.

Also, it is recommended that a total of \$250,000 in funds, as a pilot initiative, from the Downtown Transit TIF District Program be targeted to support workforce training.

- \$100,000 would be allocated to Portland Adult Education to support enhanced workforce training activities to individuals; and,
- \$150,000 would be reserved to invest in a Portland Workforce Training Program similar to the Portland Community Development Block (CDBG) Program. The recommended approach is to annually solicit proposals from private and non-profit organizations to target training to Portland employer needs.

It is expected that the City's commitment of funding would leverage additional private and foundation funding to invest in workforce training.

It is important to utilize TIF Funds as a pilot initiative in the first year so the City does not over-expend investment. The goal is to create a sustainable program in future years.

ATTACHMENTS

- January 31, 2019 Greg Mitchell Memo (w/o attachments)
- January 31, 2019 Portland Adult Education Memo
- March 7, 2019 Workforce Development Funders Meeting Worksheet
- March 18, 2019 Workforce Development Service Providers Meeting Worksheet
- Property Tax Projection Estimates for the Bayside, Downtown/Transit and Waterfront TIF Districts



Gregory A. Mitchell
Director, Economic Development Department

Economic Development Department
Gregory A. Mitchell, Director

MEMORANDUM

TO: Economic Development Committee

**FROM: Greg Mitchell, Economic Development Director
Julia Trujillo, OEO Director**

DATE: January 31, 2019

**SUBJECT: City Staff Recommendations to Invest Tax Increment Financing Revenue
in City Workforce Training Programs**

As you know, the EDC and City Council last Fall approved amendments to three Portland area-wide Tax Increment Financing (TIF) District Programs (Bayside, Downtown/Transit, and Waterfront) to allow the City to invest in workforce training programs. The allowable use of TIF District property tax revenue includes:

Workforce Training Funds. Costs of services and equipment to provide skills development and training, including scholarships to in-state educational institutions or to online learning entities when in-state options are not available for jobs created or retained.

Following a presentation and direction on workforce training initiatives at the November 14, 2018 EDC meeting, City staff is presenting the following recommendations for EDC consideration:

Office of Economic Opportunity (OEO) Staff Expansion. The addition of one full-time City staff position in the OEO Office located within the Economic Development Department. This position would provide operational support to OEO Director Julia Trujillo. OEO released the City of Portland Strategic Plan for Inclusion in December 2018. The new position will be instrumental to execute and coordinate the actions in this Plan. See attached memo, with supporting materials, to the City Manager and Human Resource Director outlining the request for this new staff position.

Funds Requested. The total amount requested is \$87,500 which includes the position direct and indirect costs (\$80,000) plus a budget of \$7,500 in additional funds to support marketing, community engagement, business industry job research and immigrant entrepreneurship activities.

City Administration of a Workforce Training Fund. City staff is recommending the EDC and City Council approve an annual financial allocation of TIF property tax revenue to capitalize a City Workforce Training Program which would be available, on a competitive basis, to all workforce training service providers including Portland Adult Education, to support Portland based industry training needs, including apprenticeship programs. The new City Program could operate similarly to the City's CDBG Program where an Allocation Committee annually reviews and scores various requests for funding. The Allocation Committee recommendations are presented to the City Manager for his approval followed by a review by the Economic Development Committee and City Council final approval through the budget process.

Funds Requested. The amount of funding for this new program will be determined through the annual City budget process based upon the amount of TIF funds available and City wide investment priorities.

If you agree on the above funding approach, City staff will incorporate the new OEO position in the Fiscal Year 2020 Budget, along with a financial appropriation request to capitalize the new City Workforce Training Fund. During the Fiscal Year 2020 City budget process, City staff will meet with all workforce training providers to obtain input to design and establish the new City Workforce Training Fund.

MEMO

To: Economic Development Committee
From: Portland Adult Education
01/31/19

Program Description:

Portland Adult Education proposes an annual TIF allocation of \$200,000 to create a comprehensive Workforce Development Program that will address the region's labor shortage and local employer demand for qualified workers.

