
TOWN OF FALMOUTH, MAINE

--

ROUTE 100 TAX INCREMENT FINANCING DISTRICT

AND

DEVELOPMENT PROGRAM

March __, 2022

14599692.3

Prepared by:

Pierce Atwood LLP

Portland, Maine

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ARTICLE I
DEVELOPMENT PROGRAM NARRATIVE

Section 1.01. Introduction. The Maine Legislature established the municipal tax increment financing (“TIF”) program, 30-A M.R.S. Chapter 206 (§§5221-5235), as an economic development tool to be used by municipalities to: (a) provide new or continued employment opportunities; (b) improve and broaden its tax base; and (c) improve the general economy of the State. The municipal TIF program is designed (a) to provide impetus and enhance local efforts to promote industrial, commercial, transit-oriented or arts district development (or any combination thereof); (b) to retain or increase employment opportunities; (c) to retain and expand the local tax base and to provide the facilities outlined in the development program adopted by the municipality.

Section 1.02. Designation of Route 100 District; Adoption of Development Program. In furtherance of such legislatively approved and authorized goals, the Town of Falmouth now designates approximately 45.08 acres of land as a municipal tax increment financing district denominated as the Route 100 Tax Increment Financing District (referred to herein as the “Route 100 District”) and adopts this Development Program as the development program for the Route 100 District.

Section 1.03. Route 100 Projects. The Town anticipates the following improvements and development has or will take place in the Route 100 District (the “Route 100 Projects”):

1. Homestead Farms Project: The Homestead Farms Project is a development project located on approximately 25.84 acres in the Route 100 District. At completion, the Town expects this development to consist of 68 single family residential condominium units.
2. Meadow Wind Project: The Meadow Wind Project is a development project located on approximately 7.13 acres in the Route 100 District. At completion, the Town expects this development to consist of 10 two-family residential buildings.
3. Other TIF Parcels: The Route 100 District also includes five additional parcels (approximately 12.11 acres) with frontage on Route 100. These include a restaurant (Harmon’s Lunch), a vacant commercial parcel, a multi-tenant office building, a mixed-use office/residential building, and a residential property slated for commercial redevelopment. The Town expects these parcels will be the subject of future development that will either expand the existing commercial use on site or will be developed to encompass new commercial uses.

Section 1.04. Statement of Means and Objectives. The Route 100 District's means and objectives are to capture and retain as captured assessed value all (100%) of the increased assessed value from the real and personal property improvements in the Route 100 District, to help fund the Town's TIF administration costs as well as its general economic development activities, all as discussed in more detail in Section 2.02 and in Article III - Financial Plan below.

The Route 100 District will be administered as a municipal development and tax increment financing district under this Development Program and pursuant to Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended.

ARTICLE II
DISTRICT DESCRIPTION; DEVELOPMENT PROGRAM

Section 2.01. Description of Route 100 District. The Route 100 District consists of the properties (or portions thereof) listed on the Assessor Certificate attached as Exhibit B, which properties (or portions thereof) are shown on the maps of the Route 100 District attached as Exhibit A.

Section 2.02. Program Duration; Term of Route 100 District. The Route 100 District will have a 30-year term, commencing with the Town's 2024 fiscal year (7/1/2023 - 6/30/2024) with an April 1, 2023 assessing date, and continuing through and including the Town's 2053 fiscal year (7/1/2052 - 6/30/2053) with an April 1, 2052 assessing date.

Section 2.03. Public Facilities, Improvements and Programs. The Town intends to use all TIF revenues from the Route 100 District to finance some or all of the costs of the public facilities, improvements and programs (the "Municipal TIF Improvements") listed in Exhibit G. The specific Municipal TIF Improvements to be financed will be approved by future action of the Town.

Section 2.04. Commercial Facilities, Improvements and Programs. The Town does not currently expect to use any TIF revenues from the Route 100 District to finance commercial facilities, improvements or projects.

Section 2.05. Uses of Private Property. The associated improvements acquired or financed under this Development Program other than the Municipal TIF Improvements (Tiers 2 and 3) will be located within the Route 100 District. Each Route 100 Project will be owned, maintained and operated by the particular developer of that project.

Section 2.06. Financial and Statistical Data. The Statutory Thresholds and Requirements form relating to the Route 100 District is attached as Exhibit E.

ARTICLE III **FINANCIAL PLAN**

Section 3.01. Original Assessed Value. The Town Assessor's certification of original assessed value, executed and delivered in accordance with the requirements of 30-A M.R.S. §5227(2), certifying the original assessed value of the taxable real and personal property in the Route 100 District as of March 31, 2021 (April 1, 2020) (the "Original Assessed Value") is attached as Exhibit B.

Section 3.02. Captured Assessed Value. During the term of the Route 100 District, the Town will capture and retain as captured assessed value all (100%) of the increased assessed value from all taxable real and personal property within the Route 100 District.

Section 3.03. Cost Estimates for Development Program. The Town estimates the costs of the Route 100 Projects will be approximately \$21.5 million. The estimated costs of the Municipal TIF Improvements are set forth in Exhibit G.

Section 3.04. Public Indebtedness. The Town may elect in the future to issue public indebtedness to finance a portion of the Municipal TIF Improvements but no such public indebtedness is authorized at this time.

Section 3.05. Anticipated TIF Revenues. (i) The estimated increase in assessed value and gross tax increment per year following implementation of the Development Program and (ii) the increase in assessed value and TIF revenues captured and retained by the Town in the Route 100 District are reflected in Exhibit D.

