ECONOMIC DEVELOPMENT COMMITTEE

DATE: Tuesday, May 7, 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 April 2, 2019.

a. See draft Minutes attached for approval.

2. Committee discussion and direction on proposed City and Portland Adult Education workforce training programs.

a. See enclosed memorandums from Portland Adult Education and Greg Mitchell and Julia Trujillo Luengo.

3. Public Hearing and vote to recommend to the City Council proposed amendment to the Waterfront TIF District to add additional properties, and a proposed map amendment to the Waterfront Development Growth Area Ordinance.

a. See enclosed memorandum and back materials from Greg Mitchell.

Next scheduled joint EDC and Housing Committee meeting on May 21, 2019.

Minutes
Economic Development Committee
April 2, 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, April 2, 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 City Manager Jon Jennings, Office of Economic Opportunity Division Director Julia Trujillo Luengo, 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 19, 2019.

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

Item #2: Discussion and direction on the Waterfront Working Group's (WWG) recommendations to invest FY2020 Waterfront Tax Increment Financing funds and general progress update.

Chair Costa noted that this and the following item are for Committee discussion only concerning utilizing Tax Increment Financing (TIF) revenue to support the waterfront and workforce training, as well as up receiving an update on the WWG.

Mr. Jennings said that WWG held its 7th meeting last week and is making strides in Waterfront Central Zoning (WCZ) amendments and recommendations for investment of WTIF funds, with Mr. Mitchell recently providing the WWG with a primer on TIFs. Regarding WTIF and the City investing in the waterfront, Mr. Jennings said that two priorities have been suggested by WWG, those being dredging and Commercial Street improvements, noting that his intention is to continue to meet regularly with waterfront representatives for recommendations on WTIF investments.

Mr. Needelman added that starting in early January, the WWG began tackling issues as noted on the memorandum under bullet of “Issues Under Discussion”. To date, the majority of the meetings have centered on zoning issues and use of TIF revenue, with zoning limited to the WCZ zone which is very complex and balance is needed for competing uses. Regarding contract zoning in the WCZ, staff’s recommendation is to eliminate it, as was the WWG. Regarding the Non-Marine Use Overlay Zone (NMUOZ), the location of it is under a lot of discussion and staff will be ready to make a recommendation to the Planning Board without WWG consensus. Mr. Needelman highlighted various areas in the NMUOZ that are being considered for amendments.

Marketing, outside of the NMUOZ, was also discussed by the WWG, and Mr. Needelman noted that currently a property needs to be marketed for marine use for 60 days. The WWG supports extending the marketing period to 6 months similar to the Pedestrian Activity District.

Regarding the Marine Use Inventory, they will be looking at ways to obtain more useful information, which may include an ordinance amendment.

Regarding Permitted Uses, particularly restaurants in the NMUOZ, Mr. Needelman said that this will be a topic at its meeting this week.

Performance standards have been discussed and there is some consensus. Staff will review and consolidate/strengthen them for a Planning Board Workshop on April 23rd.

Lastly, as Mr. Jennings noted, for future WTIF investment, Commercial Street improvements and dredging were top of the WWG's priority list. Mr. Needelman noted that dredging creates more berthing.

Chair Costa asked Mr. Mitchell for an overview of what recently changed with the area-wide TIF Districts.

Mr. Mitchell said that the three area TIFs were recently amended to increase allowable uses of Municipal TIF revenue, particularly for workforce training investment. Regarding the WTIF, in addition to allowable uses, a number of properties were added to the District, and Mr. Mitchell then displayed a map and highlighted the properties that were added, as well as the Waterfront Growth Area extended to the west. These properties will increase the Municipal TIF Revenue for investment in the waterfront. Estimates for WTIF Revenue for FY20 is $1.4 Million, of which $800,000 is earmarked, and another $600K for WWG recommendations. The Municipal TIF Revenue should increase yearly as the properties just added are further developed and increase in value.

Chair Costa noted that the properties added are not getting a tax break. The City captures the Increased Assessed Value (IAV) from which taxes from the IAV can be used for Waterfront investment purposes by the City.

Councilor Mavodones asked if the new marina was included, and Mr. Mitchell said that marinas are treated differently; just land is being captured.

In response to Chair Costa, Mr. Jennings said that Waterfront TIF investment priorities are dredging, including the CAD Cell, and Commercial Street improvements. Permitting for the CAD Cell requires an additional $200,000 to finish that work. The actual CAD Cell construction is estimated in the $30 Million range, so Federal and State assistance would be needed, noting it is a critical need.

Mr. Jennings also noted that the City Council supported the second phase of smart City funding, and, with leveraging WTIF funds, the City will continue to move forward to tackle Commercial Street, which includes pedestrian safety.

The Committee was in general agreement with the recommendations.

Chair Costa thanked the staff for their work to date, and with the WWG. It is a good model and the Finance Committee will be hearing about this as it goes through the budget process and talk more about specific projects and expenditures.

Mr. Jennings thanked the Committee, and noted that such recommendations would be done earlier for the next budget cycle – in tandem with the CIP process.

Item #3: Discussion and direction on City staff recommendations to invest City TIF funds to support workforce training.

Chair Costa said that the Committee and City Council support the use of area-wide TIF District municipal revenue funds to support workforce training efforts, in particular using the Downtown TOD TIF (DTIF) revenue.

Mr. Jennings noted that he has had one-on-one conversations with Chair Costa and Councilor Ali regarding their interest in this topic. In the FY20 budget, he noted that he is including a recommendation for an additional position on the Office of Economic Opportunity (OEO) to be paid for with DTIF revenue. Another recommendation is a pilot program to support workforce training by providing funding to Portland Adult Education (PAE) for perhaps $100,000 from the DTIF, as well as a program, similar to the CDBG program, starting with $150,000, again from the DTIF, where the City would solicit proposals from private and non-profit organizations to target training for Portland employer needs. There would be committee review and recommendation on awards, noting perhaps this Committee would make those recommendations.

Ms. Luengo said that she met with workforce training providers and recipients, to be sure this would supplement their programs. The common thread was the need for a focused effort perhaps on a specific population and particularly with under-employment, transportation, child care issues, and on the job training. The specific population often cited was the under-employed, which includes re-entry of formerly incarcerated population, foreign trained professionals, and recent college graduates.

Councilor Mavodones said that he is good with the direction this is going but questioned the financial mechanics of how it would work between the City and School budgets.

Chair Costa said that he is in conversations with the City Manager and Corporation Counsel to set this up legally. He also noted that he has had conversations with PAE regarding the need to augment their programs.

Councilor Thibodeau noted that when OEO was first created, it was created with the planned intention to have an Executive Director and two program assistants, asking if a third position would be created in the future.

Mr. Jennings said that it would depend on the workload and funding sources.

Councilor Ali said that by allocating $100,000 to PAE, he would want to be sure that its participants were being hired, and Mr. Jennings agreed.

Chair Costa thanked all for the efforts and would look forward to the Committee reviewing a draft to set up these programs. He then asked Liz Love, from PAE in attendance, about how scalable a $100,000 funding source would be. Ms. Love noted that PAE would pilot specific training, partnering with potential employers, for jobs for their clients.

Councilor Thibodeau agreed to seeing drafts to set up the programs, noting that they should contain a report back mechanism to see if it is working.

Committee consensus was to move forward, although settling on allocations could be done through the Finance Committee, partnering with the business community.

On another topic, Councilor Thibodeau asked if this Committee would weigh in on the homeless shelter discussions. It was agreed that this would remain with the Health and Human Services Committee, and EDC members could discuss this one-on-one with their colleagues.

There being no further business, the meeting adjourned at approximately 6:40 p.m.

Respectfully, Lori Paulette

CITY OF PORTLAND
Economic Development
Gregory A. Mitchell, Director

MEMORANDUM

TO:	**Economic Development Committee**
FROM:	**Greg Mitchell, Economic Development Director** **Julia Trujillo, OEO Division Director**
DATE:	**May 3rd, 2019**
SUBJECT:	**City Staff Recommendations to Invest TIF Funds in Workforce Training**

BACKGROUND

Discussions regarding the use of tax increment financing (TIF) 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 2 April, 2019, the City Manager proposed a two pronged initial allocation of DTIF investment.

The first allocation would provide $100,000 funding for Portland Adult Education to augment their existing workforce training programming.

The second allocation would be for a total of $150,000 as a City pilot program to invest in Portland employer workforce training needs. The City would make funding available as a competitive bid opportunity. The City Manager proposed to follow a similar model to CDBG, where the City would solicit proposals from private and non-profit organizations to target training for Portland employer needs. His vision would potentially entail the formation of a committee, who would review and issue recommendations on awards.

Chair Justin Costa asked to review a draft to set up these programs during a future meeting of the EDC.

DRAFT WORKFORCE TRAINING OUTLINE

Rationale

Based on City staff recommendations and comprehensive input from community and workforce development providers, Economic Development staff drafted a preliminary framework for potential investment.

There were unique considerations which influenced this initial draft:

1. **Results Oriented:**

   In order to ensure the highest potential for employment related outcomes, staff considered a demonstrated direct link to the employer was key. This is referenced throughout the framework to ensure applicants understand this requirement. In addition, the applicant also will be provided the expected measurable outcomes associated with this funding opportunity.

2. **Alignment in four main areas**:

   a. ***Addressing collective gaps in workforce development and training***: job shadow, on the job training and job site ESOL/other contextualized workforce training opportunities.

   b. ***Incorporating Metrics from federal workforce training funding***.

   c. ***Priority Sectors*** from Portland's Regional Workforce Board responsible for distribution of all Workforce Innovation and Opportunity Act (WIOA) in our region. By aligning in this area, TIF's impact potential augments.

   d. ***Target Population*** - of those who represent the highest impact potential due to overall consensus among partners and other funders.

3. **Supplemental Funding Stream:**

   This pocket of funding is finite and therefore, applicants are invited to demonstrate alignment with other federal, state and local funding sources to maximize impact and expand its reach across populations, sectors or programming. The amount of future city funding investment in workforce training programs, is subject to change, and is contingent upon the success of the pilot initiative.

Proposed Workforce Training Outline

Please see attached.

CITY OF PORTLAND, MAINE WORKFORCE TRAINING PROGRAM OUTLINE
Draft as of May 2, 2019

GOAL AND PURPOSE

To invest in employer driven relevant workforce training in order to create or retain jobs in Portland.

A total of $150,000 is available, as a City pilot program, to invest in Portland employer workforce training needs. The source of funding is from Tax Increment Financing (TIF) Districts. State allowable uses of TIF District funding include:

Costs of services and equipment to provide skill development and training, including scholarships to in-state educational institutions or to on-line learning entities when in-state options are not available, for jobs created or retained in a municipality.

Future City investment in workforce training will be dependent upon pilot program success.

Applicant Requirements

Applicants for TIF workforce training funding shall:

1. Demonstrate employer engagement/component to address incumbent workers or potential new workforce.

2. Indicate how the applicant plans to leverage other existing sources of funding including, but not limited to state and/or federal workforce training sources. This local investment in workforce training is intended to be a supplemental source of funding to complement existing available workforce training programs.

ELIGIBLE APPLICANTS

501(c)(3) nonprofits, post secondary education institutions in partnership with one or various employers.

Employers in partnership with 501(c)(3) or post secondary institutions

KEY DELIVERABLES AND OUTCOMES

of overall participants (all)

and % of participants who entered employment

of participants who demonstrate measurable skills gain

# of participants who demonstrate measurable skills gain resulting in employment

# of participants who earn a credential of value

# of participants who earn a credential of value resulting in employment

ELIGIBLE ACTIVITIES

a. On the Job Training.

b. Job Shadow or Internships.

c. Necessary training **for the job seeker or employee in order to secure, retain or advance employment options**, including but not limited to:

- short-term certificate programs,
- skill deficiency programs, and
- ESOL classes/interventions to support the hiring or promotion of employees.

d. ***Employer training*** to support the attraction of traditionally untapped populations and others to include but not limited to:

- recent high school graduates,
- re-entry population, and
- skill deficient populations, immigrants and others.

APPLICATION AND SELECTION PROCESS

Application

Selection Criteria

Business Engagement
Business engagement is important to connect workforce training investment to current or projected employment. Please describe the business engagement associated with the application.

Organizational Experience
Briefly describe your organization's past experience delivering workforce training programs. Describe key program elements (including target population, average number of clients/year, goals, types of activities and/or services, program length, outcomes). Please limit responses to 500 words.

Required Activities
Describe how your program will maximize investment by outlining all activities to meet project goals. Please limit responses to 500 words.

Outreach
Describe your plan to spread awareness of the initiative/project/program and attract individuals to your project/program/secure participation. Please limit responses to 300 words.

Proposed Partnerships
Please describe in great detail any partnerships. Please limit responses to 500 words.

Staffing
Describe any staffing needs.

Budget
Please provide a line item budget for the proposed workforce training program.

REPORTING REQUIREMENTS

Selected application(s) shall complete quarterly reports to assess performance and expected results over time.

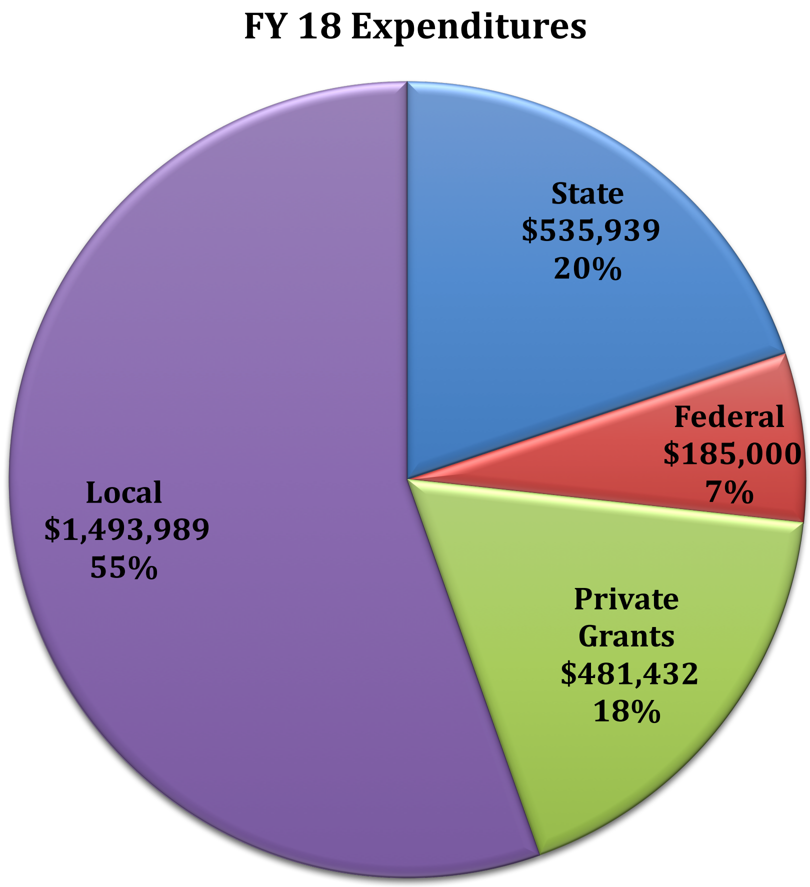
The City reserves the right to accept or reject any and all requests for financial assistance.

MEMORANDUM

To: Economic Development Committee
From: Portland Adult Education
Date: May 7, 2019
Subject: PAE Workforce Development Proposal

As a follow-up to the Economic Development Committee meeting on April 2, 2019, please see Portland Adult Education's revised proposal for an annual TIF allocation of $100,000 to create a comprehensive Workforce Development Program that will address the region's labor shortage and local employer demand for qualified workers. We've provided additional information about how this program relates to PAE's current budget and a revised list of services to be offered. We propose the same types of programs, but have reduced the number of classes to two sector-specific training programs, two intensive language classes, and two U.S. job readiness classes. We will continue to offer comprehensive career advising.

Portland Adult Education
FY 18 Expenditures and Funding Sources
Total Expenditures: $2.69 M



FY 18 Local Funding for Workforce-Related Training:

In FY 18, approximately $187,324 of local funding was directed toward basic job skills classes. Of this allocation, $44,363 was generated by Job Skills revenue from class fees, and approximately $41,211 came from state subsidy, for a total local taxpayer investment of approximately $101,751.