PAE has both the supply of human capital and training expertise to implement a highly effective program. In 2018, over 2,400 adults took literacy, academic and/or workforce classes at Portland Adult Ed. Of those, more than 2,200 were New Mainers from 82 countries or territories. Many are recently arrived asylum seekers who are studying in preparation for their first job in the US (prior to work authorization), and are often ineligible for state or federal workforce funding. With additional resources, PAE could create a Workforce Development program that provides comprehensive career advising and training (including intensive English) leading to quality employment opportunities for adults while meeting local workforce demand.

While PAE has a proven track record of offering workforce training, restricted and temporary funding has limited its scope and impact. The proposed Workforce Development Program would provide enhanced services (not covered by local funding) to serve additional students, and design training to meet local, sector-specific needs. PAE would partner with the Office of Economic Opportunity to assess employer need, and collaborate with local workforce agencies to leverage state and federal funding sources as much as possible. The City's support through a TIF allocation would enable PAE's Workforce Development Program to serve more potential workers, including those currently ineligible for other sources of funding - generally, asylum seekers who are awaiting work authorization. The program would truly be a Workforce Development Program for all.

Goals:

The PAE Workforce Development Program would have the following annual goals:

Number of students served per year: 200
Sector-specific trainings: 3
Intensive English classes: 3
Job Readiness training: 3
Student advising: 150
Job Placement Rate (initial or better job): 75%

Leveraged Funding:

Based on two recent trainings offered at PAE, including the Bridge to Healthcare, and the Education Academy, PAE estimates that approximately 60% of students will be eligible for state or federal workforce dollars to cover the course tuition, offsetting the total training costs.

Workforce Development Program Budget Summary:

Description	Expense
Program Coordination and Student Advising	\$135,500
Sector-Specific Training	\$68,280
Intensive English	\$32,220
Job Readiness Training	\$60,000
Total	\$296,000
Total with 60% training offset from leveraged workforce funds	\$199,700

Per Student Cost:

The budget above outlines a per student TIF investment of \$998.50

Budget Narrative:

Program Management and Coordination: Includes a Program Coordinator, student intake, student advising and admin. These would be fixed costs.

Sector-Specific Training: 3 sector-specific trainings, 11 weeks, 15 hours/week (165 hours) for 12 students each training, plus instructor prep time.

Intensive English: 3 intensive english classes, 12 weeks, 10 hours/week (120 hours) for 15 students each.

Job Readiness Training: 3 job readiness trainings, 8 weeks, 15 hours/week (120 hours) for 15 students each to prepare mid-level English speakers for entry level positions in the US across a broad range of sectors. In addition to class time, students receive intensive one-on-one career advising, job application and placement support, and follow-up case management to promote retention.

WORKFORCE DEVELOPMENT FUNDERS DISCUSSION

7 March, 2019

Location: Portland City Hall

Leading the Discussion: Julia Trujillo Luengo and Greg Mitchell

Participants: see sign in sheet attached.

Recommendations

- Focus efforts on sector, industry, population.
- Encourage private support to diversity funding structure.
- A lot of times, it is not about the training program but the supports around it (childcare and transportation)
- Keep the process simple, especially for the user.
- Vision should be constantly communicated.
- Title 1B (Department of Labor) deployment as a model
- Systematic Job Shadow opportunities, leveraging private and existing public funding.
- Cultural Competency Training and Other Supports for Employers.
- Take into consideration other population's beyond immigrants, such as re-entry.

- Target all underemployed:

Re-entry
Immigrants
"Starbucks Baristas"

- Encourage City to establish short term and long term vision and a solid foundation.
- Create an Advisory Group such as the CDBG to ensure short, mid and long term alignment.
- Augment training funded by WIOA.
- Clarification who is eligible: income? Work authorization? Lives in Lewiston but works in Portland.
- Have we gathered employers' recommendations?
- Focus/address underemployment of the foreign born.
- Targets and Metrics to inform investments.
- Best possible matches between supply and demand (who is our workforce and what do employers need).
- Formal existing apprenticeships narrow out too many people --- TIF should support earlier steps in the continuum.
- Build on best local and national models: bridge programs.
- Stipends or job shadow funding support

Existing Barriers

Lots of the underemployed are over income and not work authorized.