Section 3.06. Estimated Impact of Route 100 District Upon Taxing Jurisdiction. Together with the obvious advantages associated with stimulation of economic development within the Route 100 District, the Town gains the advantage of "sheltering" the increase in value due to the Route 100 Projects from the calculation of (1) State aid to education; (2) the Town's share of State Municipal Revenue Sharing and (3) the Town's share of county taxes. Thus, the Town will receive a proportionately larger share of education aid and municipal revenue sharing and pay a smaller portion of the county tax than would otherwise have been the case had the increase in value of the Route 100 Projects been included in the

Town's equalized value. The estimated tax shifts projected to result from the establishment of the Route 100 District, using formulas reviewed by DECD, is included as part of Exhibit D. A summary of the methodology utilized in calculating tax shifts is attached as Exhibit F.

Section 3.07. Use of TIF Revenues.

a. **Municipal TIF Improvements.** All TIF revenues generated by the Captured Assessed Value attributable to the taxable property within the Route 100 District will be retained by the Town and used to pay directly (or reimburse the Town) for costs of the Municipal TIF Improvements. Although the Town expects to expend all TIF revenues allocated to and retained by the Town on the Municipal TIF Improvements, to the extent the Town Council elects not to expend such TIF revenues on Municipal TIF Improvements, then such monies will be deposited into the Town's General Fund.

b. **Private TIF Improvements; Credit Enhancement Agreement.** No credit enhancement agreement is authorized under this Development Program. No TIF revenues will be used to finance any of the costs by the developers of the anticipated Route 100 Projects.

Section 3.08. Project Funds and Accounts. A Development Program Fund is established under this Development Program, consisting a project costs account that is pledged to and charged with the payment of the costs of the Municipal TIF Improvements outlined in this Development Program (referred to as the "Town Route 100 TIF Account"). If the Town determines in the future to issue any public indebtedness to pay for costs of the Municipal TIF Improvements, the Town shall create and establish a development sinking fund account pledged to and charge with the payment of the interest on and principal of any notes, bonds or other evidences of public indebtedness. The Town shall annually set aside and deposit all TIF revenues in the appropriate account of the Development Program Fund in the following order of priority:

1. To the development sinking fund account (if any), an amount sufficient, together with estimated future revenues to be deposited in such account (and earnings thereon), to satisfy all annual debt service on bonds and notes issued under 30-A M.R.S. §5231 and this Development Program; and

2. To the Town Route 100 TIF Account, an amount sufficient, together with estimated future revenues to be deposited in such account (and earnings thereon), to satisfy all annual project costs of the Municipal TIF Improvements to be paid from such account.

The Town Council may make transfers between the accounts established under the Development Program Fund provided that the transfers do not result in a balance in the development sinking fund account that is insufficient to cover the annual obligations of that account. The Town Council may annually return to the Town's General Fund any TIF revenues remaining the development sinking fund account or the Town TIF Account in excess of those estimated to be required to satisfy the obligations of the respective account, after taking into account any other transfers to or from such accounts. In either case, the corresponding amount of assessed valuation of the Route 100 Projects may not be included as part of the captured assessed value of the Route 100 District.

Section 3.09. Relocation of Displaced Persons. No businesses or persons will be displaced or relocated as a result of the development activities proposed in the Route 100 District.

Section 3.10. Proposed Regulations and Facilities to Improve Transportation. The Municipal TIF Improvements may include facilities to improve transportation.

Section 3.11. Environmental Controls. The Town expects that all improvements contemplated by this Development Program will comply with all federal, state and local environmental and land development laws, rules, regulations, and ordinances.

Section 3.12. District Plan of Operation. During the term of the TIF, the Route 100 Projects are expected to be and remain at all times owned by each respective developer, or their respective successors or assigns, who will be responsible for payment of all maintenance expenses, insurance and taxes on said Projects, and will be solely responsible for implementation of each such Route 100 Project. During the life of the Route 100 District, the Town Manager or his designee will be responsible for all administrative matters required of the Town concerning the implementation and operation of the Route 100 District and the Municipal TIF Improvements.

ARTICLE IV
MUNICIPAL APPROVALS

Section 4.01. Public Notice; Public Hearing. In accordance with the requirements of 30-A M.R.S. §5226, the Falmouth Town Council held a public hearing on the Route 100 District and Development Program on March 14, 2022. Notice of said public hearing was published in the *Portland Press Herald*, a newspaper of general circulation in the Town of Falmouth, on or before March 4, 2022, a date at least ten (10) days prior to the public hearing. A copy of such notice and an attested copy of the record of such public hearing are attached as Exhibit H.

Section 4.02. Approval of Legislative Body. The Falmouth Town Council designated the Route 100 District and adopted this Development Program at its Town Council Meeting held March __, 2022. A certified copy of the approving vote is attached as Exhibit I. Pursuant to such approving vote, designation of the Route 100 District and adoption of this Development Program is final, subject only to approval of the Commissioner of the Maine Department of Economic and Community Development (DECD). The Town Manager is authorized to make technical revisions to the Route 100 District application and this Development Program to facilitate the process for review and approval by DECD, as long as such revisions are not inconsistent with the basic structure and intent of the Development Program.