Given PAE's limited local funds, the program prioritizes the basics in both Academic and Job Skills classes. Job Skills classes help adults become work-ready and include 6 week, 33- hour courses in subjects such as digital literacy, Excel, job search strategies, workplace communication, accounting and medical terminology.

Proposed Blended Funding Model for Workforce Training:

Portland Adult Education seeks to expand its workforce programming to address local employer demand. These courses would rely on a blended funding model utilizing 100% external funding from state, federal or philanthropic sources. The framework below describes the specific courses PAE would develop with a TIF investment of $100K in FY20, along with leveraged state and federal funding through tuition reimbursement from workforce partner agencies. Examples of potential workforce funding sources: WIOA, CSSP, and TANF funding.

Some of PAE's students (primarily asylum-seekers who are not yet work-authorized) are ineligible for tuition reimbursement from state and federally-funded workforce programs. Generally, they are students with the time and motivation to pursue workforce training, and a PAE blended funding model would allow PAE to train all interested students.

The courses described below fall into two categories: 1) sector-specific training and 2) foundational courses. PAE requests directing 1/3 of a $100k TIF investment into sector-specific training in education and banking, and 2/3 into the foundational courses of intensive English and US workplace preparation. While all the courses align with PAE's market assessment of employer demand, there are fewer state/federal funding sources available for the foundational courses.

PAE seeks a sustainable TIF investment to grow and develop workforce programming, as well as the ability to enroll students who are ineligible for other state or federal workforce funding. The framework below outlines the specific course proposals for a pilot year in FY20, including course descriptions, the outcomes, total cost, and percentage requested from a TIF award of $100,000.

In addition to the courses supported by a potential TIF investment, PAE is actively seeking grant funding in FY20 for other workforce training including an ELL CDL Driver Prep course, an ELL Certified Residential Medication Aide course (CRMA), and ELL Certified Nursing Assistant (CNA) course and an ELL Child Development Associate course (CDA) in partnership with PATHS. In the future, a sustainable TIF investment in Portland Adult Education would enable the program to reliably and consistently respond to employer demand. PAE continues to pursue expanded training opportunities in partnership with PATHS that will utilize the facility and faculty.

Portland Adult Education Course Descriptions and Modified TIF Request for FY 20

Course	Description	Employer /Workforce Partners	Position	Starting Wage	Students per Year	Job Placement Rate	Total Cost	TIF Request	% of total cost
Education Academy	This 260-hour course prepares foreign-trained educators for a career in the US education system starting as Ed Tech IIIs with pathways toward Teacher Certification. In addition to class time, the course includes a practicum at Portland Public Schools, one-on-one advising, credential evaluation, and job search support.	*Engaged Employers*: Portland Public Schools Spurwink *Workforce*: DOL Greater Portland Workforce Initiative Goodwill Workforce Solutions (WIOA)	Ed Tech III Certified Teacher	$17.67 /hour $38,000 min.	12	80%	$51,524	$15,400	30%
ELL Banking Training	This 3 month, 210-hour course is under development in partnership with local financial institutions and based on the American Banking Association's Today's Teller curriculum. The course will provide additional skills training for English Language Learners in contextualized English, math and currency, communication, and computer skills, as well as networking and job search support.	*Engaged Employers:* Greater Portland Chamber of Commerce Bank of America C-Port Credit Union Infinity Credit Union Bangor Savings Bank Norway Savings Gorham Savings Bank Key Bank *Workforce:* Prosperity Maine Greater Portland Career Center Goodwill Workforce Solutions (WIOA)	Bank Teller	$15-$17/hour	12	80%	$35,214	$17,600	50%

Course	Description	Employer /Workforce Partners	Position	Starting Wage	Students per Year	Job Placement Rate	Total Cost	TIF Request	% of total cost
Intensive English Course **(2x per year)**	This 150-hour course will provide 15 hours/week of intensive English over 10 weeks to enable English Language Learners to advance quickly to proficiency. This course offers 3 times the intensity of other PAE ESOL class. The course combines classroom and on-line learning with the opportunity for additional computer-based work outside of the classroom.	*Workforce:* Greater Portland Workforce Initiative Goodwill Workforce Solutions (WIOA) Greater Portland Career Center Catholic Charities Fedcap (TANF)	multiple	N/A	30	N/A	$40,000	$32,000	80%
Intensive Job Readiness for Intermediate English Speakers **(2x per year)**	This 120-hour course prepares intermediate English level students for their first US job, or professional advancement. The course covers US workplace culture, communication, written and spoken directions, safety, job search skills, interviewing, computer literacy and basic money management skills and additional English language support. Students receive one-on-one advising for job placement and follow-up with an 85% job placement rate.	*Engaged Employers:* Multiple in manufacturing, healthcare and hospitality *Workforce:* Catholic Charities Greater Portland Career Center Greater Portland Workforce Initiative	Generally, entry level production, healthcare and hospitality	$12-$15/hour	30	85%	$35,000	$35,000	100%
Total					**84**		**$271,221**	**$100,000**	**37%**

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

DATE: May 3, 2019

SUBJECT: **Proposed Amendments to the Waterfront Tax Increment Financing (WTIF) District to add four additional properties and one adjustment to the Waterfront Development Growth Area Ordinance Map**

I. ONE SENTENCE SUMMARY

A public hearing will be held at the May 7, 2019, EDC meeting for a vote, in the form of a recommendation to the City Council, to approve the Proposed Amendments to the Waterfront Tax Increment Financing (WTIF) District to add additional properties to the District and propose one adjustment to the Waterfront Development Growth Area Ordinance (WGA) Map.

II. AGENDA DESCRIPTION

Amendments to the Waterfront Tax Increment Financing (WTIF) District are proposed to maximize utilization of the TIF District revenue by adding four additional properties to expand the Waterfront TIF District and propose one adjustment to the WGA Map

It is noted that the City staff proposed amendments do not involve credit enhancement agreements.

III. BACKGROUND

Geography. 99.9 acres. It is proposed to add four additional properties to the City Council and MDECD approved WTIF District along with one WGA Map adjustment. See attached map for a listing of the four properties along with the location for the one adjustment to the WGA Map.

TIF Term. Fiscal Years 2003-2032.

Capture Rate. 100%, no change is proposed.

Overview of TIF District Expenditures to Date:

Waterfront TIF Expenditures from FY2016 thru FY2018	
Uses	**Revenue**
Public Infrastructure	$46,100
Credit Enhancement Agreement	$574,646
Debt Service	$549,650
Staff	$319,467
Total Invested:	**$1,489,863**

Proposed Amendments - New Geography. See attached map, as noted previously, to add four additional properties to expand the Waterfront TIF District, along with one WGA Map adjustment, to increase the amount of TIF funds to support waterfront public infrastructure needs.

IV. INTENDED RESULT AND/OR COUNCIL GOAL ADDRESSED

City Council approval of the proposed amendments to the Waterfront TIF District to support increased public and private sector investment and associated job creation.

V. FINANCIAL IMPACT

TIF District Estimates. See attached spreadsheet for estimates of property tax revenue, funds available to the City General Fund, and one existing credit enhancement agreement included in the Waterfront TIF District.

Tax Shelter (Financial Benefits). Probably the most important, but least understood public benefit associated with TIF districts, is the tax shelter or local financial benefits.

Municipalities realize "savings" from the tax sheltering effect of TIF Districts. The following direct financial impacts occur when municipal valuation increases:

A. State Education Aid is <u>reduced</u>,
B. State Municipal Revenue Sharing is <u>reduced</u>, and
C. A municipality <u>pays a higher percentage</u> of the County budget.

This amount of "savings" is significant and one of the most important benefits of establishing TIF Districts.

For Portland, tax shelter savings is conservatively estimated at 30%, meaning that for every new tax dollar, Portland saves 30 cents which would otherwise be lost for property tax value not included in a TIF District. The estimated tax shelter savings for the remainder of the Waterfront TIF District term – FY2020 through FY2032 - (including all additional properties to expand the Waterfront TIF District) is $32.6 Million, or a yearly average of $2.5 Million.

Net Impact to the General Fund

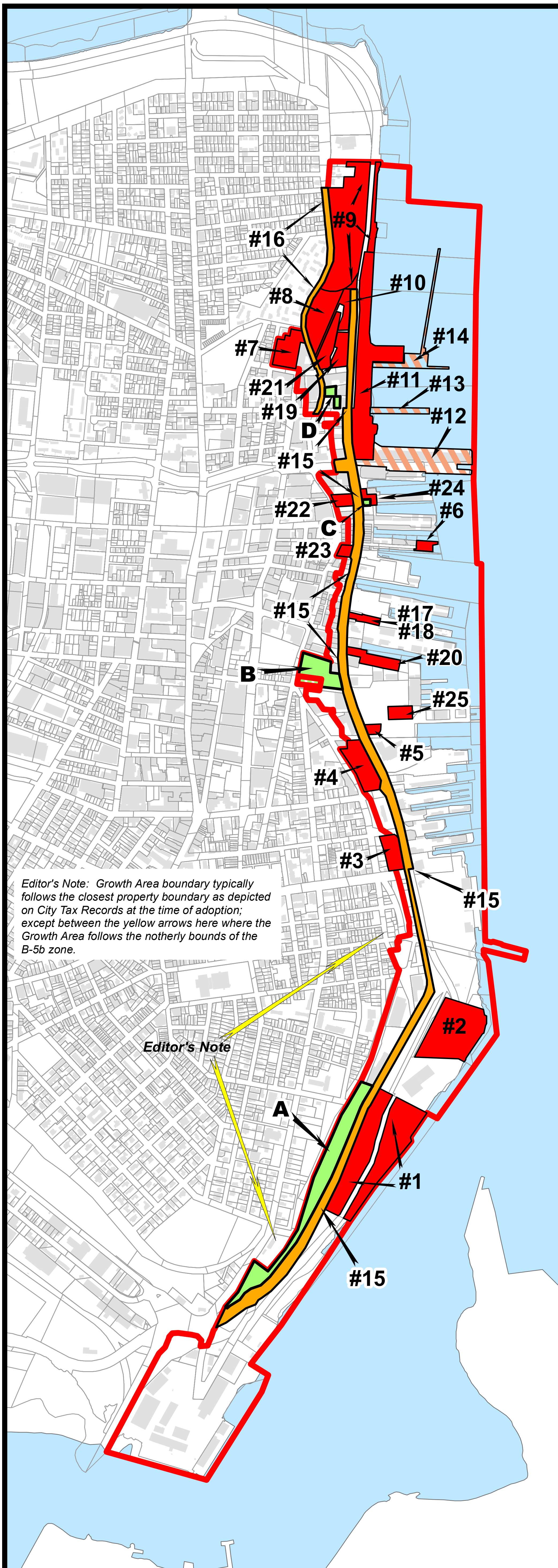
The savings referenced above is a <u>direct benefit</u> to the general fund – both to the City and the School Department via an increase in revenue from the State of Maine for education, increased revenues for the City from municipal revenue sharing, and decreased expenses for county taxes. It is important to note that whenever the TIF capture rate is adjusted upward this will change how property tax revenue flows between the general fund and the area TIFs. Via careful TIF budgeting, subject to annual budget approval by City Council, certain types of approved expenditures can be moved from the general fund into area TIFs. If the impact of the revenue shift is able to be fully offset, the end result is the 30 cent savings on the dollar. A good example is what was done in the FY19 budget. TIF capture rates were adjusted upward by approximately 5% in the Waterfront and Bayside TIF Districts. Although this resulted in slightly less revenue to the general fund, expenses related to Economic Development Department staff, in an amount approximately equal to the revenue shift, were funded by TIF Districts. The net result was an increased capture rate in both TIF Districts, more sheltering savings (approximately 30% in benefits) and no other negative impact on the City or School budgets. It is this type of calculated TIF budgeting which is expected to continue to be utilized moving forward to increase capture rates, maximize sheltering, and ensure only positive impacts to the City and School budgets.

VI. STAFF ANALYSIS AND RECOMMENDATION

City staff recommends approval of the proposed amendments to the WTIF District.

VII. LIST ATTACHMENTS

- Map of Proposed Additional WTIF District Properties, including one WGA Map Adjustment
- Listing of Proposed Properties to be Added
- Updated Spreadsheets for Actual and Estimated TIF Revenue and Tax Shelter Savings
- Marked Revision and Clean Version of TIF Narrative and updated Spreadsheets; additional attachments noted in the narrative are available upon request.



WATERFRONT TIF DISTRICT		
Map ID	Parcel Address - Common Name	CBL
Proposed AMD4-WTIF Parcels to be added (5/2019).		
A	JB Brown Site, West Commercial St	Add 060 A001
B	Portland Square Master Plan, Lower Lot and Center St Hotel	Multiple, under lead parcel Add 038 G001
C	Dry Dock Building at 84 Commercial St	Add 030 D005
D	Fore Street office block and India Street residential block	Add 019 B004 and 019 B022
AMD3-WTIF Parcels Added. Council Approved 10/15/2018. MDECD Approved 4/5/2019.		
1	400 West Commercial, PYS	060 F001
"	"	060 F003
2	IMT Cold Storage Site	Multiple, inlcuding: 059 A002 and 059 A005, and portions of 059 A007, 059 A008, 059 A009
3	431 Commercial St., "Angelo's Acre"	043 C009
4	383 Commercial St., Dasco Development, Rufus Deering Site	042 A001
5	Portland Fish Pier Lot #1	041 A013
6	60 Portland Pier	030 B004
7	127 Fore St., Shipyard Brewery	020 C009
8	100 Fore St.,Hamilton Marine Site	019 A010
9	58 Fore St, Portland Foreside	018 A001, 018 A002, 019 A003
10	Thames St Lot, Phase II	019 A002
11	Ocean Gateway Land, Parking and Queuing	444 A003 and A004; 445 A001 and A002; 446 A001 and A002
12	Portland Ocean Terminal and the Maine State Pier	444 A001 and A002
13	New Pier	444 A004
14	Ocean Gateway Pier	445 A002
15	West Commercial St., Commercial St., Thames St Corridor	NA
16	Fore Street Corridor, India Street to Atlantic Street	NA
AMD 2: WTIF Parcels Added. Council Approved 3/16/2018. MDECD Approved 5/29/2018.		
17	5 Widgery Wharf, Union Wharf	031 K003
18	218 Commercial St., Union Wharf	031 K103
19	Hancock St., WEX Headquarters	019 A014
AMD 1: WTIF Sub-District Created. Council Approved 6/7/2010. MDECD Approved 6/28/2010.		
20	252 Commercial St., Pierce Atwood	041 A016
WTIF District Creation. Council Approved 6/7/2010. MDECD Approved 6/28/2010.		
21	144 Fore St./Warehouse & Storage	019 A008
22	7 Custom House St/Office & Business	029 K001
23	145 Commercial St/Office & Business	029 S001
24	68 Commercial St./Maine Wharf	030 D001 - See Map Technical Amendment
25	5 Portland Fish Pier/Bristol Seafood	041 A005

Map produced by the City of Portland Economic Development Department. Intended to document Growth Area and Waterfront TIF District boundaries as of October 15, 2018 as well as proposed expansions. TIF district boundaries are based on the underlying tax parcels where available. Actual parcel boundaries may change by sale or lease and TIF District boundaries may be amended from time to time. May 2019

Legend

Growth Area Boundary as Recently Expanded

TIF District Parcels

Existing TIF parcel, as of April 2019

Property for TIF District Inclusion

Pier Infrastructure for In-district Capture and Use of TIF Funds

Public Roadway for Use of TIF Funds

Addition to Growth Area Boundaring and TIF District

Portland Waterfront Development Growth Area
Waterfront TIF District Expansion *May 2019*

Draft for Review by City of Portland Economic Development Committee

2,000 1,000 0 2,000 Feet

Proposed Waterfront TIF District Expansion May 2019/Listing of Properties to be Added					
Map ID	**Parcel Address Common Name**	**CBL**	**Ownership**	**Sq. ft.**	**OAV a/o 4/1/2018**
A	West Commercial Street	060 A001	JB Brown & Sons	457,380	$898,000
B	Commercial St. and Center St./Hotel	038 G001	North River IV LLC	104,074	$3,959,400
C	Dry Dock Building, 84 Commercial Street	030 D005	84 Commercial Street LLC	4,819	$537,500
D	Fore Street Office/Resid.	019 B022	Essexnorth 170 Fore LLC	11,226	$318,900
"	"	019 B004	Essexnorth Portland LLC	7,296	$224,600
Totals:				**584,795**	**$5,938,400**
			Acres:	**13.43**	