There are high needs in the wrap around support services, which especially affect job seekers with multiple barriers (transportation and childcare)

SIGN IN SHEET

Group: TIF FUNDERS

Date: 7 March 2019

Name	Business/Organization	Email
GREG MITCHELL	CITY OF PORTLAND	
Beth Campbell	United Way	bcampbell@unitedwaygp.org
Jim Whitten	SMCC	jwhitten@smccme.edu
Dan Coyne	United Way of Grafton	dcoyne@unitedwaygp.org
Kim Moore	GPWI / UWGP	kmoore@unitedwaygp.org
Antoinette Mancusi	CCWI	AMANCUSI@coastalcounties.org

WORKFORCE DEVELOPMENT SERVICE PROVIDERS AND COMMUNITY ORGANIZATIONS STAKEHOLDER MEETING

18 March, 2019

Location: Portland City Hall

Leading the Discussion: Julia Trujillo Luengo and Greg Mitchell.

Participants: see sign in sheet attached

Recommendations

- Use the Bridge program as a model. Amplify and replicate it. Earn while you learn model.
- ESOL offerings on employer site.
- Consider funding or incentivizing employers who hire Community Navigators, who can help job seekers or employees navigate the multiple barriers they face to remain in the workforce and in the city of Portland.
- Sector based approach without forgetting the non profit and healthcare sectors.
- Target the underemployed: our biggest potential.
- Target those without work authorization, as they are not eligible for any federal support.
- Funding must be flexible: remove income based. Many working multiple survival jobs, which puts them over income.
- Ensure to support the employer as well: support their training needs. For example: cultural competency or other potential biases limiting job seekers from entering the workforce.
- Ensure to continue to connect/involve economic development and workforce development partners as the plans become clearer.
- Incentivize employers to support pervasive needs (transportation and childcare)
- Remove "conditions" associated with existing funding streams, such as CDBG. For example: net jobs created have to be new vs. filling existing positions.
- Ensure the \$ is invested in areas where the population can tangibly sense it and can have the greatest impact in people's lives: transportation and childcare.
- Keep the funding flexible to ensure it's agile and responds to the needs as they arise.
- Investing in paid internship or job shadow opportunities could make a HUGE difference.

Existing Barriers

- This group echoed the prior group by reintorating countless times that it is not so much about workforce training but the barriers that populations face to access these opportunities such as inadequate transportation options or enough childcare, especially for infants.
- Formal Apprenticeships not ideal for job seekers with multiple barriers because of the formality/rigidity.

SIGN IN SHEET

Group: TIF Discussion

Date: March 18, 2014

Name	Business/Organization	Email
Audi Stong	Portland Adult Ed	stonga@portlandschools.us
Beth Campbell	United Way of Greater Portland	bcampbell@unitedwaygpp.org
Dave Wurm	Goodwill	david.wurm@goodwillmaine.org
KARIN ANDERSON	Goodwill NNE	karin.anderson@goodwillnne.org
LISA CROTHES	Fedcap	lcrothesc@fedcap.org
Christa Baade	CEI	Christa.baade@ceimaine.org
Hannah DeAngelis	ccm RIS	hdeangelis@ccmaine.org
Damas Rugabe	GPIWC	drugabe@welcomeimmigrant.org
Lorri Perry	PHA	LPERRY@PORTHOUSE.ORG
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Donna Yellen	Preble Street	
Dawn Self-Cooper	DOL - Career Center	dawn.b.self-cooper@maine.gov
Jen Sporzynski	CEI	Jennifer.Sporzynski@CEI Maine.org
Kim Moore	GPWI	kmoore@unitedwaygpp.org
RuthAnne Haley	DOL Portland CC	RuthAnne.Haley@maine.gov
MUFAB CHIAM	THIRC	mufab@maineimmigrants.org
Matt Dubel	Portland	mdubel@portlandconnected.org

City of Portland - Bayside TIF Model

Total OAV as of 4/1/2001: \$1,608,190
 Total OAV as of 4/1/2006: \$44,066,380
 Total OAV as of 4/1/2013: \$122,318,180

Note: These numbers are actuals through FY2019 (Tax Year 4/1/2018); estimates for FY2020 through End of FY2033 (Tax Year 4/1/2032).