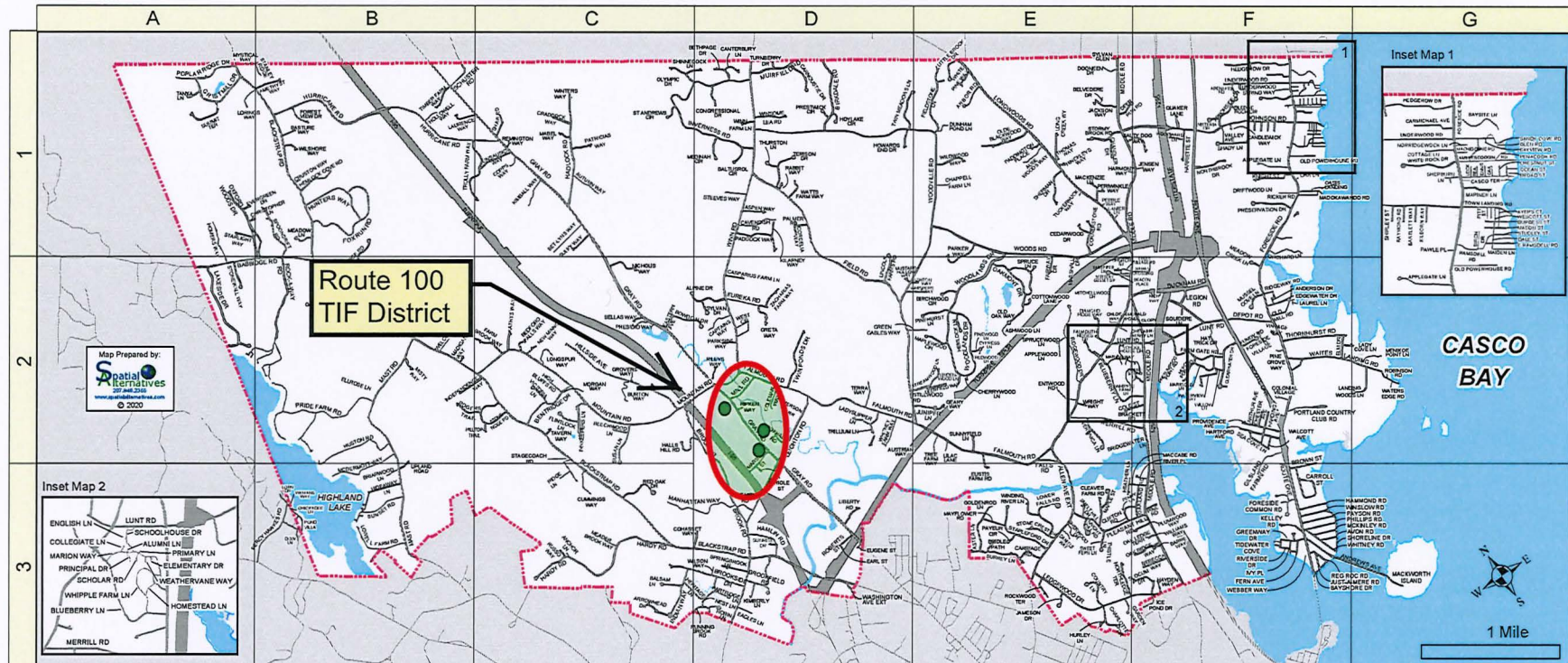
ARTICLE V
VALUATION ISSUES

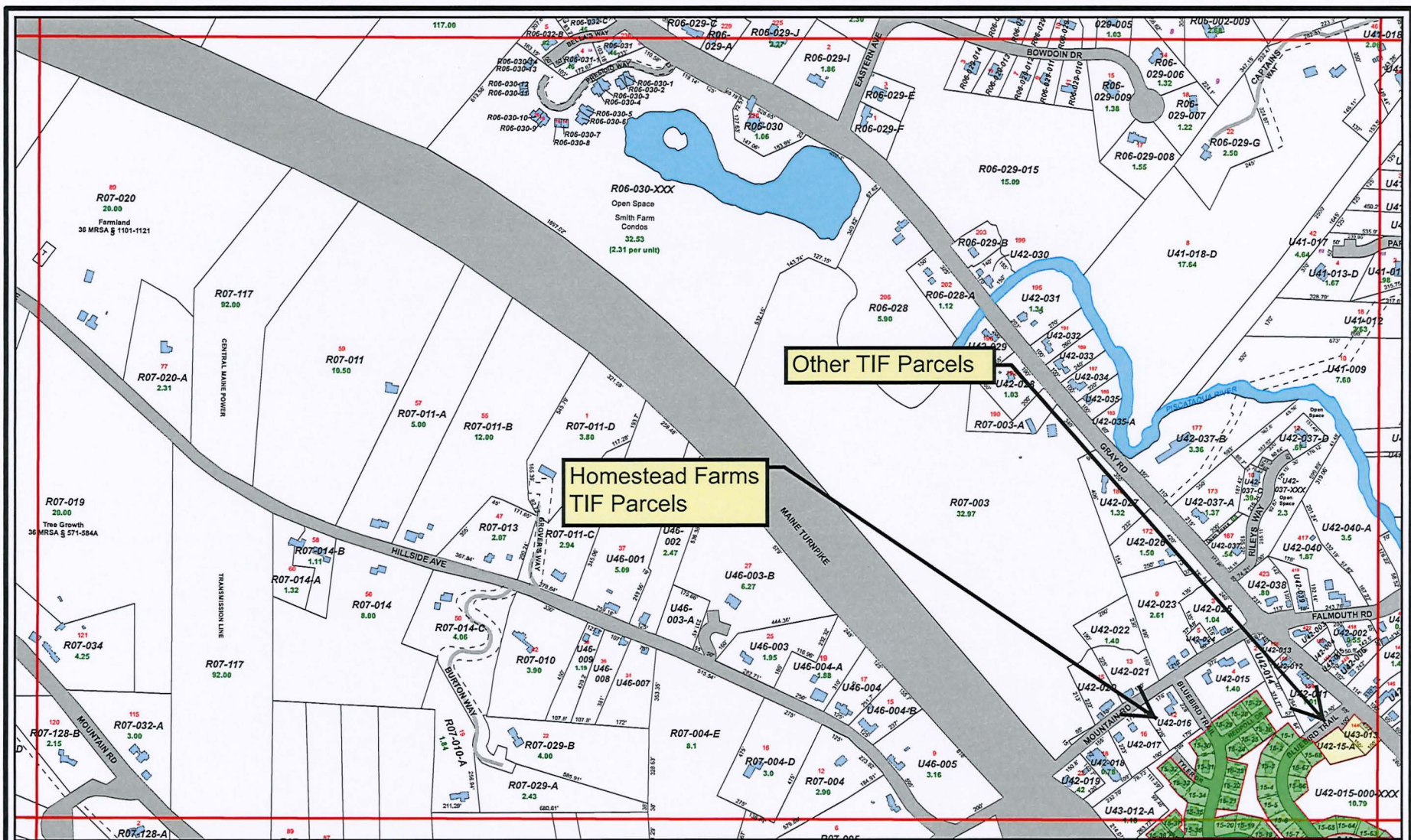
Section 5.01. Adjustment to Assessed Valuation. There are certain assumptions regarding valuation and depreciation of assets, which underlie the analysis set forth in the Development Program. The Town covenants and agrees that the assumptions, analysis and results set forth in the Development Program shall in no way prejudice the rights of any party or be used, in any way, by any party in either presenting evidence or making argument in any dispute which may arise in connection with valuation or assessment of the property within the Route 100 District.