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

WITH FALL 2018 and MAY 2019 PARCELS ADDED IN

OAV at Beginning ao 4/1/2001:	$6,716,410	**TIF Years 18 through 30 - Annual mil rate increase:**	2%
OAV added FY11 for Subdistrict ao 4/1/2009:	$950,900	**TIF Years 18 through 30 - Annual valuation increase:**	1%
OAV added FY19 for Wex/Union Wharf ao 4/1/2016:	$616,430		
OAV added FY20 for Addl Fall 2018 Parcels ao 4/1/2017:	$20,076,870		
OAV added FY20 for Addl May 2019 Parcles ao 4/1/2018:	$5,938,400		
	$34,299,010		

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	$18,984,380	58.00%	$11,010,940	17.92	$197,316	$197,316	$142,884	$137,398	$197,316		
10	2011	$24,027,840	74.00%	$17,780,602	18.28	$325,001	$325,001	$114,190	$140,158	$280,783	$44,218	
11	2012	$30,830,290	74.00%	$22,814,415	18.82	$429,367	$429,367	$150,859	$144,299	$285,529	$143,838	
12	2013	$30,953,560	91.00%	$28,167,740	19.41	$546,736	$546,736	$54,073	$148,822	$397,189	$149,547	
13	2014	$32,962,770	73.00%	$24,062,822	20.00	$481,256	$481,256	$177,999	$153,346	$313,301	$167,955	
14	2015	$33,758,700	69.00%	$23,293,503	20.63	$480,545	$480,545	$215,897	$158,177	$295,498	$185,047	
15	2016	$33,959,530	66.00%	$22,413,290	21.11	$473,145	$473,145	$243,741	$161,857	$280,806	$192,339	
16	2017	$34,620,350	66.00%	$22,849,431	21.65	$494,690	$494,690	$254,840	$165,997	$297,431	$197,259	
17	2018	$39,176,240	71.48%	$28,003,176	22.48	$629,511	$629,511	$251,170	$186,218	$424,690	$204,821	Actuals Above
18	2019	$64,293,550	100.00%	$64,293,550	22.93	$1,474,225	$1,474,225	$0	$786,476	$1,265,304	$208,922	Estimates Below
19	2020	$85,279,476	100.00%	$85,279,476	23.39	$1,994,533	$1,994,533	$0	$802,254	$1,781,420	$213,113	
20	2021	$153,475,260	100.00%	$153,475,260	23.86	$3,661,299	$3,661,299	$0	$818,374	$3,474,475	$186,824	
21	2022	$264,853,003	100.00%	$264,853,003	24.33	$6,444,688	$6,444,688	$0	$834,495	$6,254,184	$190,504	
22	2023	$267,844,523	100.00%	$267,844,523	24.82	$6,647,830	$6,647,830	$0	$851,301	$6,453,490	$194,341	
23	2024	$288,865,959	100.00%	$288,865,959	25.32	$7,312,969	$7,312,969	$0	$868,451	$7,114,713	$198,256	
24	2025	$292,097,608	100.00%	$292,097,608	25.82	$7,542,677	$7,542,677	$0	$885,600	$7,340,506	$202,171	
25	2026	$295,361,574	100.00%	$295,361,574	26.34	$7,779,500	$7,779,500	$0	$903,436	$7,610,756	$168,744	$2,847,897
26	2027	$298,658,180	100.00%	$298,658,180	26.87	$8,023,655	$8,023,655	$0	$903,436	$8,001,494	$22,161	
27	2028	$301,987,752	100.00%	$301,987,752	27.40	$8,275,369	$8,275,369	$0	$921,614	$8,275,369		
28	2029	$329,850,620	100.00%	$329,850,620	27.95	$9,219,673	$9,219,673	$0	$958,657	$9,219,673		
29	2030	$333,492,116	100.00%	$333,492,116	28.51	$9,507,885	$9,507,885	$0	$977,865	$9,507,885		
30	2031	$337,170,027	100.00%	$337,170,027	29.08	$9,804,998	$9,804,998	$0	$997,415	$9,804,998		
30 Year TIF Total		**$3,718,304,850**		**$3,568,024,169**		**$92,713,054**	**$92,713,054**	**$3,143,186**	**$14,034,476**	**$89,842,996**	**$2,870,058**	
30 Year Average:		**$123,943,495**		**$118,934,139**		**$3,090,435**	**$3,090,435**	**$104,773**	**$467,816**	**$2,994,767**	**$95,669**	

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

City of Portland Waterfront TIF Model
1/31/2019

Tax Shifts-Avoided Formula Impacts from Sheltering of Valuation: City of Portland- TIF Model

TIF Years 1 (FY2003) through 17 (FY2019) Actual Numbers w Varying Percentage Captures; Years 18 (FY2020) through 30 (FY2032) Estimates with 100% Capture Rates.

				Avoided Formula Impacts from Sheltering of Valuation			
TIF Year	**Tax Year-April 1**	**Total Added Valuation**	**Sheltered Valuation**	**Avoided Loss of State Aid to for Education**	**Avoided Loss of State Municipal Revenue Sharing**	**Avoided Increase in County Tax**	**Total Avoided Impacts**
1	2002	$11,533,350	$115,334	$0	$67	$64	$131
2	2003	$8,966,860	$89,669	$0	$52	$50	$102
3	2004	$11,941,350	$119,414	$0	$70	$66	$136
4	2005	$14,041,400	$4,967,847	$21,138	$2,907	$2,743	$26,788
5	2006	$18,576,750	$185,768	$1,581	$109	$103	$1,792
6	2007	$20,681,160	$20,681,160	$175,997	$12,100	$11,414	$199,511
7	2008	$20,050,110	$12,431,068	$105,788	$7,273	$6,862	$119,924
8	2009	$20,010,560	$15,808,342	$134,529	$9,249	$8,726	$152,504
9	2010	$18,984,380	$11,010,923	$93,703	$6,442	$6,078	$106,224
10	2011	$24,027,840	$17,780,579	$151,313	$10,403	$9,814	$171,530
11	2012	$30,830,290	$22,814,392	$194,150	$13,348	$12,591	$220,089
12	2013	$30,953,560	$28,167,712	$239,707	$16,480	$15,544	$271,731
13	2014	$32,962,770	$24,062,800	$204,774	$14,078	$13,280	$232,132
14	2015	$33,758,700	$23,293,482	$198,228	$13,628	$12,855	$224,711
15	2016	$33,959,530	$22,413,270	$190,737	$13,113	$12,370	$216,220
16	2017	$34,620,350	$22,849,411	$194,448	$13,368	$12,610	$220,427
17	2018	$39,176,240	$28,003,155	$238,307	$16,384	$15,453	$270,143
18	2019	$64,293,550	$70,258,920	$597,903	$41,106	$38,733	$677,743
19	2020	$85,279,476	$91,244,846	$776,494	$41,106	$50,279	$867,879
20	2021	$153,475,260	$159,440,630	$1,356,840	$93,283	$87,722	$1,537,845
21	2022	$264,853,003	$270,818,373	$2,304,664	$158,447	$148,625	$2,611,737
22	2023	$267,844,523	$273,809,893	$2,330,122	$160,197	$150,257	$2,640,576
23	2024	$288,865,959	$294,831,329	$2,509,015	$172,496	$161,716	$2,843,227
24	2025	$292,097,608	$298,062,978	$2,536,516	$174,387	$163,477	$2,874,379
25	2026	$295,361,574	$301,326,944	$2,564,292	$176,296	$165,255	$2,905,843
26	2027	$298,658,180	$304,623,550	$2,592,346	$178,225	$167,050	$2,937,622
27	2028	$301,987,752	$307,953,122	$2,620,681	$180,173	$168,864	$2,969,718
28	2029	$329,850,620	$335,815,990	$2,857,794	$196,475	$184,026	$3,238,295
29	2030	$333,492,116	$339,457,486	$2,888,783	$198,605	$186,007	$3,273,395
30	2031	$337,170,027	$343,135,397	$2,920,082	$200,757	$188,006	$3,308,846
30 Year TIF Total		**$3,718,304,850**	**$3,645,573,787**	**$30,999,934**	**$2,120,625**	**$2,000,639**	**$35,121,198**
30 Year Average		**$123,943,495**	**$121,519,126**	**$1,033,331**	**$70,687**	**$66,688**	**$1,170,707**

City of Portland

Waterfront Economic Redevelopment Program

Application for FY02 and FY10 Amended Waterfront Tax Increment Financing Development

AMENDED AND RESTATED PER CITY COUNCIL APPROVAL ON JUNE 7, 2010

AMENDED AND RESTATED PER CITY COUNCIL APPROVAL ON MARCH 6, 2018

AMENDED AND RESTATED PER CITY COUNCIL APPROVAL ON OCTOBER 15, 2018.

AMENDED AND RESTATED PER CITY COUNCIL APPROVAL ON ____________________, 2019

Prepared by:

The City of Portland Economic Development Department
March 13, 2002/Amended and Restated as of June 7, 2010; Amended and Restated March 6, 2018; Amended and Restated October 15, 2018; Amended and Restated ____________, 2019

~~9/2018~~5/2019 – AMENDMENT #~~3~~4 TO WATERFRONT TIF~~: INCREASE CITY INVESTMENT OPTIONS, ADD ADDITIONAL PROPERTIES, AND INCREASE GEOGRAPHICAL AREA~~

I. Introduction

The Portland City Council on March 18, 2002, designated five properties as tax increment financing districts (the "Original TIF Districts") as more specifically described below and adopted the Waterfront Tax Increment Financial Development District Program (the "Original Development Program"). The Original TIF District program was designed for the City to capture 100% of the tax increment for specified allowable uses.

Amendment #1: On June 7, 2010, the Portland City Council approved the Amended and Restated the Original Development Program ("Amended Development Program"), which was approved by the Maine Department of Economic Development and Community Development ("MDECD) on June 28, 2010, as follows:

- Extend the term by twenty (20) years;
- Reduce the number of TIF investment options;
- Authorize the use of Credit Enhancement Agreements within the Waterfront Central Zone; and
- Establish a Sub-District (the "Sub-District") within the District and to authorize a Credit Enhancement Agreement with the Developer with respect to the Sub-District in furtherance of the Cumberland Cold Storage (Merrill's Wharf) Project.

Amendment #2: On March 6, 2018, the Portland City Council further amended the Original TIF Districts to add three properties with the following Chart, Lot, and Block (CBL) numbers ("Added TIF District Properties of 2018"):

- 019-A-014001;
- 031-K-003001; and,
- 031-K-103001.

The three additional properties include two projects under construction as follows:

WEX Headquarters (019-A-014001)

Union Wharf Mixed Use Development (031-K-003001 and 031-K103001)

~~1.~~ MDECD approved Amendment #2 on May 29, 2018.

Amendment #3 – Additional Parcels Added – September 2018 – Approved by the City Council October 15, 2018, and approved by MDECD April 5, 2019.

Additional Parcels include those listed in Section II(D)(4).

In addition, this Amendment increased City TIF revenue investment options, as well as increased the geographic area by amending and renaming the WREZ to the "Waterfront Development

Growth Area Ordinance" (WGA). See amendments to the WREZ, now WGA, as noted on Attachment #3(A) and approved by the City Council on October 15, 2018.

Amendment #4: Proposed Amendment 4 would add additional properties designated by the City Assessor as follows:

- 060 A001 on West Commercial Street;
- 038 G001 at Commercial and Center Streets;
- 030 D005 on Commercial Street;
- 019 B022 and 019 B004 on Fore and India Streets.

History:

The history of the City of Portland is inextricably tied to the waterfront. From tourism to shipbuilding to national defense, the waterfront has been a vital part of the social and economic fabric of Portland. Always, Portland has worked to recognize the unique needs of the harbor, to protect its authentic marine heritage and to provide public access. The product of this commitment comes from the work of a Mayoral Taskforce report entitled "Investing in Our Working Waterfront – Final Report of the Mayor's Waterfront Task Force on Economic Development", dated October 2000 (herein referred to as the "Task Force II Report"). An excerpt from its Executive Summary is included here, and the full Report is attached to this application labeled as Attachment #1.

> *"Portland is a waterfront city. Its harbor is one of the deepest on the East Coast and served as the staging area for the Atlantic Fleet during World War II. Today, it accommodates the largest petroleum trans-shipment operation on the East Coast. The inner harbor is very limited in geography; it is only about two miles in length from Bath Iron Works to Merrill's Marine Terminal. The wharves that serve the needs of water-dependent businesses are both publicly and privately owned. Over the course of its long history, the Portland waterfront has served as a center of commerce, shipbuilding, cargo and passenger transport, fishing and defense. It has also supported a range of mixed uses, the character of which has changed over time as the City of Portland and its waterfront have evolved.*
>
> *Portland has a 30-year history of commitment to its working waterfront. The City began planning the future of its waterfront in the early 1970's, culminating in 1982 with multi-faceted development strategies, including zoning amendments, construction of public facilities, and policies to address berthing and public access. Despite these initiatives, the emergence of the Old Port as a vital retail center and tourist attraction threatened to drive traditional industries from their waterfront locations. A citizen-initiated referendum in 1987 passed by a 2-1 margin, clearly*

demonstrating the public's commitment to a working waterfront, and significant limitations were placed on development of the water side of Commercial Street.

Before the development moratorium expired in 1992, the City asked waterfront interests to review the zoning and recommend any changes that might provide more flexibility in renting space, while protecting water-dependent and marine-related uses (The Waterfront Alliance Report, 1992). While some may argue otherwise, the existing zoning structure, based on the 1992 Report, strikes a reasonable balance between preserving the "working waterfront" and allowing property owners necessary flexibility in managing their assets. Since the 1980's, Portland and the State of Maine have invested significant public dollars in supporting traditional waterfront activities such as ship repair, commercial fishing, and cargo transfer. At the same time, some private property owners have, for a variety of reasons, lacked the revenues to maintain their piers, resulting in a serious infrastructure problem, which threatens the viability of certain piers as elements of the waterfront economy.

Despite investments in publicly owned waterfront facilities, the City has done little to assist private owners of waterfront property, the uses of which have been limited by public policy, as noted above. This report is the result of a charge issued by then-Mayor Tom Kane to "focus on economic support for the waterfront…and to make the working waterfront work." It is the second of a three-phase process for defining the City's vision for its waterfront."

The Task Force II Report was presented to the City Council and the public, and the Council voted to incorporate it into the Comprehensive Plan on June 4, 2001.

The Task Force II Report identified the unique needs of the waterfront from both an infrastructure and a business development perspective, and several recommendations were made. In order to turn these recommendations into waterfront economic development opportunities, a program to create a funding mechanism through Tax Increment Financing ("TIF") Districts was put in place.

Since the adoption of Waterfront Task Force II report, the City has systematically conducted area specific planning and re-zoning processes for the three waterfront sub-areas identified in the 1992 Waterfront Alliance Report: Eastern Waterfront, Central Waterfront, and Western Waterfront. These processes have resulted in an updated framework of regulation that reflects the industries, infrastructures, water depths, and ownership patterns on the Portland Waterfront. Current regulations continue to prioritize and protect water dependent uses while allowing reasonable flexibility to promote investment. While new zoning promotes waterfront investment, barriers remain. Deferred pier maintenance, shifting industry needs, dredging needs, traffic congestion, and parking shortages continue to challenge public and private piers and the industries that depend on them.

II. Development Program

A. Amended Development Program

With the incorporation of the Task Force II Report into the Portland Comprehensive Plan in 2000, with these policies recently reinforced with the redrafted Portland 2030 Plan, the City Council formally recognizes the unique business development needs of the waterfront. Since a funding mechanism was required to implement the recommendations of the Report, the City began crafting what ultimately became the Waterfront Capital Improvement and Economic Redevelopment Zone ("WREZ") Ordinance (see Attachment #2 as passed June 4, 2001, Attachment #3 as amended December 1, 2008; and Attachment 3(A) as amended October 15, 2018 and renamed "Waterfront Development Growth Area Ordinance" [WGA, as referred to from now on within this document]) whereby any property within the WGA geographic area, delineated on the attached map (see Revised Attachment #4), that increased in value by an amount greater than $400,000 over a two-year period would be subject to inclusion in a TIF application.