9/7/2018

TIF Years 1 (FY2004) through 16 (FY2019) Actual Numbers; Years 17 (FY2020) through 30 (FY2033) Estimates				Bayside TIF									
TIF Year	Tax Year- April 1	City Fiscal Year	Increased Assessed Value Real Prop.	% of Value Captured	Captured Valuation	Projected Mill Rate	Total Projected New Taxes Captured	Captured Revenue to Municipal Project and CEAs Account	City Non- Captured General Fund Revenues	OAV General Fund Revenue	Captured Revenue to Municipal Project Account	Capture Revenue to CEAs	
1	2003	FY2003/2004	\$5,468,950	1.00%	\$54,690	26.80	\$1,466	\$1,466	\$145,102	\$43,099	\$1,466		
2	2004	FY2004/2005	\$7,295,740	1.00%	\$72,957	26.53	\$1,936	\$1,936	\$191,620	\$42,665	\$1,936		
3	2005	FY2005/2006	\$9,171,480	54.16%	\$4,967,274	20.13	\$99,991	\$99,991	\$84,631	\$32,373	\$99,991		
4	2006	FY2006/2007	\$11,052,960	27.74%	\$3,066,091	16.31	\$50,008	\$50,008	\$130,266	\$718,723	\$50,008		
5	2007	FY2007/2008	\$23,657,250	1.00%	\$236,573	17.10	\$4,045	\$4,045	\$400,494	\$753,535	\$4,045		
6	2008	FY2008/2009	\$49,496,900	100.00%	\$49,496,900	17.74	\$878,075	\$878,075	\$0	\$781,738	\$452,194	\$425,881	
7	2009	FY2009/2010	\$69,217,260	78.00%	\$53,989,463	17.74	\$957,773	\$957,773	\$270,141	\$781,738	\$602,773	\$355,000	
8	2010	FY2010/2011	\$68,355,920	71.00%	\$48,532,703	17.92	\$869,706	\$869,706	\$355,232	\$789,670	\$395,064	\$474,642	
9	2011	FY2011/2012	\$62,808,110	73.00%	\$45,849,920	18.28	\$838,137	\$838,137	\$309,996	\$805,533	\$483,137	\$355,000	
10	2012	FY2012/2013	\$66,477,790	47.00%	\$31,244,561	18.82	\$588,023	\$588,023	\$663,089	\$829,329	\$141,688	\$446,335	
11	2013	FY2013/2014	\$65,716,350	97.72%	\$64,218,017	19.41	\$1,246,472	\$1,246,472	\$29,083	\$855,328	\$800,235	\$446,237	
12	2014	FY2014/2015	\$65,131,890	83.00%	\$54,059,469	20.00	\$1,081,189	\$1,081,189	\$221,448	\$881,328	\$634,952	\$446,237	
13	2015	FY2015/2016	\$67,362,090	54.58%	\$36,766,229	20.63	\$758,487	\$758,487	\$631,193	\$2,523,424	\$294,738	\$463,749	
14	2016	FY2016/2017	\$70,121,790	54.97%	\$38,545,948	21.11	\$813,705	\$813,705	\$666,566	\$2,582,137	\$349,899	\$463,806	