EXHIBIT A

TIF Maps

Town of Falmouth Street Map 2020





Maps Prepared by: **Spatial Alternatives**
307.646.3335
www.spatialalternatives.com

Tax Sheets are intended for assessing purposes only.
Boundary locations are approximate and
should not be used for conveyance of property.

Legend

- Rights of Way/Easements
- Buildings
- Not Sewered
- Sewered
- Parcels
- Roads
- Railroad
- Water

MAIN ST
R53-053
2.03
123.42
12
3

Road Name
Map/Lot Number
Parcel Acreage
Lot Dimension
Subdivision Lot Number
Street Number

Town of Falmouth, Maine

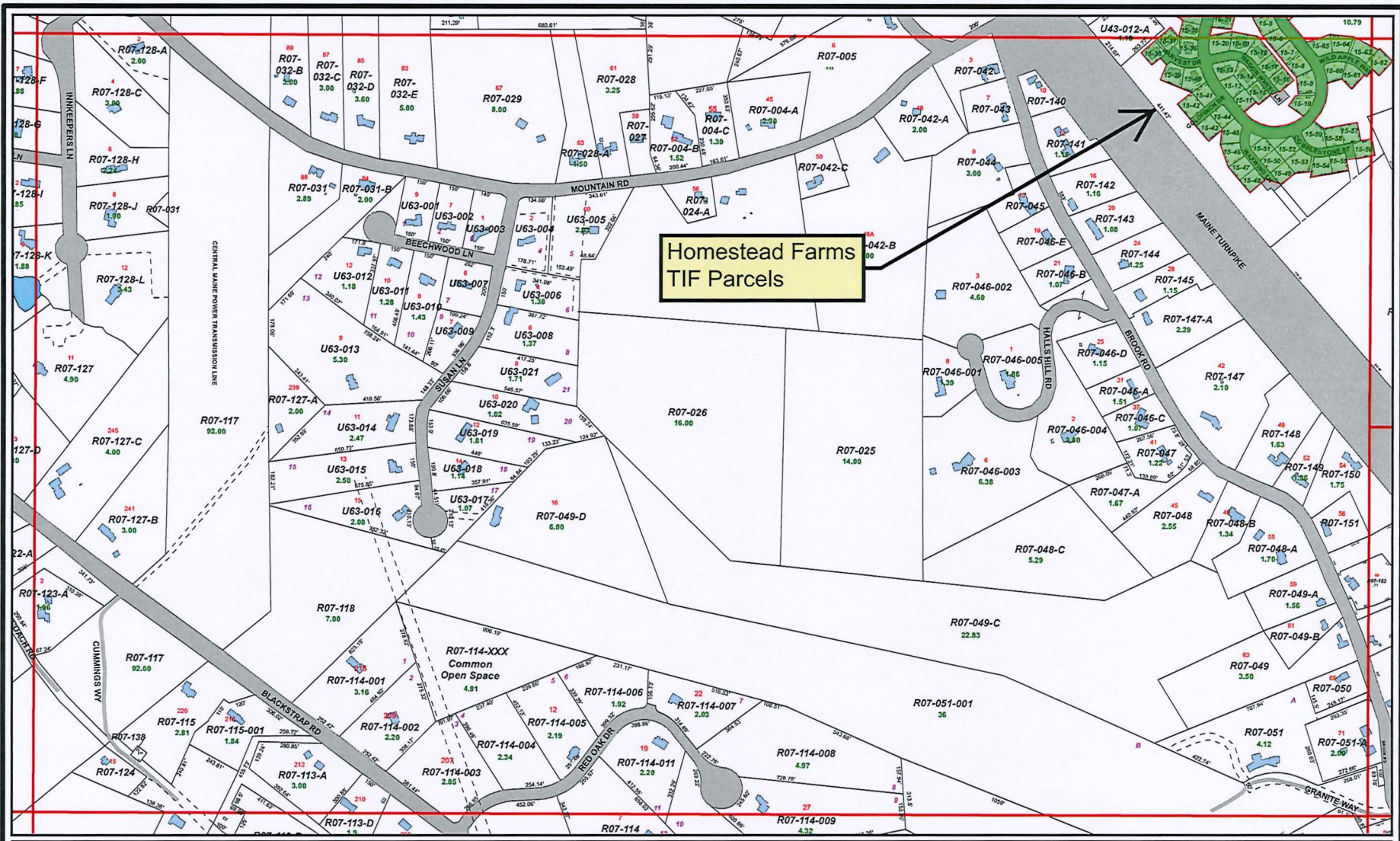
400
Feet

Index Map

190	200	210
270	280	290
350	360	370 373 374

N
↑

Falmouth Tax Sheet
280
Map updated to: April 1, 2021



Homestead Farms
TIF Parcels

Maps Prepared by: **Spatial Alternatives**
307 Androscott St.
www.spatialalternatives.com

Tax Sheets are intended for assessing purposes only.
Boundary locations are approximate and
should not be used for conveyance of property.