By adopting the WGA Ordinance, the City Council recognized that the non-marine commercial development that has occurred in the Old Port and the surrounding area has benefited through the years from the authenticity of the working waterfront. Said another way, Portland's downtown became a desirable destination for tourists, retailers, restaurants and high-end office users in part because of the vibrant business of those that depend upon the water for their living. Portland blends a vibrant mix of fishing vessels, vessel repair, chandlery, cargo operations and the like with lawyers, bankers, technology entrepreneurs and tourists. Given that non-marine uses place strains on the working waterfront, and that a revenue stream was required to maintain and improve the economic vibrancy of the area, the City Council acted to nurture this symbiotic relationship by directing the incremental revenues of the new commercial development back to the working waterfront. The result of that action was the adoption of the WGA Ordinance.

The WGA Ordinance is intended to be in effect for several years. As such, the designation of the five Original TIF Districts described in the Original Development Program were the first in what the City hoped to be a multiple year program where several additional TIF Districts will be created. The common theme underlying the Original Development Program, this Amended Development Program, and future TIF applications is the implementation of the Task Force II Report findings. As such, the projects described in the Original Development Program and this Amended Development Program are intended to be greater in scope than the five Original TIF Districts could support by themselves.

Amendments to the Development Program include:

Amendment #1: On June 7, 2010, the Portland City Council approved the Amended and Restated the Original Development Program ("Amended Development Program"), which was approved by the Maine Department of Economic Development and Community Development ("MDECD) on June 28, 2010, as follows:

1. Extend the term by twenty (20) years;

2. Reduce the number of TIF investment options;
3. Authorize the use of Credit Enhancement Agreements within the Waterfront Central Zone; and
4. ~~2.~~ Establish a Sub-District (the "Sub-District") within the District and to authorize a Credit Enhancement Agreement with the Developer with respect to the Sub-District in furtherance of the Cumberland Cold Storage (Merrill's Wharf) Project.

Amendment #2 – Three Added Parcels Approved by City Council March 16, 2018, and approved by MDECD May 29, 2018.

The Original Development Program and the three Added TIF District Properties of March 2018 (CBLs 019-A-014001, 031-K003001, and 031-K-103001) ~~will~~ serve as the model for future amendments to the Original Development Program, as amended, as properties become eligible through the WGA Ordinance.

Amendment #3 – Additional Parcels ~~to be~~ Added – September 2018 – Approved by the City Council October 15, 2018, and approved by MDECD April 5, 2019.

Additional Parcels ~~to be~~ added include those listed in Section II(D)(4).

In addition, this ~~proposed~~ Amendment increase~~s~~d City TIF revenue investment options, as well as increase~~s~~d the geographic area by amending and renaming the WREZ to the "Waterfront Development Growth Area Ordinance" (WGA). See amendments to the WREZ, now WGA, as noted on Attachment #3(A) and approved by the City Council on October 15, 2018.

The activities to be funded through the Original Development Program and this Amended Development Program will be specifically determined on an annual basis upon recommendation by the City Manager for action by the City Council. Therefore, the City of Portland seeks authorization to fund all the activities described in this Amended Development Program so that each year the City Council could prioritize which specific activities to fund.

Amendment #4: Proposed Amendment 4 would add additional properties listed in Section II(D)(5).

B. The Projects

The projects to be undertaken are derived from the recommendations of the Task Force II Report which are:

1. Encourage private and public waterfront investments;
2. Provide support to maintain a working waterfront;
3. Support a clean, working harbor.

Generally, the activities to be undertaken and the approximate cost associated with each activity are described in Table 1 below.

TABLE 1

Note 1: All citations refer to Title 30-A, Chapter 206, Section 5225

Project	Statutory Citation	Estimated Cost
In District: Capital Infrastructure Design and Investments, including financing costs, for example:		
Pier and Wharf Structural Repair	(1)(A)(1)(2)(3)(7)	$15,000,000
Local Match for Ocean Gateway Project	(1)(A)(2)	$1,000,000
Street Studies and Improvements (Remedy Traffic Congestion)	(1)(A)(1)(2)(3)(7)	$20,000,000
Pedestrian and Multi-Modal Circulation and Amenity Improvements	(1)(A)(1)(2)(3)(7)	$2,000,000
New Publicly Owned Pier	(1)(A)(1)(2)(3)(7)	$3,000,000
Multi-Modal Surface and Structured Parking	(1)(A)(1)(2)(3)(7)	$10,000,000
Utilities Infrastructure (for Commercial Development)	(1)(A)(1)(2)(3)(7)	$15,000,000
Credit Enhancement Agreements	(1)(A)	$4,000,000 Per Each Individual CEA Project
In and out of District:		
(a) Funding the Economic Development Department, including prorated salaries of City Manager, Finance, and Planning Urban Development Director and Planning staff;	(1)(A)(5) and (C)(1)	$50,000 Annually effective 7/1/2010 for 22 years, or $1,100,000 total.
(b) 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, of value to marine industry;	(1)(C)(4)	$750,000
(c) Costs of funding economic development programs or events;	(1)(C)(1)	$250,000
(d) Costs of funding environmental improvements projects for commercial use, including sea level adaptation studies and infrastructure improvements;	(1)(C)(2)	$5,000,000
(e) Professional services costs.	(1)(A)(4); 1(C)(1)	$1,000,000
(f) Dredging of commercial vessel berthing; and,	(1)(A)(1)(2)(7)	$5,000,000
(g) Dredge sediment disposal and CAD Cell development.	(1)(A) and (1)(C)(2)	$5,000,000
Total Estimate of TIF Revenue Expenditure over 30-year term:		**$88,100,000 – excluding any future CEA Projects**

The City recognizes that the full scope of the needs of the Waterfront Economic Redevelopment Program is beyond the funds anticipated to be generated through this Amended Development Program. Since the Original Development Program, this Amended Development Program will serve as the template for future TIF District applications, however, the City again seeks authorization for the full "menu" of economic development activities described above. This is necessary to maintain flexibility and adaptability as the needs of the waterfront are prioritized throughout the life of this Amended Development Program.

In District Use of Funds

Pier and Wharf Structural Repair

The waterfront infrastructure needs are considerable. The Task Force II Report estimated the need for $1.4 million in repairs to 14 wharves within three years, with an additional $1.8 million needed over the next 20 years. Over the last 18 years, these costs have grown considerably and the Task Force II Report estimates should be considered woefully inadequate. Working pier space and commercial berthing are the foundational resources promoting water-dependent industries. Piling replacement, deck repair, structural repair, seawall maintenance, and berthing improvements are constant necessities in any marine environment. See Dredging below.

Local Match for Ocean Gateway Project

The voters of the State of Maine approved an allocation of roughly $15 million for the construction of a marine passenger facility, requiring a local match of nearly $1 million.

Street Studies and Improvements (Remedy Traffic Congestion)

For more than the last 10 years, the Portland Waterfront has experienced a historic development cycle that continues to this day. To keep pace with development and to retain and grow marine industry, significant transportation improvements will be required to accommodate the increased traffic. With particular emphasis on Commercial Street, Franklin Street, and the India Street neighborhood, street system improvements are and will continue to be studied and improved.

Pedestrian Circulation and Multi-modal Transportation, Improvements

With the growth of tourism, cruise ships, and non-marine development, waterfront industries increasingly share roadway capacity with, pedestrians, bicycles, tour vehicles, and non-marine delivery trucks. To both accommodate these new users and protect existing marine industries, the City will need to invest in pedestrian infrastructure, bicycle infrastructure (lanes, racks and stations,) public transit, and other multi-modal transportation improvements to promote a safe and functional transportation network. Multi-modal investments provide the additional opportunity to remove single occupancy vehicles from the network, reducing traffic, and to promote public access to the water.

New Publicly Owned Pier

Located between the Portland Ocean Terminal and Ocean Gateway, a new deep-water pier will offer expanded berthing supporting cruise ship, home porting, tug boat, and transient berthing for current and future marine transportation industries.

Multimodal Surface and Structured Parking

Existing and future waterfront industries and developments require shared parking resources to promote continued growth and opportunities for transportation choice.

Economic Development Staffing, and prorated salaries of the City Manager, Finance Director, Planning and Urban Development Director, and Planning Staff

Fund a portion of the cost of City economic development staff involved in supporting waterfront business development activities and administration of the Original Development Program and this Amended Development Program, and prorated salaries of the City Manager, Finance Director, Planning and Urban Development Director, and Planning staff.

Utilities Infrastructure (for Commercial Development)

The design, upgrades, and construction of utility infrastructure including, but not limited to, lighting, water, stormwater and sewer systems, telecommunication, and electrical distribution upgrades to support commercial development.

Credit Enhancement Agreements

The City Council may approve credit enhancement agreements within the WGA (as depicted on Attachment #4) within the remaining term of the Amended Development Program to support important private sector projects in compliance with adopted City TIF Policy and where the City Council determines that the public benefits associated with individual projects meet or exceed the current or net present value of the project's share of the TIF proceeds for activities consistent with State law. City Council approved City TIF Policy limits the commercial Credit Enhancement Agreements to not exceed 65% of the incremental taxes up to a 20-year term; for Affordable Housing TIF District, the TIF Policy limits Credit Enhancement Agreements to not exceed 75% of the incremental taxes up to a 30-year term.

In and Out of District Use of Funds

Workforce Training Funds

Marine Industries are increasingly challenged to find qualified workers to fill open positions and to capitalize on opportunities for growth. TIF funding can help expand the pool of applicants for current and future employment while improving employment options.

Economic Development Programs and Events

Job fairs, technology conferences, industry open houses, and other such events to market and promote the waterfront and its industries.

Environmental Improvement Projects

Waterfront industries, such as fisheries and tourism benefit from water quality improvement studies and projects. Likewise, sea level rise and other climate change related stresses on industries will increasingly require studies and infrastructure improvements to adapt to changing conditions and promote resiliency.

Professional Services Costs

Waterfront TIF funds may be used to support consulting and professional services needed for special projects and to conduct the everyday ongoing work implementing the development program.

Dredging

Urban harbors require periodic dredging to retain access to and utility of commercial berthing. Typically located on state-owned submerged lands controlled by a submerged lands lease, berthing is the foundation resource supporting water-dependent employment and development. Un-dredged pier edges continually lose their value to marine industry through natural sedimentation and urban storm water runoff. The costs of dredging these public lands are prohibitive, with costs escalating due to contamination resulting from legacy industries, combined sewer overflows, and street runoff. With the support of the Maine Department of Transportation and the Portland Harbor Commission, the City of Portland has worked for the last several years to quantify volumes, sediment contamination, and sediment disposal options. TIF funding will promote dredging of public and private berthing and provide local match for additional state and federal funds.

See CAD Cell Development discussion below.

Dredged Sediment Disposal Costs and CAD Cell Development

The City is working with State and local partners to construct a Contained Aquatic Disposal (CAD) cell in Portland Harbor to address the needs of pier dredging for both public and private piers utilized to support commercial and marine industry development. Typical urban sediments are not suitable for open water disposal, necessitating creation of a local disposal option. On-land disposal is prohibitively expensive. A CAD cell location has been identified and TIF funding will provide local match to state and federal funds needed for final design and construction of the CAD cell.

C. Sub-District Development Program

The twenty (20) year Sub-District Development Program supports the redevelopment of the Cumberland Cold Storage 100,000± square foot building into a Class A office building. A twenty (20) year Credit Enhancement Agreement with the property owner and developer assists with project costs.

D. *The Development District Property*

The City Council created the WGA Ordinance (see Attachments #2, #3, and #3A) whereby any property within the geographic area, delineated on the attached map (see Revised Attachment #4), that increased in value by an amount greater than $400,000 over a two-year period would be considered for inclusion in a TIF application subject to the City Council approval.

NOTE: ~~This~~ Amendment #3 also ~~proposes to~~ amended the WGA Ordinance to expand the geographic area and rename the Ordinance the "Waterfront Development Growth Area Ordinance", as noted on Attachment #3(A).

1. Original Development District Property

Five such properties were given a TIF District designation by the City Council in 2002 as part of the Original Development Program.

MAP	BLOCK	LOT
019	A	008
029	K	001
029	S	001
030	D	001
041	A	005

2. Sub-District Property
~~2.~~

Properties 041-A-016 (0.17 acres) and 041-A-17-18 (1.38 acres) are the Sub-District for the purposes of establishing the original assessed value and allocating tax increment pursuant to the Credit Enhancement Agreement with the Developer.

The TIF Districts will apply to only new value generated within the Districts and will not affect the current property tax base.

3. Three Added TIF District Properties of March 2018

MAP	BLOCK	LOT
019	A	014001
031	K	003001
031	K	103001

4. Added TIF District Properties of September 2018

Additional Parcels ~~to be~~ added are shown revised map 9(C), 9(D) – spreadsheet showing parcels, square footages, and Original Assessed Values, and Attachment 9(E) – tax maps.

5. Added TIF District Properties of May 2019.

Proposed additional parcels to be added are shown on revised map 9(C), 9(F) – spreadsheet showing parcels, square footages, and Original Assessed Values, and Attachment 9(G) – tax maps.

E. Municipal Use of TIF Revenues

The City of Portland seeks authorization to utilize the revenues generated from this Amended Development Program that are created in the WGA in support of the economic development activities called for in described in this Amended Development Program, and specifically, the activities outlined in Section II-A and B of this application.

F. Operational Components

1. Public Facilities

   See Section IIA of this application.

2. Uses of Private Property

   Subject to the approval of the City Council, the City will consider entering into credit enhancement agreements to support private projects located in the Waterfront Central Zone which meet the criteria set forth in this TIF District Program.

3. Plans for relocation of persons displaced by development activities.

   No displacement or relocation costs are expected related to this TIF District.

4. Transportation Improvements

See Section IIA of this application.

5. Environmental Controls

This Amended Development Program proposes improvements that will comply with all federal, state and local rules and regulations and applicable land use requirements.

6. Plan of Operation

During the life of this Amended District, the City of Portland, City Council, or their designee, will be responsible for the administration of the Districts.

III. Original Development Program Physical Description

A. Total acreage of the municipality: 12,386 (taxable acres)

B. Total acreage of five Original TIF Districts: 3.4 acres

C. Percent of line B of line A (line B divided by line A cannot exceed 2%): 0.03%

D. Total acreage of all existing and Original TIF Districts in the municipality: 77.6 acres

E. Percent line D of line A (cannot exceed 5%): 0.63%

F. Not less than 25%, by area, of the real property within a development district shall meet at least one of the following criteria:

1. Blighted acres N/A. Line F1 divided by line B = _________.

2. Acreage in need of rehabilitation, redevelopment or conservation N/A. Line F2 divided by line B = _________.

3. Acreage suitable for commercial siting = 3.4. Line F3 divided by line B = 100%.

G. Enclosed municipal maps:

1. Area map showing site location of the five Original TIF Districts in relation to geographic location of municipality (Attachment #6).

2. Site map showing tax map locations and the five Original TIF Districts (Attachments #7A through 7E).

III-A. Sub-District Physical Description

A. Total acreage of the municipality: 12,386 (taxable acres)

B. Total acreage proposed for Sub-District: 1.55

C. Percent of line B of line A (line B divided by line A cannot exceed 2%): 0.01%

D. Total acreage of all existing and proposed TIF Districts in the municipality: 189.92

E. Percent line D of line A (cannot exceed 5%): 1.53%

F. Not less than 25%, by area, of the real property within a development district shall meet at least one of the following criteria:

1. Blighted acres N/A . Line F1 divided by line B = _________.

2. Acreage in need of rehabilitation, redevelopment or conservation N/A . Line F2 divided by line B = _________.

3. Acreage suitable for commercial siting = ___. Line F3 divided by line B = 100% .

III-B. Added TIF District Properties of March 2018 Physical Description

The total acreage of the three Added TIF District Properties of March 2018 is 1.675 acres. Exhibit 16 contains financial and statistical information relating to this Amendment required as a prerequisite to designation of the Amended District by the City and approval by MDECD.