15	2017	FY2017/2018	\$82,037,690	58.27%	\$47,803,362	21.65	\$1,034,943	\$1,034,943	\$741,173	\$2,648,189	\$571,631	\$463,312	
16	2018	FY2018/2019	\$80,301,620	63.27%	\$50,806,835	22.48	\$1,142,138	\$1,142,138	\$663,043	\$2,749,713	\$817,138	\$325,000	
17	2019	FY2019/2020	\$82,327,818	100.00%	\$82,327,818	22.93	\$1,887,744	\$1,887,744	\$0	\$2,804,707	\$1,562,744	\$325,000	
18	2020	FY2020/2021	\$84,374,278	100.00%	\$84,374,278	23.39	\$1,973,362	\$1,973,362	\$0	\$2,860,801	\$1,648,362	\$325,000	
19	2021	FY2021/2022	\$86,441,203	100.00%	\$86,441,203	23.86	\$2,062,138	\$2,062,138	\$0	\$2,918,017	\$1,737,138	\$325,000	
20	2022	FY2022/2023	\$88,528,796	100.00%	\$88,528,796	24.33	\$2,154,178	\$2,154,178	\$0	\$2,976,377	\$1,829,178	\$325,000	
21	2023	FY2023/2024	\$90,637,266	100.00%	\$90,637,266	24.82	\$2,249,593	\$2,249,593	\$0	\$3,035,905	\$2,249,593		
22	2024	FY2024/2025	\$92,766,821	100.00%	\$92,766,821	25.32	\$2,348,497	\$2,348,497	\$0	\$3,096,623	\$2,348,497		
23	2025	FY2025/2026	\$94,917,671	100.00%	\$94,917,671	25.82	\$2,451,007	\$2,451,007	\$0	\$3,158,556	\$2,451,007		
24	2026	FY2026/2027	\$97,090,029	100.00%	\$97,090,029	26.34	\$2,557,245	\$2,557,245	\$0	\$3,221,727	\$2,557,245		
25	2027	FY2027/2028	\$99,284,111	100.00%	\$99,284,111	26.87	\$2,667,335	\$2,667,335	\$0	\$3,286,161	\$2,667,335		
26	2028	FY2028/2029	\$101,500,134	100.00%	\$101,500,134	27.40	\$2,781,408	\$2,781,408	\$0	\$3,351,884	\$2,781,408		
27	2029	FY2029/2030	\$103,738,317	100.00%	\$103,738,317	27.95	\$2,899,595	\$2,899,595	\$0	\$3,418,922	\$2,899,595		
28	2030	FY2030/2031	\$105,998,882	100.00%	\$105,998,882	28.51	\$3,022,036	\$3,022,036	\$0	\$3,487,301	\$3,022,036		
29	2031	FY2031/2032	\$108,282,053	100.00%	\$108,282,053	29.08	\$3,148,872	\$3,148,872	\$0	\$3,557,047	\$3,148,872		
30	2032	FY2032/2033	\$110,588,055	100.00%	\$110,588,055	29.66	\$3,280,250	\$3,280,250	\$0	\$3,628,187	\$3,280,250		
30 Year TIF Total			\$2,150,149,224		\$1,876,186,426		\$45,849,352	\$45,849,352	\$5,503,077	\$62,620,736	\$39,884,153	\$5,965,199	
30 Year Average			\$71,671,641		\$62,539,548		\$1,528,312	\$1,528,312	\$183,436	\$2,087,358	\$1,329,472	\$198,840	