Legend

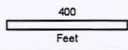
— Rights of Way/Easements
Buildings:
Not Sewered
Sewered

Parcels
Roads
Railroad
Water

MAIN ST
R05-053
2.03
10342
12

Road Name
Map/Lot Number
Parcel Acreage
Lot Dimension
Subdivision Lot Number
Street Number

Town of Falmouth, Maine

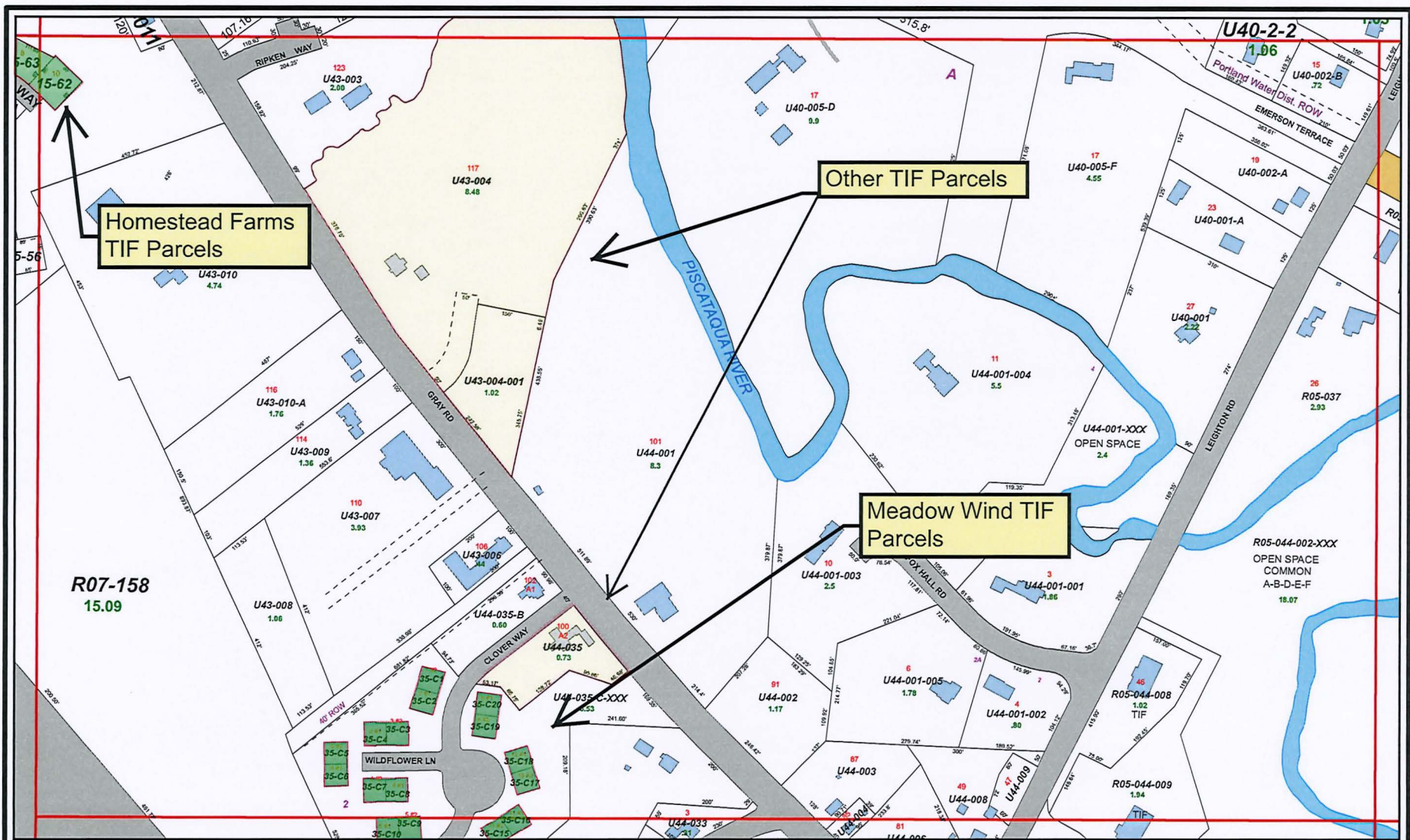


Index Map

270	280	290
350	360	370 372
430	440	451 452 453 454



Falmouth Tax Sheet
360
Map updated to: April 1, 2021



**Homestead Farms
TIF Parcels**

Other TIF Parcels

**Meadow Wind TIF
Parcels**

**R07-158
15.09**

Maps Prepared by: **Spatial Alternatives**
207.646.2335
www.spatialalternatives.com

Tax Sheets are intended for assessing purposes only.
Boundary locations are approximate and
should not be used for conveyance of property.