Enclosed municipal maps:

1. Area map showing site location of the Sub-District, and the three Added TIF District Properties of March 2018, in relation to geographic location of municipality (Attachment #8)

2. Tax maps showing locations of the three Added TIF District Properties of March 2018 (Attachment #9).

III-C. Added TIF District Properties of September 2018 Physical Description

The total acreage of the added September 2018 TIF District Properties is estimated at 77 acres. Exhibit 16 contains financial and statistical information relating to this Amendment required as a prerequisite to designation of the Amended District by the City and approval by MDECD.

Enclosed municipal maps:

1. Area map showing site location of the Added September 2018 TIF District Properties, in relation to geographic location of municipality (Attachment

#9(C)). See also Attachment #9(D) listing the Added September 2018 TIF District parcels, square footage for each, and OAV for each.

2. Tax maps showing locations of the added September 2018 TIF District Properties (Attachment #9(E)).

III-D. Added TIF District Properties of May 2019 Physical Description

The total acreage of the added May 2019 TIF District Properties is estimated 13.43 acres. Exhibit 16 contains financial and statistical information relating to this Amendment required as a prerequisite to designation of the Amended District by the City and approval by MDECD.

Enclosed municipal maps:

1. Area map showing site location of the added May 2019 TIF District Properties, in relation to geographic location of municipality (revised Attachment #9(C)). See also Attachment #9(F) listing the added May 2019 TIF District parcels, square footage for each, and OAV for each.

2. Tax maps showing locations of the added May 2019 TIF District Properties (Attachment #9(G)).

IV. Original Development Program Financial Plan

A. Costs and Sources of Revenues

The five Original TIF Districts comprise an area of approximately 3.4 acres of taxable real and personal property with an original assessed value of $6,716,410 as of March 31, 2001. The development within the Original TIF Districts is estimated to add an additional $26,221,692 of new assessed value to the City over the 30 years.

The Original Development Program and this Amended Development Program provides for the new tax revenues generated by the increase in assessed value of the Original TIF Districts to be captured and designated as TIF Revenues. The City will apply the portion of retained revenues to the economic development activities described in the Amended Development Program, with the understanding that the City Council will, on an annual basis, determine which specific projects to undertake that have been outlined in the Amended Development Program.

The City of Portland reserves the right to amend this Financial Plan, subject to DECD approval, to undertake a different activity that is allowable under the Amended Development Program.

Attachment #10 details the projections and proposed TIF revenue allocation based upon the anticipated assessed value increases within the Amended TIF District. Attachment #10 is a projection based upon best available information and is included for demonstration purposes only. No assurances are provided as to the results reflected therein.

B. Development Program Account

The Original Development Program and this Amended Development Program requires establishment of a Development Program Account pledged to, and charged with, the payment of the project costs in the manner outlined in 30-A M.R.S.A. §5254 (3)(A)(2).

The Waterfront TIF Development Program Account is established consisting of a project cost account ("Project Cost Account") pledged to, and charged with, payment of project costs. The Project Cost Account shall consist of a City Cost Subaccount (the "City Cost Subaccount") pledged to, and charged with, payment to the City for the cost of approved economic development expenses and Developer Cost Subaccount (the "Developer Cost Subaccount") pledged to, and charged with, payment by the City under any credit enhancement agreement.

C. Financing Plan

The developments within the described Original TIF Districts will add approximately $26.2 million of new taxable value in the City of Portland over 30 years. TIF revenues will be allocated as described on Attachment #10 to finance the costs of this Amended Development Program. Actual payments to the Project Cost Account will be adjusted based upon the applicable annual percentage retained and the actual annual assessed value within the Districts.

IV-A. Sub-District Financial Plan

A. Cost and Sources of Revenue

The one TIF Sub-District comprises an area of 1.55 acres of taxable real property with an original assessed value of $950,900 as of March 31, 2010. The development within the sub-district is estimated to add an additional $12,000,000 of new assessed value to the City.

This Amended Development Program provides for the new tax revenues generated by the increase in assessed value of the Sub-District to be captured and designated as TIF Revenues. The City will apply the portion of retained revenues to a credit enhancement agreement with the Developer and the balance of retained revenues to the economic development activities described in this Amended Development Program, with the understanding that the City Council will, on an annual basis, determine which specific projects to undertake that have been outlined in the Amended Development Program.

The City of Portland reserves the right to amend this Financial Plan, subject to DECD approval, to undertake a different activity with its allocable share of retained revenues that is allowable under the Amended Development Program.

Attachment #11 details the projections and TIF revenue allocation schedule based upon the anticipated assessed value increases within the Sub-District. Attachment #11 is a projection based upon best available information and is included for demonstration purposes only. No assurances are provided as to the results reflected therein.

B. Development Program Account

This Amended Development Program requires establishment of a Development Program Account pledged to, and charged with, the payment of the project costs in the manner outlined in 30-A M.R.S.A. §5254 (3)(A)(2).

The Cumberland Cold Storage TIF Development Program Account is established consisting of a project cost account ("Project Cost Account") pledged to, and charged with, payment of project costs. The Project Cost Account shall consist of a City Cost Subaccount (the "City Cost Subaccount") pledged to, and charged with, payment to the City for the cost of approved economic development expenses and a and Developer Cost Subaccount (the "Developer Cost Subaccount") pledged to, and charged with, payment by the City under the credit enhancement agreement to be entered into with the Developer.

C. Financing Plan

The developments within the Sub-District will add approximately $12 million of new taxable value in the City of Portland. TIF revenues will be allocated as described on Attachment #11 to finance the costs of this Amended Development Program and to fund the City's payment obligations to the Developer pursuant to the credit enhancement agreement to be entered into with the Developer. Actual payments to the Project Cost Account will be adjusted based upon the applicable annual percentage retained and the actual annual assessed value within the Districts.

IV-B Added TIF District Properties of March 2018 Financial Plan

A. Costs and Sources of Revenues

The three Added TIF District Properties of March 2018 comprise an area of approximately 1.675 acres of taxable real property with an original assessed value of $616,430 as of March 31, 2017. The development within the three Added TIF District Properties of March 2018 is estimated to add an additional $20.7 Million of new assessed value to the City over the remainder of the term through June 30, 2032.

The Original Development Program and this Amended Development Program provides for the new tax revenues generated by the increase in assessed value of the Original TIF Districts to be captured and designated as TIF Revenues. The City will apply the portion of retained revenues to the economic development activities described in the Amended Development Program, with the understanding that the City Council will, on an annual basis, determine which specific projects to undertake that have been outlined in the Amended Development Program.

The City of Portland reserves the right to amend this Financial Plan, subject to DECD approval, to undertake a different activity that is allowable under the Amended Development Program.

Attachment #12 details the projections and proposed TIF revenue allocation based upon the anticipated assessed value increases within the three Added TIF District Properties of March 2018. Attachment #12 is a projection based upon best available information and is included for demonstration purposes only. No assurances are provided as to the results reflected therein.

B. Development Program Account

The Original Development Program and this Amended Development Program requires establishment of a Development Program Account pledged to, and charged with, the payment of the project costs in the manner outlined in 30-A M.R.S.A. §5254 (3)(A)(2).

The Waterfront TIF Development Program Account is established consisting of a project cost account ("Project Cost Account") pledged to, and charged with, payment of project costs. The Project Cost Account shall consist of a City Cost Subaccount (the "City Cost Subaccount") pledged to, and charged with, payment to the City for the cost of approved economic development expenses and Developer Cost Subaccount (the "Developer Cost Subaccount") pledged to, and charged with, payment by the City under any credit enhancement agreement.

C. Financing Plan

The developments within the three Added TIF District Properties of March 2018 will add approximately $20.7 Million of new taxable value in the City of Portland over the remainder of the term through June 30, 2032. TIF revenues will be allocated as described on Attachment #12 to finance the costs of this Amended Development Program. Actual payments to the Project Cost Account will be adjusted based upon the applicable annual percentage retained and the actual annual assessed value within the Districts.

IV-C Added TIF District Properties of September 2018 Financial Plan

A. Costs and Sources of Revenues

The Added TIF District Properties of September 2018 comprise an area of approximately 77 acres of taxable and tax exempt (State and City-owned) real property with an original assessed value of $20,076,870 as of March 31, 2018. The development within the Added TIF District Properties of September 2018 is estimated to add an additional $300 Million of new assessed value to the City over the remainder of the term through June 30, 2032.

The Original Development Program and this Amended Development Program provide for the new tax revenues generated by the increase in assessed value of the Original TIF and Amended Districts to be captured and designated as TIF Revenues. The City will apply the portion of retained revenues to the economic development activities described in the Amended Development Program, with the understanding that the City Council will, on an annual basis, determine which specific projects to undertake that have been outlined in the Amended Development Program.

The City of Portland reserves the right to amend this Financial Plan, subject to DECD approval, to undertake a different activity that is allowable under the Amended Development Program.

Attachment #12(A) details the projections and proposed TIF revenue allocation based upon the anticipated assessed value increases within the Added TIF District Properties of September 2018. Attachment #12(A) is a projection based upon best available information and is included for demonstration purposes only. No assurances are provided as to the results reflected therein.

B. Development Program Account

The Original Development Program and this Amended Development Program requires establishment of a Development Program Account pledged to, and charged with, the payment of the project costs in the manner outlined in 30-A M.R.S.A. §5254 (3)(A)(2), including a Development Sinking Fund.

The Waterfront TIF Development Program Account is established consisting of a project cost account ("Project Cost Account") pledged to, and charged with, payment of project costs. The Project Cost Account shall consist of a City Cost Subaccount (the "City Cost Subaccount") pledged to, and charged with, payment to the City for the cost of approved economic development expenses, including bond indebtedness, and Developer Cost Subaccount (the "Developer Cost Subaccount") pledged to, and charged with, payment by the City under any credit enhancement agreement.

C. Financing Plan

The developments within the Added TIF District Properties of September 2018 will add approximately $300 Million of new taxable value in the City of Portland over the remainder of the term through June 30, 2032. TIF revenues will be allocated as described on Attachment #12(A) to finance the costs of this Amended Development Program. Actual payments to the Project Cost Account will be adjusted based upon the applicable annual percentage retained and the actual annual assessed value within the Districts.

IV-D Added TIF District Properties of May 2019 Financial Plan

A. Costs and Sources of Revenues

The added TIF District Properties of May 2019 comprise an area of approximately 13.43 acres of taxable real property with an original assessed value of $5,938,400 as of March 31, 2019. The development within the added TIF District Properties of May 2019 is estimated to add an additional $41.5 Million of new assessed value to the City over the remainder of the term through June 30, 2032.

The Original Development Program and this Amended Development Program provide for the new tax revenues generated by the increase in assessed value of the Original TIF and Amended Districts to be captured and designated as TIF Revenues. The City will apply the portion of retained revenues to the economic development activities described in the Amended Development Program, with the understanding that the City Council will, on an annual basis, determine which specific projects to undertake that have been outlined in the Amended Development Program.

The City of Portland reserves the right to amend this Financial Plan, subject to DECD approval, to undertake different activities that are allowable under the Amended Development Program.

Attachment #12(A) details the projections and proposed TIF revenue allocation based upon the anticipated assessed value increases within the added TIF District Properties of May 2019. Attachment #12(A) is a projection based upon best available information and is included for demonstration purposes only. No assurances are provided as to the results reflected therein.

B. Development Program Account

The Original Development Program and this Amended Development Program requires establishment of a Development Program Account pledged to, and charged with, the payment of the project costs in the manner outlined in 30-A M.R.S.A. §5254 (3)(A)(2), including a Development Sinking Fund.

The Waterfront TIF Development Program Account is established consisting of a project cost account ("Project Cost Account") pledged to, and charged with, payment of project costs. The Project Cost Account shall consist of a City Cost Subaccount (the "City Cost Subaccount") pledged to, and charged with, payment to the City for the cost of approved economic development expenses, including bond indebtedness, and Developer Cost Subaccount (the "Developer Cost Subaccount") pledged to, and charged with, payment by the City under any credit enhancement agreement.

C. Financing Plan

The developments within the added TIF District Properties of May 2019 will add approximately $41.5 Million of new taxable value in the City of Portland over the remainder of the term through June 30, 2032. TIF revenues will be allocated as described on Attachment #12(A) to finance the costs of this Amended Development Program. Actual payments to the

Project Cost Account will be adjusted based upon the applicable annual percentage retained and the actual annual assessed value within the Districts.

The City reserves the option to fund the project costs through public indebtedness. If City utilizes debt service to cover the cost of public infrastructure, it will establish a sinking fund account.

V. Original TIF Districts Financial Data

A. Total 2001 value of equalized property in the municipality: $3,873,900,000.

B. Original assessed value of all properties in all existing and proposed Original TIF districts:

Existing	$20,961,460
Proposed	$6,716,410
Total	$27,677,870

Line B divided by line A = 0.71% (cannot exceed 5%).

C. Estimate of increased assessed value by year after implementation of the Original Development Program: See Attachment #10

D. Percentage of increased assessed value to be applied to the Original Development Program fund: See Attachment #10

E. Estimated annual tax increment: $400,113 (Average)

F. Total average annual value of development program fund: $400,113 (Average)

G. Annual principal and interest payment of bonded indebtedness: N/A

H. Financial assumptions and safeguards: Under the Original Development Program, the City of Portland only sought to implement its own Waterfront Economic Redevelopment Program and is under no obligation to repay any bonds that would involve a pledge of the City's full faith and credit. The City's participation in this development program is voluntary and notwithstanding any approvals from the appropriate state entity, can revoke its desire to implement the plan.

I. Statement of impact of TIF on taxing jurisdictions within the county: See Attachment #13.

V-A. Sub-District Financial Data

A. Total 2010 value of property in the municipality: $8,196,900,000.

B. Original assessed value of all properties in all existing TIF Districts and proposed sub-district:

Existing	$305,455,220
Proposed	$950,900
Total	$306,406,120

Line B divided by line A = 3.73% (cannot exceed 5%).

C. Estimate of increased assessed value by year after implementation of the development program: See Attachment #11

D. Percentage of increased assessed value to be applied to the development program fund: See Attachment #11

E. Estimated annual tax increment: $143,503 (Average)

F. Total average annual value of development program fund: $143,503 (Average)

G. Annual principal and interest payment of bonded indebtedness: N/A

H. Financial assumptions and safeguards: The City of Portland seeks to implement its own Waterfront Economic Redevelopment Program and to fund its payment obligations to the Developer under the credit enhancement agreement with the Developer and is under no obligation to repay any bonds that would involve a pledge of the City's full faith and credit. The City's participation in this development program is voluntary and notwithstanding any approvals from the appropriate state entity, can revoke its desire to implement the plan.

I. Statement of impact of TIF on taxing jurisdictions within the county: See Attachment #14.

V-B. Added TIF District Properties of March 2018 Financial Data

A. Total 2018 value of taxable property in the municipality: $9,049,500,000.

B. Original assessed value of all properties in all existing and proposed Amended TIF districts:

Existing	$1,106,422,670
Proposed	$616,430
Sub-Total	$1,107,059,100
Less Exempt	-$973,107,320
Total	$133,951,780

Line B divided by line A = 1.48% (cannot exceed 5%).

C. Estimate of increased assessed value by year after implementation of the three Added TIF District Properties of 2018: See Attachment #12.

D. Percentage of increased assessed value to be applied to the three Added TIF District Properties of 2018 Development Program fund: See Attachment #12

E. Estimated annual tax increment: $491,204 (Average)

F. Total average annual value of development program fund: $491,204 (Average)

G. Annual principal and interest payment of bonded indebtedness: N/A

H. Financial assumptions and safeguards: Under the Original Development Program, the City of Portland only sought to implement its own Waterfront Economic Redevelopment Program and is under no obligation to repay any bonds that would involve a pledge of the City's full faith and credit. The City's participation in this development program is voluntary and notwithstanding any approvals from the appropriate state entity, can revoke its desire to implement the plan.

II. Statement of impact of TIF on taxing jurisdictions within the county: See Attachment #15.

V-C. Added TIF District Properties of September 2018 Financial Data

A. Total 2018 value of taxable property in the municipality: $9,049,500,000.

B. Original assessed value of all properties in all existing and proposed Amended TIF districts:

Existing	$1,107,059,100
Proposed	$20,076,870
Sub-Total	$1,127,135,970
Less Exempt	-$973,107,320
Total	$154,028,650

Line B divided by line A = 1.7% (cannot exceed 5%).