Actual Above This Line

Estimates Below This Line

City of Portland - Downtown TOD TIF Model

Actual IAV FY2016 through FY2019

Estimates FY2020 through FY2045

Annual mil rate increase FY2020 through FY2045: 2%

Annual valuation increase FY2020 through FY2045: 1%

Original Assessed Value as of 4/1/2013: \$968,136,850

City of Portland - Downtown TOD TIF Projection Table

TIF Year	Tax Year-April 1	City Fiscal Year	Increased Assessed Value Real Prop.	% of Value Captured	Captured Valuation	Projected Mill Rate	Total Projected New Taxes Captured	Captured Revenue to Business Project Account	Captured Revenue to Municipal Project Account	City Non-Captured General Fund Revenues	OAV General Fund Revenue
1	2015	FY2015/2016	\$72,245,340	12.00%	\$8,669,441	20.63	\$178,851	\$0	\$178,851	\$1,311,571	\$19,972,663
2	2016	FY2016/2017	\$84,092,870	22.00%	\$18,500,431	21.11	\$390,544	\$0	\$390,544	\$1,384,656	\$20,437,369
3	2017	FY2017/2018	\$126,688,910	22.00%	\$27,871,560	21.65	\$603,419	\$0	\$603,419	\$2,139,396	\$20,960,163
4	2018	FY2018/2019	\$169,840,880	22.00%	\$37,364,994	22.48	\$839,965	\$0	\$839,965	\$2,978,058	\$21,763,716
5	2019	FY2019/2020	\$181,220,655	100.00%	\$181,220,655	22.93	\$4,155,317	\$0	\$4,155,317	\$0	\$22,198,991
6	2020	FY2020/2021	\$192,714,227	100.00%	\$192,714,227	23.39	\$4,507,237	\$0	\$4,507,237	\$0	\$22,642,971
7	2021	FY2021/2022	\$204,322,735	100.00%	\$204,322,735	23.86	\$4,874,314	\$0	\$4,874,314	\$0	\$23,095,830
8	2022	FY2022/2023	\$216,047,328	100.00%	\$216,047,328	24.33	\$5,257,096	\$0	\$5,257,096	\$0	\$23,557,747
9	2023	FY2023/2024	\$227,889,167	100.00%	\$227,889,167	24.82	\$5,656,149	\$0	\$5,656,149	\$0	\$24,028,901
10	2024	FY2024/2025	\$239,849,425	100.00%	\$239,849,425	25.32	\$6,072,060	\$0	\$6,072,060	\$0	\$24,509,479
11	2025	FY2025/2026	\$251,929,285	100.00%	\$251,929,285	25.82	\$6,505,432	\$0	\$6,505,432	\$0	\$24,999,669
12	2026	FY2026/2027	\$264,129,943	100.00%	\$264,129,943	26.34	\$6,956,893	\$0	\$6,956,893	\$0	\$25,499,662
13	2027	FY2027/2028	\$276,452,609	100.00%	\$276,452,609	26.87	\$7,427,088	\$0	\$7,427,088	\$0	\$26,009,656
14	2028	FY2028/2029	\$288,898,501	100.00%	\$288,898,501	27.40	\$7,916,684	\$0	\$7,916,684	\$0	\$26,529,849
15	2029	FY2029/2030	\$301,468,851	100.00%	\$301,468,851	27.95	\$8,426,372	\$0	\$8,426,372	\$0	\$27,060,446
16	2030	FY2030/2031	\$314,164,906	100.00%	\$314,164,906	28.51	\$8,956,865	\$0	\$8,956,865	\$0	\$27,601,655
17	2031	FY2031/2032	\$326,987,921	100.00%	\$326,987,921	29.08	\$9,508,899	\$0	\$9,508,899	\$0	\$28,153,688
18	2032	FY2032/2033	\$339,939,166	100.00%	\$339,939,166	29.66	\$10,083,236	\$0	\$10,083,236	\$0	\$28,716,762
19	2033	FY2033/2034	\$353,019,923	100.00%	\$353,019,923	30.26	\$10,680,660	\$0	\$10,680,660	\$0	\$29,291,097
20	2034	FY2034/2035	\$366,231,488	100.00%	\$366,231,488	30.86	\$11,301,985	\$0	\$11,301,985	\$0	\$29,876,919
21	2035	FY2035/2036	\$379,575,169	100.00%	\$379,575,169	31.48	\$11,948,050	\$0	\$11,948,050	\$0	\$30,474,457
22	2036	FY2036/2037	\$393,052,286	100.00%	\$393,052,286	32.11	\$12,619,720	\$0	\$12,619,720	\$0	\$31,083,946
23	2037	FY2037/2038	\$406,664,175	100.00%	\$406,664,175	32.75	\$13,317,892	\$0	\$13,317,892	\$0	\$31,705,625
24	2038	FY2038/2039	\$420,412,182	100.00%	\$420,412,182	33.40	\$14,043,490	\$0	\$14,043,490	\$0	\$32,339,738
25	2039	FY2039/2040	\$434,297,670	100.00%	\$434,297,670	34.07	\$14,797,468	\$0	\$14,797,468	\$0	\$32,986,532
26	2040	FY2040/2041	\$448,322,013	100.00%	\$448,322,013	34.75	\$15,580,814	\$0	\$15,580,814	\$0	\$33,646,263
27	2041	FY2041/2042	\$462,486,598	100.00%	\$462,486,598	35.45	\$16,394,547	\$0	\$16,394,547	\$0	\$34,319,188
28	2042	FY2042/2043	\$476,792,830	100.00%	\$476,792,830	36.16	\$17,239,718	\$0	\$17,239,718	\$0	\$35,005,572
29	2043	FY2043/2044	\$491,242,124	100.00%	\$491,242,124	36.88	\$18,117,414	\$0	\$18,117,414	\$0	\$35,705,684
30	2044	FY2044/2045	\$505,835,911	100.00%	\$505,835,911	37.62	\$19,028,757	\$0	\$19,028,757	\$0	\$36,419,797
30 Year TIF Total			\$9,216,815,087		\$8,856,353,513		\$273,386,936	\$0	\$273,386,936	\$7,813,681	\$830,594,035
30 Year TIF Average			\$307,227,170		\$295,211,784		\$9,112,898	\$0	\$9,112,898	\$260,456	\$27,686,468