Legend		MAIN ST	Road Name
—	Rights of Way/Easements	R05-003	Map/Lot Number
■	Buildings	2.03	Parcel Acreage
■	Not Sewered	123.47	Lot Dimension
■	Sewered	12	Subdivision Lot Number
■	Parcels		Street Number
■	Roads		
■	Railroad		
■	Water		

Town of Falmouth, Maine

400
Feet

Index Map

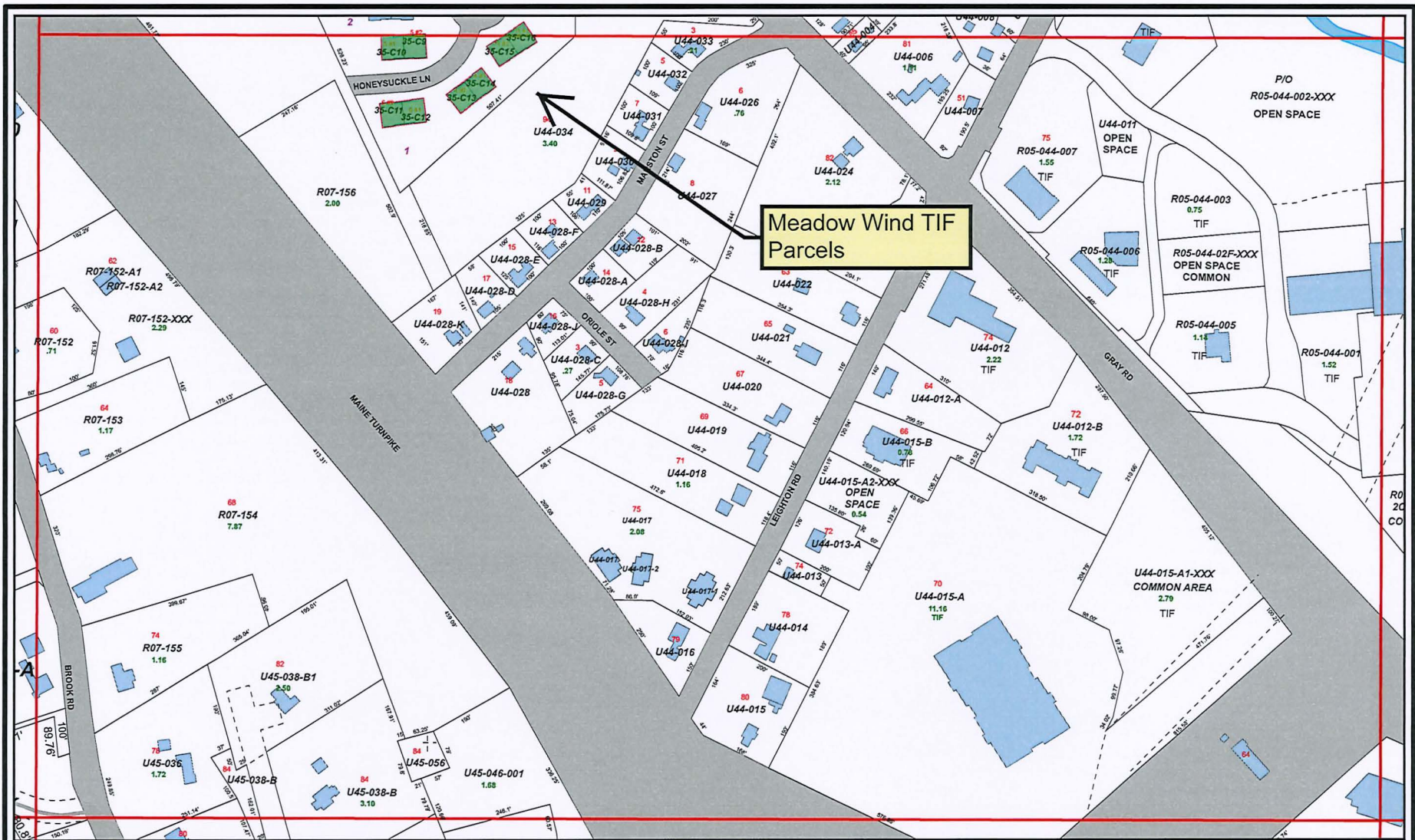
280	290
360	371 372
	373 374



Falmouth Tax Sheet

371

Map updated to: April 1, 2021



**Meadow Wind TIF
Parcels**

Maps Prepared by: **Spatial Alternatives**
207.646.2333
www.spatialalternatives.com

Tax Sheets are intended for assessing purposes only.
Boundary locations are approximate and
should not be used for conveyance of property.

Legend		
— Rights of Way/Easements	Parcel	MAIN ST
Buildings:	Roads	R05-043
Not Sewered	Railroad	Parcel Acreage
Sewered	Water	Lot Dimension
		Subdivision Lot Number
		Street Number

Town of Falmouth, Maine

400
Feet

Index Map

360	371	372
	373	374
440	451	452



Falmouth Tax Sheet

373

Map updated to: April 1, 2021

EXHIBIT B

Assessor Certificate

DRAFT – Still being reviewed with Assessor**Assessor Certificate**

The undersigned Assessor for the Town of Falmouth, Maine, does hereby certify pursuant to the provisions of 30-A M.R.S.A. §5227(2) that the taxable assessed value of the real property located in the tax increment financing district described in the Town of Falmouth's Route 100 Tax Increment Financing District Development Program to which this Certificate is attached is, as of March 31, 2021 (April 1, 2020), as follows:

		Taxable Assessed Value 3/31/21 (4/1/20)	
Map-Lot	Acreage	Real Property	Personal Property
HOMESTEAD FARMS			
U42-015	17.37	\$68,600	
U43-012-A1	2.77	72,200	
R07-158	5.70	7,500	
SUB-TOTAL	25.84	\$148,300	
MEADOW WIND			
U44-035-C	3.85	\$37,000	
U44-035-D	0.82	} 199,000 (consolidated)	
U44-035-E	1.06		
U44-035 (portion)	1.21		
SUB-TOTAL	7.13	\$236,000	
OTHER COMMERCIAL LOTS			
U43-004-1	1.00	\$119,800	
U43-004	8.50	244,800	
U44-035	0.28	310,100	\$400
U44-035-D & E (portion)	0.45	22,900	
U42-015 (portion)	1.54	6,000	
U43-013	0.34	157,900	4,900
SUB-TOTAL	12.11	\$861,500	\$5,300
TOTAL	45.08	\$1,245,800	\$5,300
TOTAL RP & PP			\$1,250,100

IN WITNESS WHEREOF, this Certificate has been executed as of the ____ day of March, 2022.