C. Estimate of increased assessed value by year after implementation of the Added TIF District Properties of September 2018: See Attachment #12(A).

D. Percentage of increased assessed value to be applied to the Added TIF District Properties of September 2018 Development Program fund: 100%

E. Estimated annual tax increment: $7,282,000 (Average)

F. Total average annual value of development program fund: $7,282,000 (Average)

G. Annual principal and interest payment of bonded indebtedness: $200,000

H. Financial assumptions and safeguards: Under the Original Development Program, the City of Portland only sought to implement its own Waterfront Economic Redevelopment Program and is under no obligation to repay any bonds that would involve a pledge of the City's full faith and credit. The City's participation in this development program is voluntary and notwithstanding any approvals from the appropriate state entity, can revoke its desire to implement the plan.

III. Statement of impact of TIF on taxing jurisdictions within the county: See Attachment #15(A).

V-D. Added TIF District Properties of May 2019 Financial Data

A. Total 2018 value of taxable property in the municipality: $9,049,500,000.

B. Original assessed value of all properties in all existing and proposed Amended TIF districts:

Existing	$1,127,135,970
Proposed	$5,938,400
Sub-Total	$1,133,074,370
Less Exempt	-$973,107,320
Total	$159,967,050

Line B divided by line A = 1.76% (cannot exceed 5%).

C. Estimate of increased assessed value by year after implementation of the Added TIF District Properties of May 2019: See Revised Attachment #12(A).

D. Percentage of increased assessed value to be applied to the Added TIF District Properties of May 2019 Development Program fund: 100%

E. Estimated annual tax increment: $6,745,331 (Average)

F. Total average annual value of development program fund: $6,745,331 (Average)

G. Annual principal and interest payment of bonded indebtedness: The City reserves the option to fund the project costs through public indebtedness.

H. Financial assumptions and safeguards: Under the Original Development Program, the City of Portland only sought to implement its own Waterfront Economic Redevelopment Program and is under no obligation to repay any bonds that would involve a pledge of the City's full faith and credit. The City's participation in this development program is voluntary and notwithstanding any approvals from the appropriate state entity, can revoke its desire to implement the plan.

IV. Statement of impact of TIF on taxing jurisdictions within the county: See Revised Attachment #15(A).

VI. Original Development Program Tax Shifts (See Attachment #13)

A. Average Annual Amount:

General Purpose Aid to Education Tax Shift: $137,700

Municipal Revenue Sharing Tax Shift: $17,004

County Tax Shift: $7,855

Total Average Annual Savings: $162,560

VI-A Sub-District Tax Shifts (See Attachment #14)

General Purpose Aid to Education Tax Shift: $49,822

Municipal Revenue Sharing Tax Shift: $6,183

County Tax Shift: $2,856

Total Average Annual Savings: $58,860

VI-B. Added TIF District Properties of March 2018 Tax Shifts (See Attachment #15)

A. Average Annual Amount:

General Purpose Aid to Education Tax Shift: $122,721

Municipal Revenue Sharing Tax Shift: $11,772

County Tax Shift: $10,522

Total Average Annual Savings: $145,015

VI-C. Added TIF District Properties of September 2018 Tax Shifts (See Attachment #15(A))

A. Average Annual Amount:

General Purpose Aid to Education Tax Shift: $2,341,121

Municipal Revenue Sharing Tax Shift: $160,724

County Tax Shift: $150,869

Total Average Annual Savings: $2,652,714

VI-D. Added TIF District Properties of May 2019 Tax Shifts (See Revised Attachment #15(A))

A. Average Annual Amount:

General Purpose Aid to Education Tax Shift: $2,219,656

Municipal Revenue Sharing Tax Shift: $151,658

County Tax Shift: $143,078

Total Average Annual Savings: $2,514,393

VII. Amended Development Program Municipal Approvals

A. Public Hearing Notice

The City of Portland did give proper Notice of Public Hearing in accordance with the requirements of 30-A M.R.S.A. §5226. The notice was published on ~~October 3, 2018~~ _________________, 2019 in a newspaper of general circulation (see Attachment #17).

B. Public Hearing

A Public Hearing at which the proposed Amended Development Program for adoption was held on ~~October 15, 2018~~______________, 2019 in the Portland City Council Chambers. A copy of the minutes of that meeting is included as Attachment #18.

C. Authorizing Votes

An attested copy of the resolution of the Portland City Council amending the Waterfront Redevelopment Program is included as Attachment #19.

City of Portland

Waterfront Economic Redevelopment Program

Application for FY02 and FY10 Amended Waterfront Tax Increment Financing Development

AMENDED AND RESTATED PER CITY COUNCIL APPROVAL ON JUNE 7, 2010

AMENDED AND RESTATED PER CITY COUNCIL APPROVAL ON MARCH 6, 2018

AMENDED AND RESTATED PER CITY COUNCIL APPROVAL ON OCTOBER 15, 2018.

AMENDED AND RESTATED PER CITY COUNCIL APPROVAL ON ____________________, 2019

Prepared by:

The City of Portland Economic Development Department

March 13, 2002/Amended and Restated as of June 7, 2010; Amended and Restated March 6, 2018; Amended and Restated October 15, 2018; Amended and Restated ____________, 2019

5/2019 – AMENDMENT #4 TO WATERFRONT TIF

I. Introduction

The Portland City Council on March 18, 2002, designated five properties as tax increment financing districts (the "Original TIF Districts") as more specifically described below and adopted the Waterfront Tax Increment Financial Development District Program (the "Original Development Program"). The Original TIF District program was designed for the City to capture 100% of the tax increment for specified allowable uses.

Amendment #1: On June 7, 2010, the Portland City Council approved the Amended and Restated the Original Development Program ("Amended Development Program"), which was approved by the Maine Department of Economic Development and Community Development ("MDECD) on June 28, 2010, as follows:

- Extend the term by twenty (20) years;
- Reduce the number of TIF investment options;
- Authorize the use of Credit Enhancement Agreements within the Waterfront Central Zone; and
- Establish a Sub-District (the "Sub-District") within the District and to authorize a Credit Enhancement Agreement with the Developer with respect to the Sub-District in furtherance of the Cumberland Cold Storage (Merrill's Wharf) Project.

Amendment #2: On March 6, 2018, the Portland City Council further amended the Original TIF Districts to add three properties with the following Chart, Lot, and Block (CBL) numbers ("Added TIF District Properties of 2018"):

- 019-A-014001;
- 031-K-003001; and,
- 031-K-103001.

The three additional properties include two projects under construction as follows:

WEX Headquarters (019-A-014001)

Union Wharf Mixed Use Development (031-K-003001 and 031-K103001)

MDECD approved Amendment #2 on May 29, 2018.

Amendment #3 – Additional Parcels Added – September 2018 – Approved by the City Council October 15, 2018, and approved by MDECD April 5, 2019.

Additional Parcels include those listed in Section II(D)(4).

In addition, this Amendment increased City TIF revenue investment options, as well as increased the geographic area by amending and renaming the WREZ to the "Waterfront Development Growth Area Ordinance" (WGA). See amendments to the WREZ, now WGA, as noted on Attachment #3(A) and approved by the City Council on October 15, 2018.

<u>Amendment #4:</u> Proposed Amendment 4 would add additional properties designated by the City Assessor as follows:

- 060 A001 on West Commercial Street;
- 038 G001 at Commercial and Center Streets;
- 030 D005 on Commercial Street;
- 019 B022 and 019 B004 on Fore and India Streets.

History:

The history of the City of Portland is inextricably tied to the waterfront. From tourism to shipbuilding to national defense, the waterfront has been a vital part of the social and economic fabric of Portland. Always, Portland has worked to recognize the unique needs of the harbor, to protect its authentic marine heritage and to provide public access. The product of this commitment comes from the work of a Mayoral Taskforce report entitled "Investing in Our Working Waterfront – Final Report of the Mayor's Waterfront Task Force on Economic Development", dated October 2000 (herein referred to as the "Task Force II Report"). An excerpt from its Executive Summary is included here, and the full Report is attached to this application labeled as <u>Attachment #1</u>.

> *"Portland is a waterfront city. Its harbor is one of the deepest on the East Coast and served as the staging area for the Atlantic Fleet during World War II. Today, it accommodates the largest petroleum trans-shipment operation on the East Coast. The inner harbor is very limited in geography; it is only about two miles in length from Bath Iron Works to Merrill's Marine Terminal. The wharves that serve the needs of water-dependent businesses are both publicly and privately owned. Over the course of its long history, the Portland waterfront has served as a center of commerce, shipbuilding, cargo and passenger transport, fishing and defense. It has also supported a range of mixed uses, the character of which has changed over time as the City of Portland and its waterfront have evolved.*
>
> *Portland has a 30-year history of commitment to its working waterfront. The City began planning the future of its waterfront in the early 1970's, culminating in 1982 with multi-faceted development strategies, including zoning amendments, construction of public facilities, and policies to address berthing and public access. Despite these initiatives, the emergence of the Old Port as a vital retail center and tourist attraction threatened to drive traditional industries from their waterfront locations. A citizen-initiated referendum in 1987 passed by a 2-1 margin, clearly demonstrating the public's commitment to a working waterfront, and significant limitations were placed on development of the water side of Commercial Street.*

> *Before the development moratorium expired in 1992, the City asked waterfront interests to review the zoning and recommend any changes that might provide more flexibility in renting space, while protecting water-dependent and marine-related uses (The Waterfront Alliance Report, 1992). While some may argue otherwise, the existing zoning structure, based on the 1992 Report, strikes a reasonable balance between preserving the "working waterfront" and allowing property owners necessary flexibility in managing their assets. Since the 1980's, Portland and the State of Maine have invested significant public dollars in supporting traditional waterfront activities such as ship repair, commercial fishing, and cargo transfer. At the same time, some private property owners have, for a variety of reasons, lacked the revenues to maintain their piers, resulting in a serious infrastructure problem, which threatens the viability of certain piers as elements of the waterfront economy.*
>
> *Despite investments in publicly owned waterfront facilities, the City has done little to assist private owners of waterfront property, the uses of which have been limited by public policy, as noted above. This report is the result of a charge issued by then-Mayor Tom Kane to "focus on economic support for the waterfront…and to make the working waterfront work." It is the second of a three-phase process for defining the City's vision for its waterfront."*

The Task Force II Report was presented to the City Council and the public, and the Council voted to incorporate it into the Comprehensive Plan on June 4, 2001.

The Task Force II Report identified the unique needs of the waterfront from both an infrastructure and a business development perspective, and several recommendations were made. In order to turn these recommendations into waterfront economic development opportunities, a program to create a funding mechanism through Tax Increment Financing ("TIF") Districts was put in place.

Since the adoption of Waterfront Task Force II report, the City has systematically conducted area specific planning and re-zoning processes for the three waterfront sub-areas identified in the 1992 Waterfront Alliance Report: Eastern Waterfront, Central Waterfront, and Western Waterfront. These processes have resulted in an updated framework of regulation that reflects the industries, infrastructures, water depths, and ownership patterns on the Portland Waterfront. Current regulations continue to prioritize and protect water dependent uses while allowing reasonable flexibility to promote investment. While new zoning promotes waterfront investment, barriers remain. Deferred pier maintenance, shifting industry needs, dredging needs, traffic congestion, and parking shortages continue to challenge public and private piers and the industries that depend on them.

II. Development Program

A. Amended Development Program

With the incorporation of the Task Force II Report into the Portland Comprehensive Plan in 2000, with these policies recently reinforced with the redrafted Portland 2030 Plan, the City Council formally recognizes the unique business development needs of the waterfront. Since a funding mechanism was required to implement the recommendations of the Report, the City began crafting what ultimately became the Waterfront Capital Improvement and Economic Redevelopment Zone ("WREZ") Ordinance (see Attachment #2 as passed June 4, 2001, Attachment #3 as amended December 1, 2008; and Attachment 3(A) as amended October 15, 2018 and renamed "Waterfront Development Growth Area Ordinance" [WGA, as referred to from now on within this document]) whereby any property within the WGA geographic area, delineated on the attached map (see Revised Attachment #4), that increased in value by an amount greater than $400,000 over a two-year period would be subject to inclusion in a TIF application.

By adopting the WGA Ordinance, the City Council recognized that the non-marine commercial development that has occurred in the Old Port and the surrounding area has benefited through the years from the authenticity of the working waterfront. Said another way, Portland's downtown became a desirable destination for tourists, retailers, restaurants and high-end office users in part because of the vibrant business of those that depend upon the water for their living. Portland blends a vibrant mix of fishing vessels, vessel repair, chandlery, cargo operations and the like with lawyers, bankers, technology entrepreneurs and tourists. Given that non-marine uses place strains on the working waterfront, and that a revenue stream was required to maintain and improve the economic vibrancy of the area, the City Council acted to nurture this symbiotic relationship by directing the incremental revenues of the new commercial development back to the working waterfront. The result of that action was the adoption of the WGA Ordinance.

The WGA Ordinance is intended to be in effect for several years. As such, the designation of the five Original TIF Districts described in the Original Development Program were the first in what the City hoped to be a multiple year program where several additional TIF Districts will be created. The common theme underlying the Original Development Program, this Amended Development Program, and future TIF applications is the implementation of the Task Force II Report findings. As such, the projects described in the Original Development Program and this Amended Development Program are intended to be greater in scope than the five Original TIF Districts could support by themselves.

Amendments to the Development Program include:

Amendment #1: On June 7, 2010, the Portland City Council approved the Amended and Restated the Original Development Program ("Amended Development Program"), which was approved by the Maine Department of Economic Development and Community Development ("MDECD) on June 28, 2010, as follows:

1. Extend the term by twenty (20) years;
2. Reduce the number of TIF investment options;
3. Authorize the use of Credit Enhancement Agreements within the Waterfront Central Zone; and
4. Establish a Sub-District (the "Sub-District") within the District and to authorize a Credit Enhancement Agreement with the Developer with respect to the Sub-District in furtherance of the Cumberland Cold Storage (Merrill's Wharf) Project.

<u>Amendment #2</u> – Three Added Parcels Approved by City Council March 16, 2018, and approved by MDECD May 29, 2018.

The Original Development Program and the three Added TIF District Properties of March 2018 (CBLs 019-A-014001, 031-K003001, and 031-K-103001) serve as the model for future amendments to the Original Development Program, as amended, as properties become eligible through the WGA Ordinance.

<u>Amendment #3</u> – Additional Parcels Added – September 2018 – Approved by the City Council October 15, 2018, and approved by MDECD April 5, 2019.

Additional Parcels added include those listed in Section II(D)(4).

In addition, this Amendment increased City TIF revenue investment options, as well as increased the geographic area by amending and renaming the WREZ to the "Waterfront Development Growth Area Ordinance" (WGA). See amendments to the WREZ, now WGA, as noted on Attachment #3(A) and approved by the City Council on October 15, 2018.

The activities to be funded through the Original Development Program and this Amended Development Program will be specifically determined on an annual basis upon recommendation by the City Manager for action by the City Council. Therefore, the City of Portland seeks authorization to fund all the activities described in this Amended Development Program so that each year the City Council could prioritize which specific activities to fund.

<u>Amendment #4:</u> Proposed Amendment 4 would add additional properties listed in Section II(D)(5).

B. The Projects

The projects to be undertaken are derived from the recommendations of the Task Force II Report which are:

1. Encourage private and public waterfront investments;
2. Provide support to maintain a working waterfront;
3. Support a clean, working harbor.

Generally, the activities to be undertaken and the approximate cost associated with each activity are described in Table 1 below.