Actuals Above

Estimates Below

City of Portland - Waterfront TIF Model
Actual FY03 thru FY19; Estimates FY20 thru FY32

WITH FALL 2018 PARCELS ADDED IN

OAV at Beginning ao 4/1/2001: \$6,716,410
OAV added FY11 for Subdistrict ao 4/1/2 \$950,930
OAV added FY19 for Wex/Union Wharf: \$616,430
OAV added FY20 for Additional Parcels
ao 4/1/2017: \$20,076,870
\$28,360,640

TIF Years 18 through 30 - Annual mil rate increase: 2%
TIF Years 18 through 30 - Annual valuation increase: 1%

1/31/2019

Waterfront TIF											
TIF Years 1 (FY2003) through 17 (FY2019) Actual Numbers; Years 18 (FY2020) through 30 (FY2032) Estimates											
TIF Year	Tax Year- April 1	Increased Assessed Value Real Prop.	% of Value Captured	Captured Valuation	Projected Mill Rate	Total Projected New Taxes Captured	Captured Revenue to Municipal & Subdistrict* Project AccountProject Account	City Non- Captured General Fund Revenues	OAV General Fund Revenue	Captured Revenue to Municipal Project Account	Captured Revenue to Subdistrict Project Account
1	2002	\$11,533,350	1.00%	\$115,334	25.72	\$2,966	\$2,966	\$293,671	\$172,746	\$2,966	
2	2003	\$8,966,860	1.00%	\$89,669	26.80	\$2,403	\$2,403	\$237,909	\$180,000	\$2,403	
3	2004	\$11,941,350	1.00%	\$119,414	26.53	\$3,168	\$3,168	\$313,636	\$178,186	\$3,168	
4	2005	\$14,041,400	35.38%	\$4,967,847	20.13	\$100,003	\$100,003	\$182,651	\$135,201	\$100,003	
5	2006	\$18,576,750	1.00%	\$185,768	16.31	\$3,030	\$3,030	\$299,957	\$109,545	\$3,030	
6	2007	\$20,681,160	100.00%	\$20,681,160	17.10	\$353,648	\$353,648	\$0	\$114,851	\$353,648	
7	2008	\$20,050,110	62.00%	\$12,431,068	17.74	\$220,527	\$220,527	\$135,162	\$119,149	\$220,527	
8	2009	\$20,010,560	79.00%	\$15,808,342	17.74	\$280,440	\$280,440	\$74,547	\$119,149	\$280,440	
9	2010	\$18,984,350	58.00%	\$11,010,923	17.92	\$197,316	\$197,316	\$142,884	\$137,399	\$197,316	
10	2011	\$24,027,810	74.00%	\$17,780,579	18.28	\$325,001	\$325,001	\$114,189	\$140,159	\$280,783	\$44,218
11	2012	\$30,830,260	74.00%	\$22,814,392	18.82	\$429,367	\$429,367	\$150,859	\$144,299	\$285,529	\$143,838
12	2013	\$30,953,530	91.00%	\$28,167,712	19.41	\$546,735	\$546,735	\$54,073	\$148,823	\$397,188	\$149,547