Assessor
Town of Falmouth, Maine

EXHIBIT C

Private Development Costs – N/A

DEVELOPMENT COSTS – N/A					
Activity	Municipal TIF Proceeds Allocable to Company	Private Funds -----		Other (Specify)	Total
		Equity	Bank(s)		
1. Land Acquisition					
2. Building Acquisition					
3. Relocation of Persons and Business					
4. Clearance & Demolition					
5. Street & Site Improvements					
6. Water & Sewer Improvements					
7. Building Renovations and Construction					
8. Parking Facilities					
9. Capital Equipment					
10. Professional Fees					
11. Administrative Costs					
12. Discretionary Payments					
13. Other Costs					
Total					

EXHIBIT D

TIF Revenue / Tax Shift Projections

			A	B	C	D	E
TIF Year	Assessing Date 1-Apr	Fiscal Year	Projected Cumulative Increased Assessed Value	CAV % Retained	Increased Value Retained as CAV	Mil Rate	Total Tax Increment
1	2022	2022-2023	20,000,000	100%	20,000,000	18.31	366,200
2	2023	2023-2024	25,000,000	100%	25,000,000	18.89	472,250
3	2024	2024-2025	28,000,000	100%	28,000,000	19.71	551,880
4	2025	2025-2026	31,000,000	100%	31,000,000	20.02	620,620
5	2026	2026-2027	33,000,000	100%	33,000,000	20.37	672,210
6	2027	2027-2028	35,000,000	100%	35,000,000	20.44	715,400
7	2028	2028-2029	35,000,000	100%	35,000,000	20.51	717,850
8	2029	2029-2030	35,000,000	100%	35,000,000	20.58	720,300
9	2030	2030-2031	35,000,000	100%	35,000,000	20.65	722,750
10	2031	2031-2032	35,000,000	100%	35,000,000	20.72	725,200
11	2032	2032-2033	35,000,000	100%	35,000,000	20.79	727,650
12	2033	2033-2034	35,000,000	100%	35,000,000	20.86	730,100
13	2034	2034-2035	35,000,000	100%	35,000,000	20.93	732,550
14	2035	2035-2036	35,000,000	100%	35,000,000	21.00	735,000
15	2036	2036-2037	35,000,000	100%	35,000,000	21.17	740,950
16	2037	2037-2038	35,000,000	100%	35,000,000	21.34	746,900
17	2038	2038-2039	35,000,000	100%	35,000,000	21.51	752,850
18	2039	2039-2040	35,000,000	100%	35,000,000	21.68	758,800
19	2040	2040-2041	35,000,000	100%	35,000,000	21.75	761,250
20	2041	2041-2042	35,000,000	100%	35,000,000	21.82	763,700
21	2042	2042-2043	35,000,000	100%	35,000,000	21.89	766,150
22	2043	2043-2044	35,000,000	100%	35,000,000	21.96	768,600
23	2044	2044-2045	35,000,000	100%	35,000,000	22.03	771,050
24	2045	2045-2046	35,000,000	100%	35,000,000	22.10	773,500
25	2046	2046-2047	35,000,000	100%	35,000,000	22.17	775,950
26	2047	2047-2048	35,000,000	100%	35,000,000	22.24	778,400
27	2048	2048-2049	35,000,000	100%	35,000,000	22.31	780,850
28	2049	2049-2050	35,000,000	100%	35,000,000	22.38	783,300
29	2050	2050-2051	35,000,000	100%	35,000,000	22.45	785,750
30	2051	2051-2052	35,000,000	100%	35,000,000	22.52	788,200
Total			21,506,160				

TIF ASSUMPTIONS	
Years in TIF Term	30
OAV:	
-- Increased Assessed Value based on Town staff projections.	
-- Increased assessed value reflects new real property and personal property investment retained in the District.	
-- The above projections are merely forecasted estimates. The actual investment, assessed value, mil rate and Tax Increment revenue will vary from these estimates, based on actual facts.	

Tax Shift*

	F	G	H	I
Fiscal Year	Tax Shift Benefits			
	Total	Education Shift	Rev. Sharing Shift	County Tax Shift
2024-2025	72,301	47,333	13,144	11,823
2025-2026	137,680	106,500	16,402	14,778
2026-2027	207,669	172,767	18,352	16,550
2027-2028	237,420	198,800	20,297	18,323
2028-2029	258,829	217,733	21,592	19,504
2029-2030	277,871	234,300	22,885	20,685
2030-2031	287,337	243,767	22,885	20,685
2031-2032	292,071	248,500	22,885	20,685
2032-2033	292,071	248,500	22,885	20,685
2033-2034	292,071	248,500	22,885	20,685
2034-2035	292,071	248,500	22,885	20,685
2035-2036	292,071	248,500	22,885	20,685
2036-2037	292,071	248,500	22,885	20,685
2037-2038	292,071	248,500	22,885	20,685
2038-2039	292,071	248,500	22,885	20,685
2039-2040	292,071	248,500	22,885	20,685
2040-2041	292,071	248,500	22,885	20,685
2041-2042	292,071	248,500	22,885	20,685
2042-2043	292,071	248,500	22,885	20,685
2043-2044	292,071	248,500	22,885	20,685
2044-2045	292,071	248,500	22,885	20,685
2045-2046	292,071	248,500	22,885	20,685
2046-2047	292,071	248,500	22,885	20,685
2047-2048	292,071	248,500	22,885	20,685
2048-2049	292,071	248,500	22,885	20,685
2049-2050	292,071	248,500	22,885	20,685
2050-2051	292,071	248,500	22,885	20,685
2051-2052	292,071	248,500	22,885	20,685
2052-2053	292,071	248,500	22,885	20,685
2053-2054	292,071	248,500	22,885	20,685
	8,196,730	6,936,700	661,919	598,111

*Estimate of additional State Education Subsidy and Municipal Revenue Sharing and reduced County Tax to Town as a result of shelting incremental value in the District.