TABLE 1

Note 1: All citations refer to Title 30-A, Chapter 206, Section 5225

Project	Statutory Citation	Estimated Cost
In District: Capital Infrastructure Design and Investments, including financing costs, for example:		
Pier and Wharf Structural Repair	(1)(A)(1)(2)(3)(7)	$15,000,000
Local Match for Ocean Gateway Project	(1)(A)(2)	$1,000,000
Street Studies and Improvements (Remedy Traffic Congestion)	(1)(A)(1)(2)(3)(7)	$20,000,000
Pedestrian and Multi-Modal Circulation and Amenity Improvements	(1)(A)(1)(2)(3)(7)	$2,000,000
New Publicly Owned Pier	(1)(A)(1)(2)(3)(7)	$3,000,000
Multi-Modal Surface and Structured Parking	(1)(A)(1)(2)(3)(7)	$10,000,000
Utilities Infrastructure (for Commercial Development)	(1)(A)(1)(2)(3)(7)	$15,000,000
Credit Enhancement Agreements	(1)(A)	$4,000,000 Per Each Individual CEA Project
In and out of District:		
(a) Funding the Economic Development Department, including prorated salaries of City Manager, Finance, and Planning Urban Development Director and Planning staff;	(1)(A)(5) and (C)(1)	$50,000 Annually effective 7/1/2010 for 22 years, or $1,100,000 total.
(b) 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, of value to marine industry;	(1)(C)(4)	$750,000
(c) Costs of funding economic development programs or events;	(1)(C)(1)	$250,000
(d) Costs of funding environmental improvements projects for commercial use, including sea level adaptation studies and infrastructure improvements;	(1)(C)(2)	$5,000,000
(e) Professional services costs.	(1)(A)(4); 1(C)(1)	$1,000,000
(f) Dredging of commercial vessel berthing; and,	(1)(A)(1)(2)(7)	$5,000,000
(g) Dredge sediment disposal and CAD Cell development.	(1)(A) and (1)(C)(2)	$5,000,000
Total Estimate of TIF Revenue Expenditure over 30-year term:		**$88,100,000 – excluding any future CEA Projects**

The City recognizes that the full scope of the needs of the Waterfront Economic Redevelopment Program is beyond the funds anticipated to be generated through this Amended Development Program. Since the Original Development Program, this Amended Development Program will serve as the template for future TIF District applications, however, the City again seeks authorization for the full "menu" of economic development activities described above. This is necessary to maintain flexibility and adaptability as the needs of the waterfront are prioritized throughout the life of this Amended Development Program.

In District Use of Funds

Pier and Wharf Structural Repair

The waterfront infrastructure needs are considerable. The Task Force II Report estimated the need for $1.4 million in repairs to 14 wharves within three years, with an additional $1.8 million needed over the next 20 years. Over the last 18 years, these costs have grown considerably and the Task Force II Report estimates should be considered woefully inadequate. Working pier space and commercial berthing are the foundational resources promoting water-dependent industries. Piling replacement, deck repair, structural repair, seawall maintenance, and berthing improvements are constant necessities in any marine environment. See Dredging below.

Local Match for Ocean Gateway Project

The voters of the State of Maine approved an allocation of roughly $15 million for the construction of a marine passenger facility, requiring a local match of nearly $1 million.

Street Studies and Improvements (Remedy Traffic Congestion)

For more than the last 10 years, the Portland Waterfront has experienced a historic development cycle that continues to this day. To keep pace with development and to retain and grow marine industry, significant transportation improvements will be required to accommodate the increased traffic. With particular emphasis on Commercial Street, Franklin Street, and the India Street neighborhood, street system improvements are and will continue to be studied and improved.

Pedestrian Circulation and Multi-modal Transportation, Improvements

With the growth of tourism, cruise ships, and non-marine development, waterfront industries increasingly share roadway capacity with, pedestrians, bicycles, tour vehicles, and non-marine delivery trucks. To both accommodate these new users and protect existing marine industries, the City will need to invest in pedestrian infrastructure, bicycle infrastructure (lanes, racks and stations,) public transit, and other multi-modal transportation improvements to promote a safe and functional transportation network. Multi-modal investments provide the additional opportunity to remove single occupancy vehicles from the network, reducing traffic, and to promote public access to the water.

New Publicly Owned Pier

Located between the Portland Ocean Terminal and Ocean Gateway, a new deep-water pier will offer expanded berthing supporting cruise ship, home porting, tug boat, and transient berthing for current and future marine transportation industries.

Multimodal Surface and Structured Parking

Existing and future waterfront industries and developments require shared parking resources to promote continued growth and opportunities for transportation choice.

Economic Development Staffing, and prorated salaries of the City Manager, Finance Director, Planning and Urban Development Director, and Planning Staff

Fund a portion of the cost of City economic development staff involved in supporting waterfront business development activities and administration of the Original Development Program and this Amended Development Program, and prorated salaries of the City Manager, Finance Director, Planning and Urban Development Director, and Planning staff.

Utilities Infrastructure (for Commercial Development)

The design, upgrades, and construction of utility infrastructure including, but not limited to, lighting, water, stormwater and sewer systems, telecommunication, and electrical distribution upgrades to support commercial development.

Credit Enhancement Agreements

The City Council may approve credit enhancement agreements within the WGA (as depicted on Attachment #4) within the remaining term of the Amended Development Program to support important private sector projects in compliance with adopted City TIF Policy and where the City Council determines that the public benefits associated with individual projects meet or exceed the current or net present value of the project's share of the TIF proceeds for activities consistent with State law. City Council approved City TIF Policy limits the commercial Credit Enhancement Agreements to not exceed 65% of the incremental taxes up to a 20-year term; for Affordable Housing TIF District, the TIF Policy limits Credit Enhancement Agreements to not exceed 75% of the incremental taxes up to a 30-year term.

In and Out of District Use of Funds

Workforce Training Funds

Marine Industries are increasingly challenged to find qualified workers to fill open positions and to capitalize on opportunities for growth. TIF funding can help expand the pool of applicants for current and future employment while improving employment options.

Economic Development Programs and Events

Job fairs, technology conferences, industry open houses, and other such events to market and promote the waterfront and its industries.

Environmental Improvement Projects

Waterfront industries, such as fisheries and tourism benefit from water quality improvement studies and projects. Likewise, sea level rise and other climate change related stresses on industries will increasingly require studies and infrastructure improvements to adapt to changing conditions and promote resiliency.

Professional Services Costs

Waterfront TIF funds may be used to support consulting and professional services needed for special projects and to conduct the everyday ongoing work implementing the development program.

Dredging

Urban harbors require periodic dredging to retain access to and utility of commercial berthing. Typically located on state-owned submerged lands controlled by a submerged lands lease, berthing is the foundation resource supporting water-dependent employment and development. Un-dredged pier edges continually lose their value to marine industry through natural sedimentation and urban storm water runoff. The costs of dredging these public lands are prohibitive, with costs escalating due to contamination resulting from legacy industries, combined sewer overflows, and street runoff. With the support of the Maine Department of Transportation and the Portland Harbor Commission, the City of Portland has worked for the last several years to quantify volumes, sediment contamination, and sediment disposal options. TIF funding will promote dredging of public and private berthing and provide local match for additional state and federal funds.

See CAD Cell Development discussion below.

Dredged Sediment Disposal Costs and CAD Cell Development

The City is working with State and local partners to construct a Contained Aquatic Disposal (CAD) cell in Portland Harbor to address the needs of pier dredging for both public and private piers utilized to support commercial and marine industry development. Typical urban sediments are not suitable for open water disposal, necessitating creation of a local disposal option. On-land disposal is prohibitively expensive. A CAD cell location has been identified and TIF funding will provide local match to state and federal funds needed for final design and construction of the CAD cell.

C. Sub-District Development Program

The twenty (20) year Sub-District Development Program supports the redevelopment of the Cumberland Cold Storage 100,000± square foot building into a Class A office building. A twenty (20) year Credit Enhancement Agreement with the property owner and developer assists with project costs.

D. *The Development District Property*

The City Council created the WGA Ordinance (see Attachments #2, #3, and #3A) whereby any property within the geographic area, delineated on the attached map (see Revised Attachment #4), that increased in value by an amount greater than $400,000 over a two-year period would be considered for inclusion in a TIF application subject to the City Council approval.

NOTE: Amendment #3 also amended the WGA Ordinance to expand the geographic area and rename the Ordinance the "Waterfront Development Growth Area Ordinance", as noted on Attachment #3(A).

1. Original Development District Property

Five such properties were given a TIF District designation by the City Council in 2002 as part of the Original Development Program.

MAP	BLOCK	LOT
019	A	008
029	K	001
029	S	001
030	D	001
041	A	005

2. Sub-District Property

Properties 041-A-016 (0.17 acres) and 041-A-17-18 (1.38 acres) are the Sub-District for the purposes of establishing the original assessed value and allocating tax increment pursuant to the Credit Enhancement Agreement with the Developer.

The TIF Districts will apply to only new value generated within the Districts and will not affect the current property tax base.

3. Three Added TIF District Properties of March 2018

MAP	BLOCK	LOT
019	A	014001
031	K	003001
031	K	103001

4. Added TIF District Properties of September 2018

Additional Parcels added are shown revised map 9(C), 9(D) – spreadsheet showing parcels, square footages, and Original Assessed Values, and Attachment 9(E) – tax maps.

5. Added TIF District Properties of May 2019.

Proposed additional parcels to be added are shown on revised map 9(C), 9(F) – spreadsheet showing parcels, square footages, and Original Assessed Values, and Attachment 9(G) – tax maps.

E. *Municipal Use of TIF Revenues*

The City of Portland seeks authorization to utilize the revenues generated from this Amended Development Program that are created in the WGA in support of the economic development activities called for in described in this Amended Development Program, and specifically, the activities outlined in Section II-A and B of this application.

F. *Operational Components*

1. Public Facilities

   See Section IIA of this application.

2. Uses of Private Property

   Subject to the approval of the City Council, the City will consider entering into credit enhancement agreements to support private projects located in the Waterfront Central Zone which meet the criteria set forth in this TIF District Program.

3. Plans for relocation of persons displaced by development activities.

   No displacement or relocation costs are expected related to this TIF District.

4. Transportation Improvements

   See Section IIA of this application.

5. Environmental Controls

   This Amended Development Program proposes improvements that will comply with all federal, state and local rules and regulations and applicable land use requirements.

6. Plan of Operation

   During the life of this Amended District, the City of Portland, City Council, or their designee, will be responsible for the administration of the Districts.

III. Original Development Program Physical Description

A. Total acreage of the municipality: 12,386 (taxable acres)

B. Total acreage of five Original TIF Districts: 3.4 acres

C. Percent of line B of line A (line B divided by line A cannot exceed 2%): 0.03%

D. Total acreage of all existing and Original TIF Districts in the municipality: 77.6 acres

E. Percent line D of line A (cannot exceed 5%): 0.63%

F. Not less than 25%, by area, of the real property within a development district shall meet at least one of the following criteria:

   1. Blighted acres N/A. Line F1 divided by line B = _________.

   2. Acreage in need of rehabilitation, redevelopment or conservation N/A. Line F2 divided by line B = _________.

   3. Acreage suitable for commercial siting = 3.4. Line F3 divided by line B = 100%.

G. Enclosed municipal maps:

   1. Area map showing site location of the five Original TIF Districts in relation to geographic location of municipality (Attachment #6).

   2. Site map showing tax map locations and the five Original TIF Districts (Attachments #7A through 7E).

III-A. Sub-District Physical Description

A. Total acreage of the municipality: 12,386 (taxable acres)

B. Total acreage proposed for Sub-District: 1.55

C. Percent of line B of line A (line B divided by line A cannot exceed 2%): 0.01%

D. Total acreage of all existing and proposed TIF Districts in the municipality: 189.92

E. Percent line D of line A (cannot exceed 5%): 1.53%

F. Not less than 25%, by area, of the real property within a development district shall meet at least one of the following criteria:

1. Blighted acres N/A . Line F1 divided by line B = _________.
2. Acreage in need of rehabilitation, redevelopment or conservation N/A . Line F2 divided by line B = _________.
3. Acreage suitable for commercial siting = ___. Line F3 divided by line B = 100% .

III-B. Added TIF District Properties of March 2018 Physical Description

The total acreage of the three Added TIF District Properties of March 2018 is 1.675 acres. Exhibit 16 contains financial and statistical information relating to this Amendment required as a prerequisite to designation of the Amended District by the City and approval by MDECD.

Enclosed municipal maps:

1. Area map showing site location of the Sub-District, and the three Added TIF District Properties of March 2018, in relation to geographic location of municipality (Attachment #8)
2. Tax maps showing locations of the three Added TIF District Properties of March 2018 (Attachment #9).

III-C. Added TIF District Properties of September 2018 Physical Description

The total acreage of the added September 2018 TIF District Properties is estimated at 77 acres. Exhibit 16 contains financial and statistical information relating to this Amendment required as a prerequisite to designation of the Amended District by the City and approval by MDECD.

Enclosed municipal maps:

1. Area map showing site location of the Added September 2018 TIF District Properties, in relation to geographic location of municipality (Attachment #9(C)). See also Attachment #9(D) listing the Added September 2018 TIF District parcels, square footage for each, and OAV for each.

2. Tax maps showing locations of the added September 2018 TIF District Properties (Attachment #9(E)).

III-D. Added TIF District Properties of May 2019 Physical Description

The total acreage of the added May 2019 TIF District Properties is estimated 13.43 acres. Exhibit 16 contains financial and statistical information relating to this Amendment required as a prerequisite to designation of the Amended District by the City and approval by MDECD.

Enclosed municipal maps:

1. Area map showing site location of the added May 2019 TIF District Properties, in relation to geographic location of municipality (revised Attachment #9(C)). See also Attachment #9(F) listing the added May 2019 TIF District parcels, square footage for each, and OAV for each.

2. Tax maps showing locations of the added May 2019 TIF District Properties (Attachment #9(G)).

IV. Original Development Program Financial Plan

A. Costs and Sources of Revenues

The five Original TIF Districts comprise an area of approximately 3.4 acres of taxable real and personal property with an original assessed value of $6,716,410 as of March 31, 2001. The development within the Original TIF Districts is estimated to add an additional $26,221,692 of new assessed value to the City over the 30 years.

The Original Development Program and this Amended Development Program provides for the new tax revenues generated by the increase in assessed value of the Original TIF Districts to be captured and designated as TIF Revenues. The City will apply the portion of retained revenues to the economic development activities described in the Amended Development Program, with the understanding that the City Council will, on an annual basis, determine which specific projects to undertake that have been outlined in the Amended Development Program.

The City of Portland reserves the right to amend this Financial Plan, subject to DECD approval, to undertake a different activity that is allowable under the Amended Development Program.

Attachment #10 details the projections and proposed TIF revenue allocation based upon the anticipated assessed value increases within the Amended TIF District. Attachment #10 is a projection based upon best available information and is included for demonstration purposes only. No assurances are provided as to the results reflected therein.

B. Development Program Account

The Original Development Program and this Amended Development Program requires establishment of a Development Program Account pledged to, and charged with, the payment of the project costs in the manner outlined in 30-A M.R.S.A. §5254 (3)(A)(2).

The Waterfront TIF Development Program Account is established consisting of a project cost account ("Project Cost Account") pledged to, and charged with, payment of project costs. The Project Cost Account shall consist of a City Cost Subaccount (the "City Cost Subaccount") pledged to, and charged with, payment to the City for the cost of approved economic development expenses and Developer Cost Subaccount (the "Developer Cost Subaccount") pledged to, and charged with, payment by the City under any credit enhancement agreement.

C. Financing Plan

The developments within the described Original TIF Districts will add approximately $26.2 million of new taxable value in the City of Portland over 30 years. TIF revenues will be allocated as described on Attachment #10 to finance the costs of this Amended Development Program. Actual payments to the Project Cost Account will be adjusted based upon the applicable annual percentage retained and the actual annual assessed value within the Districts.

IV-A. Sub-District Financial Plan

A. Cost and Sources of Revenue

The one TIF Sub-District comprises an area of 1.55 acres of taxable real property with an original assessed value of $950,900 as of March 31, 2010. The development within the sub-district is estimated to add an additional $12,000,000 of new assessed value to the City.

This Amended Development Program provides for the new tax revenues generated by the increase in assessed value of the Sub-District to be captured and designated as TIF Revenues. The City will apply the portion of retained revenues to a credit enhancement agreement with the Developer and the balance of retained revenues to the economic development activities described in this Amended Development Program, with the understanding that the City Council will, on an annual basis, determine which specific projects to undertake that have been outlined in the Amended Development Program.

The City of Portland reserves the right to amend this Financial Plan, subject to DECD approval, to undertake a different activity with its allocable share of retained revenues that is allowable under the Amended Development Program.