13	2014	\$32,962,740	73.00%	\$24,062,800	20.00	\$481,256	\$481,256	\$177,999	\$153,347	\$313,301	\$167,955
14	2015	\$33,758,670	69.00%	\$23,293,482	20.63	\$480,545	\$480,545	\$215,897	\$158,177	\$295,498	\$185,047
15	2016	\$33,959,500	66.00%	\$22,413,270	21.11	\$473,144	\$473,144	\$243,741	\$161,858	\$280,805	\$192,339
16	2017	\$34,620,320	66.00%	\$22,849,411	21.65	\$494,690	\$494,690	\$254,840	\$165,998	\$297,431	\$197,259
17	2018	\$39,176,210	71.48%	\$28,003,155	22.48	\$629,511	\$629,511	\$251,170	\$186,219	\$424,690	\$204,821
18	2019	\$64,293,550	100.00%	\$64,293,550	22.93	\$1,474,225	\$1,474,225	\$0	\$650,309	\$1,265,304	\$208,922
19	2020	\$85,220,092	100.00%	\$85,220,092	23.39	\$1,993,144	\$1,993,144	\$0	\$663,355	\$1,780,031	\$213,113
20	2021	\$108,105,899	100.00%	\$108,105,899	23.86	\$2,578,970	\$2,578,970	\$0	\$676,685	\$2,392,146	\$186,824
21	2022	\$206,970,565	100.00%	\$206,970,565	24.33	\$5,036,230	\$5,036,230	\$0	\$690,014	\$4,845,726	\$190,504
22	2023	\$209,323,877	100.00%	\$209,323,877	24.82	\$5,195,363	\$5,195,363	\$0	\$703,911	\$5,001,023	\$194,341
23	2024	\$229,700,722	100.00%	\$229,700,722	25.32	\$5,815,134	\$5,815,134	\$0	\$718,091	\$5,616,878	\$198,256
24	2025	\$232,281,335	100.00%	\$232,281,335	25.82	\$5,998,074	\$5,998,074	\$0	\$732,272	\$5,795,903	\$202,171
25	2026	\$234,887,755	100.00%	\$234,887,755	26.34	\$6,186,686	\$6,186,686	\$0	\$747,019	\$6,017,942	\$168,744
26	2027	\$237,520,239	100.00%	\$237,520,239	26.87	\$6,381,143	\$6,381,143	\$0	\$762,050	\$6,358,982	\$22,161
27	2028	\$240,179,048	100.00%	\$240,179,048	27.40	\$6,581,625	\$6,581,625	\$0	\$777,082	\$6,581,625	
28	2029	\$267,364,445	100.00%	\$267,364,445	27.95	\$7,473,118	\$7,473,118	\$0	\$792,680	\$7,473,118	
29	2030	\$270,321,696	100.00%	\$270,321,696	28.51	\$7,706,892	\$7,706,892	\$0	\$808,562	\$7,706,892	
30	2031	\$273,308,519	100.00%	\$273,308,519	29.08	\$7,947,887	\$7,947,887	\$0	\$824,727	\$7,947,887	
30 Year TIF Total		\$3,064,552,671		\$2,914,272,068		\$75,392,241	\$75,392,241	\$3,143,184	\$12,071,864	\$72,522,183	\$2,870,058
30 Year Average:		\$102,151,756		\$97,142,402		\$2,513,075	\$2,513,075	\$104,773	\$402,395	\$2,417,406	\$95,669

*Subdistrict is Waterfront Maine CEA with maximum cumulative TIF payments set at \$2,870,058.