Attachment #11 details the projections and TIF revenue allocation schedule based upon the anticipated assessed value increases within the Sub-District. Attachment #11 is a projection based upon best available information and is included for demonstration purposes only. No assurances are provided as to the results reflected therein.

B. Development Program Account

This Amended Development Program requires establishment of a Development Program Account pledged to, and charged with, the payment of the project costs in the manner outlined in 30-A M.R.S.A. §5254 (3)(A)(2).

The Cumberland Cold Storage TIF Development Program Account is established consisting of a project cost account ("Project Cost Account") pledged to, and charged with, payment of project costs. The Project Cost Account shall consist of a City Cost Subaccount (the "City Cost Subaccount") pledged to, and charged with, payment to the City for the cost of approved economic development expenses and a and Developer Cost Subaccount (the "Developer Cost Subaccount") pledged to, and charged with, payment by the City under the credit enhancement agreement to be entered into with the Developer.

C. Financing Plan

The developments within the Sub-District will add approximately $12 million of new taxable value in the City of Portland. TIF revenues will be allocated as described on Attachment #11 to finance the costs of this Amended Development Program and to fund the City's payment obligations to the Developer pursuant to the credit enhancement agreement to be entered into with the Developer. Actual payments to the Project Cost Account will be adjusted based upon the applicable annual percentage retained and the actual annual assessed value within the Districts.

IV-B Added TIF District Properties of March 2018 Financial Plan

A. Costs and Sources of Revenues

The three Added TIF District Properties of March 2018 comprise an area of approximately 1.675 acres of taxable real property with an original assessed value of $616,430 as of March 31, 2017. The development within the three Added TIF District Properties of March 2018 is estimated to add an additional $20.7 Million of new assessed value to the City over the remainder of the term through June 30, 2032.

The Original Development Program and this Amended Development Program provides for the new tax revenues generated by the increase in assessed value of the Original TIF Districts to be captured and designated as TIF Revenues. The City will apply the portion of retained revenues to the economic development activities described in the Amended Development Program, with the understanding that the City Council will, on an annual basis, determine which specific projects to undertake that have been outlined in the Amended Development Program.

The City of Portland reserves the right to amend this Financial Plan, subject to DECD approval, to undertake a different activity that is allowable under the Amended Development Program.

Attachment #12 details the projections and proposed TIF revenue allocation based upon the anticipated assessed value increases within the three Added TIF District Properties of March 2018. Attachment #12 is a projection based upon best available information and is included for demonstration purposes only. No assurances are provided as to the results reflected therein.

B. Development Program Account

The Original Development Program and this Amended Development Program requires establishment of a Development Program Account pledged to, and charged with, the payment of the project costs in the manner outlined in 30-A M.R.S.A. §5254 (3)(A)(2).

The Waterfront TIF Development Program Account is established consisting of a project cost account ("Project Cost Account") pledged to, and charged with, payment of project costs. The Project Cost Account shall consist of a City Cost Subaccount (the "City Cost Subaccount") pledged to, and charged with, payment to the City for the cost of approved economic development expenses and Developer Cost Subaccount (the "Developer Cost Subaccount") pledged to, and charged with, payment by the City under any credit enhancement agreement.

C. Financing Plan

The developments within the three Added TIF District Properties of March 2018 will add approximately $20.7 Million of new taxable value in the City of Portland over the remainder of the term through June 30, 2032. TIF revenues will be allocated as described on Attachment #12 to finance the costs of this Amended Development Program. Actual payments to the Project Cost Account will be adjusted based upon the applicable annual percentage retained and the actual annual assessed value within the Districts.

IV-C Added TIF District Properties of September 2018 Financial Plan

A. Costs and Sources of Revenues

The Added TIF District Properties of September 2018 comprise an area of approximately 77 acres of taxable and tax exempt (State and City-owned) real property with an original assessed value of $20,076,870 as of March 31, 2018. The development within the Added TIF District Properties of September 2018 is estimated to add an additional $300 Million of new assessed value to the City over the remainder of the term through June 30, 2032.

The Original Development Program and this Amended Development Program provide for the new tax revenues generated by the increase in assessed value of the Original TIF and Amended Districts to be captured and designated as TIF Revenues. The City will apply the portion of retained revenues to the economic development activities described in the Amended Development Program, with the understanding that the City Council will, on an annual basis, determine which specific projects to undertake that have been outlined in the Amended Development Program.

The City of Portland reserves the right to amend this Financial Plan, subject to DECD approval, to undertake a different activity that is allowable under the Amended Development Program.

Attachment #12(A) details the projections and proposed TIF revenue allocation based upon the anticipated assessed value increases within the Added TIF District Properties of September 2018. Attachment #12(A) is a projection based upon best available information and is included for demonstration purposes only. No assurances are provided as to the results reflected therein.

B. Development Program Account

The Original Development Program and this Amended Development Program requires establishment of a Development Program Account pledged to, and charged with, the payment of the project costs in the manner outlined in 30-A M.R.S.A. §5254 (3)(A)(2), including a Development Sinking Fund.

The Waterfront TIF Development Program Account is established consisting of a project cost account ("Project Cost Account") pledged to, and charged with, payment of project costs. The Project Cost Account shall consist of a City Cost Subaccount (the "City Cost Subaccount") pledged to, and charged with, payment to the City for the cost of approved economic development expenses, including bond indebtedness, and Developer Cost Subaccount (the "Developer Cost Subaccount") pledged to, and charged with, payment by the City under any credit enhancement agreement.

C. Financing Plan

The developments within the Added TIF District Properties of September 2018 will add approximately $300 Million of new taxable value in the City of Portland over the remainder of the term through June 30, 2032. TIF revenues will be allocated as described on Attachment #12(A) to finance the costs of this Amended Development Program. Actual payments to the Project Cost Account will be adjusted based upon the applicable annual percentage retained and the actual annual assessed value within the Districts.

IV-D Added TIF District Properties of May 2019 Financial Plan

A. Costs and Sources of Revenues

The added TIF District Properties of May 2019 comprise an area of approximately 13.43 acres of taxable real property with an original assessed value of $5,938,400 as of March 31, 2019. The development within the added TIF District Properties of May 2019 is estimated to add an additional $41.5 Million of new assessed value to the City over the remainder of the term through June 30, 2032.

The Original Development Program and this Amended Development Program provide for the new tax revenues generated by the increase in assessed value of the Original TIF and Amended Districts to be captured and designated as TIF Revenues. The City will apply the portion of retained revenues to the economic development activities described in the Amended Development Program, with the understanding that the City Council will, on an annual basis, determine which specific projects to undertake that have been outlined in the Amended Development Program.

The City of Portland reserves the right to amend this Financial Plan, subject to DECD approval, to undertake different activities that are allowable under the Amended Development Program.

Attachment #12(A) details the projections and proposed TIF revenue allocation based upon the anticipated assessed value increases within the added TIF District Properties of May 2019. Attachment #12(A) is a projection based upon best available information and is included for demonstration purposes only. No assurances are provided as to the results reflected therein.

B. Development Program Account

The Original Development Program and this Amended Development Program requires establishment of a Development Program Account pledged to, and charged with, the payment of the project costs in the manner outlined in 30-A M.R.S.A. §5254 (3)(A)(2), including a Development Sinking Fund.

The Waterfront TIF Development Program Account is established consisting of a project cost account ("Project Cost Account") pledged to, and charged with, payment of project costs. The Project Cost Account shall consist of a City Cost Subaccount (the "City Cost Subaccount") pledged to, and charged with, payment to the City for the cost of approved economic development expenses, including bond indebtedness, and Developer Cost Subaccount (the "Developer Cost Subaccount") pledged to, and charged with, payment by the City under any credit enhancement agreement.

C. Financing Plan

The developments within the added TIF District Properties of May 2019 will add approximately $41.5 Million of new taxable value in the City of Portland over the remainder of the term through June 30, 2032. TIF revenues will be allocated as described on Attachment #12(A) to finance the costs of this Amended Development Program. Actual payments to the Project Cost Account will be adjusted based upon the applicable annual percentage retained and the actual annual assessed value within the Districts.

The City reserves the option to fund the project costs through public indebtedness. If City utilizes debt service to cover the cost of public infrastructure, it will establish a sinking fund account.

V. Original TIF Districts Financial Data

A. Total 2001 value of equalized property in the municipality: $3,873,900,000.

B. Original assessed value of all properties in all existing and proposed Original TIF districts:

Existing	$20,961,460
Proposed	$6,716,410
Total	$27,677,870

Line B divided by line A = 0.71% (cannot exceed 5%).

C. Estimate of increased assessed value by year after implementation of the Original Development Program: See Attachment #10

D. Percentage of increased assessed value to be applied to the Original Development Program fund: See Attachment #10

E. Estimated annual tax increment: $400,113 (Average)

F. Total average annual value of development program fund: $400,113 (Average)

G. Annual principal and interest payment of bonded indebtedness: N/A

H. Financial assumptions and safeguards: Under the Original Development Program, the City of Portland only sought to implement its own Waterfront Economic Redevelopment Program and is under no obligation to repay any bonds that would involve a pledge of the City's full faith and credit. The City's participation in this development program is voluntary and notwithstanding any approvals from the appropriate state entity, can revoke its desire to implement the plan.

I. Statement of impact of TIF on taxing jurisdictions within the county: See Attachment #13.

V-A. Sub-District Financial Data

A. Total 2010 value of property in the municipality: $8,196,900,000.

B. Original assessed value of all properties in all existing TIF Districts and proposed sub-district:

Existing	$305,455,220
Proposed	$950,900
Total	$306,406,120

Line B divided by line A = 3.73% (cannot exceed 5%).

C. Estimate of increased assessed value by year after implementation of the development program: See Attachment #11

D. Percentage of increased assessed value to be applied to the development program fund: See Attachment #11

E. Estimated annual tax increment: $143,503 (Average)

F. Total average annual value of development program fund: $143,503 (Average)

G. Annual principal and interest payment of bonded indebtedness: N/A

H. Financial assumptions and safeguards: The City of Portland seeks to implement its own Waterfront Economic Redevelopment Program and to fund its payment obligations to the Developer under the credit enhancement agreement with the Developer and is under no obligation to repay any bonds that would involve a pledge of the City's full faith and credit. The City's participation in this development program is voluntary and notwithstanding any approvals from the appropriate state entity, can revoke its desire to implement the plan.

I. Statement of impact of TIF on taxing jurisdictions within the county: See Attachment #14.

V-B. Added TIF District Properties of March 2018 Financial Data

A. Total 2018 value of taxable property in the municipality: $9,049,500,000.

B. Original assessed value of all properties in all existing and proposed Amended TIF districts:

Existing	$1,106,422,670
Proposed	$616,430
Sub-Total	$1,107,059,100
Less Exempt	-$973,107,320
Total	$133,951,780

Line B divided by line A = 1.48% (cannot exceed 5%).

C. Estimate of increased assessed value by year after implementation of the three Added TIF District Properties of 2018: See Attachment #12.

D. Percentage of increased assessed value to be applied to the three Added TIF District Properties of 2018 Development Program fund: See Attachment #12

E. Estimated annual tax increment: $491,204 (Average)

F. Total average annual value of development program fund: $491,204 (Average)

G. Annual principal and interest payment of bonded indebtedness: N/A

H. Financial assumptions and safeguards: Under the Original Development Program, the City of Portland only sought to implement its own Waterfront Economic Redevelopment Program and is under no obligation to repay any bonds that would involve a pledge of the City's full faith and credit. The City's participation in this development program is voluntary and notwithstanding any approvals from the appropriate state entity, can revoke its desire to implement the plan.

II. Statement of impact of TIF on taxing jurisdictions within the county: See Attachment #15.

V-C. Added TIF District Properties of September 2018 Financial Data

A. Total 2018 value of taxable property in the municipality: $9,049,500,000.

B. Original assessed value of all properties in all existing and proposed Amended TIF districts:

Existing	$1,107,059,100
Proposed	$20,076,870
Sub-Total	$1,127,135,970
Less Exempt	-$973,107,320
Total	$154,028,650

Line B divided by line A = 1.7% (cannot exceed 5%).

C. Estimate of increased assessed value by year after implementation of the Added TIF District Properties of September 2018: See Attachment #12(A).

D. Percentage of increased assessed value to be applied to the Added TIF District Properties of September 2018 Development Program fund: 100%

E. Estimated annual tax increment: $7,282,000 (Average)

F. Total average annual value of development program fund: $7,282,000 (Average)

G. Annual principal and interest payment of bonded indebtedness: $200,000

H. Financial assumptions and safeguards: Under the Original Development Program, the City of Portland only sought to implement its own Waterfront Economic Redevelopment Program and is under no obligation to repay any bonds that would involve a pledge of the City's full faith and credit. The City's participation in this development program is voluntary and notwithstanding any approvals from the appropriate state entity, can revoke its desire to implement the plan.

III. Statement of impact of TIF on taxing jurisdictions within the county: See Attachment #15(A).

V-D. Added TIF District Properties of May 2019 Financial Data

A. Total 2018 value of taxable property in the municipality: $9,049,500,000.

B. Original assessed value of all properties in all existing and proposed Amended TIF districts:

Existing	$1,127,135,970
Proposed	$5,938,400
Sub-Total	$1,133,074,370
Less Exempt	-$973,107,320
Total	$159,967,050

Line B divided by line A = 1.76% (cannot exceed 5%).

C. Estimate of increased assessed value by year after implementation of the Added TIF District Properties of May 2019: See Revised Attachment #12(A).

D. Percentage of increased assessed value to be applied to the Added TIF District Properties of May 2019 Development Program fund: 100%

E. Estimated annual tax increment: $6,745,331 (Average)

F. Total average annual value of development program fund: $6,745,331 (Average)

G. Annual principal and interest payment of bonded indebtedness: The City reserves the option to fund the project costs through public indebtedness.

H. Financial assumptions and safeguards: Under the Original Development Program, the City of Portland only sought to implement its own Waterfront Economic Redevelopment Program and is under no obligation to repay any bonds that would involve a pledge of the City's full faith and credit. The City's participation in this development program is voluntary and notwithstanding any approvals from the appropriate state entity, can revoke its desire to implement the plan.

I. Statement of impact of TIF on taxing jurisdictions within the county: See Revised Attachment #15(A).

VI. Original Development Program Tax Shifts (See Attachment #13)

A. Average Annual Amount:

General Purpose Aid to Education Tax Shift: $137,700

Municipal Revenue Sharing Tax Shift: $17,004

County Tax Shift: $7,855

Total Average Annual Savings: $162,560

VI-A Sub-District Tax Shifts (See Attachment #14)

General Purpose Aid to Education Tax Shift: $49,822

Municipal Revenue Sharing Tax Shift: $6,183

County Tax Shift: $2,856

Total Average Annual Savings: $58,860

VI-B. Added TIF District Properties of March 2018 Tax Shifts (See Attachment #15)

A. Average Annual Amount:

General Purpose Aid to Education Tax Shift: $122,721

Municipal Revenue Sharing Tax Shift: $11,772

County Tax Shift: $10,522

Total Average Annual Savings: $145,015

VI-C. Added TIF District Properties of September 2018 Tax Shifts (See Attachment #15(A))

A. Average Annual Amount:

General Purpose Aid to Education Tax Shift: $2,341,121

Municipal Revenue Sharing Tax Shift: $160,724

County Tax Shift: $150,869

Total Average Annual Savings: $2,652,714

VI-D. Added TIF District Properties of May 2019 Tax Shifts (See Revised Attachment #15(A))

A. Average Annual Amount:

General Purpose Aid to Education Tax Shift: $2,219,656

Municipal Revenue Sharing Tax Shift: $151,658

County Tax Shift: $143,078

Total Average Annual Savings: $2,514,393

VII. Amended Development Program Municipal Approvals

A. Public Hearing Notice

The City of Portland did give proper Notice of Public Hearing in accordance with the requirements of 30-A M.R.S.A. §5226. The notice was published on ________________, 2019 in a newspaper of general circulation (see Attachment #17).

B. Public Hearing

A Public Hearing at which the proposed Amended Development Program for adoption was held on _____________, 2019 in the Portland City Council Chambers. A copy of the minutes of that meeting is included as Attachment #18.

C. Authorizing Votes

An attested copy of the resolution of the Portland City Council amending the Waterfront Redevelopment Program is included as Attachment #19.