EXHIBIT E

Statutory Thresholds and Requirements Form

STATUTORY REQUIREMENTS AND THRESHOLDS
Falmouth Route 100 TIF District

SECTION A. Acreage Caps			
1. Total municipal acreage;	19,119		
2. Acreage of proposed Municipal TIF District;	45.08		
3. Downtown-designation ¹ acres in proposed Municipal TIF District;	0		
4. Transit-Oriented Development ² acres in proposed Municipal TIF District;	0		
5. Total acreage [=A2-A3-A4] of proposed Municipal TIF District counted toward 2% limit;	45.08		
6. Percentage [=A5÷A1] of total acreage in proposed Municipal TIF District (CANNOT EXCEED 2%).	0.236%		
7. Total acreage of all <u>existing/proposed</u> Municipal TIF districts in municipality including Municipal Affordable Housing Development districts: ³	Existing:	701.09	
	Proposed:	45.08	
	Total:	746.17	
District Name	Acre	District Name	Acre
West Falmouth Crossing (1998)(No.1)(includes AMD-1 (2005), AMD-2 (2010) & AMD-3 (2016))	41.66		
Route 1 South (No. 2)	142.00		
Route 1 North (No. 3)(includes AMD-1 (2004), AMD-2 (2007), AMD-3 (2009) & AMD-4 (2022))	206.67		
Ocean View (No. 4)	310.76		
30-A § 5223(3) EXEMPTIONS⁴			
8. Acreage of an <u>existing/proposed</u> Downtown Municipal TIF district;	0		
9. Acreage of all <u>existing/proposed</u> Transit-Oriented Development Municipal TIF districts:	0		
10. Acreage of all <u>existing/proposed</u> Community Wind Power Municipal TIF districts:	0		
11. Acreage in all <u>existing/proposed</u> Municipal TIF districts common to ⁵ Pine Tree Development Zones per 30-A § 5250-I (14)(A) excluding any such acreage also factored in Exemptions 8-10 above:	20.03		
12. Total acreage [=A7-A8-A9-A10-A11] of all <u>existing/proposed</u> Municipal TIF districts counted toward 5% limit;	726.14		
13. Percentage of total acreage [=A12÷A1] of all <u>existing/proposed</u> Municipal TIF districts (CANNOT EXCEED 5%).	3.798%		
14. Real property in proposed Municipal TIF District that is:	ACRES	% [=Acres÷A2]	
a. A blighted area;			
b. In need of rehabilitation, redevelopment or conservation;			
c. Suitable for commercial or arts district uses.	12.11	26.86%	
TOTAL (except for § 5223(3) exemptions a., b. OR c. must be at least 25%)			26.86%

¹ Before final designation, the Commissioner will seek advice from MDOACF and MDOT per 30-A § 5226(2).

² For Transit-Oriented Development (TOD) definitions see 30-A § 5222 sub-§§ 19-24.

³ For AH-TIF acreage requirement see 30-A § 5247(3)(B) because that Program has its own/separate valuation limit.

⁴ Downtown/TOD overlap nets single acreage/valuation caps exemption.

⁵ PTZ districts approved through December 31, 2008.

STATUTORY REQUIREMENTS AND THRESHOLDS
Falmouth Route 100 TIF District

SECTION B. Valuation Cap			
1. Total TAXABLE municipal valuation—use most recent April 1;			\$2,538,207,900
2. Taxable Original Assessed Value (OAV) of proposed Municipal TIF District as of March 31 preceding municipal designation—same as April 1 prior to such March 31;			\$1,251,100
3. Taxable OAV of all <u>existing/proposed</u> Municipal TIF districts in municipality:			Existing: \$52,898,565
			Proposed: \$1,251,100
			Total: \$54,149,665
District Name	OAV	District Name	OAV
West Falmouth Crossing (1998)(No.1)(includes AMD-1 (2005), AMD-2 (2010) & AMD-3 (2016))	\$553,000		
Route 1 South (No. 2)	\$27,424,700		
Route 1 North (No. 3)(includes AMD-1 (2004), AMD-2 (2007), AMD-3 (2009) & AMD-4 (2022))	\$14,017,265		
Ocean View (No. 4)	\$10,903,600		
30-A § 5223(3) EXEMPTIONS			
4. Taxable OAV of an <u>existing/proposed</u> Downtown Municipal TIF district;			\$0
5. Taxable OAV of all <u>existing/proposed</u> Transit-Oriented Development Municipal TIF districts:			\$0
6. Taxable OAV of all <u>existing/proposed</u> Community Wind Power Municipal TIF districts:			\$0
7. Taxable OAV of all <u>existing/proposed</u> Single Taxpayer/High Valuation ⁶ Municipal TIF districts:			\$0
8. Taxable OAV in all <u>existing/proposed</u> Municipal TIF districts common to Pine Tree Development Zones per 30-A § 5250-I (14)(A) excluding any such OAV also factored in Exemptions 4-7 above:			\$2,140,100
9. Total taxable OAV [=B3-B4-B5-B6-B7-B8] of all <u>existing/proposed</u> Municipal TIF districts counted toward 5% limit:			\$52,009,565
10. Percentage of total taxable OAV [=B9÷B1] of all <u>existing/proposed</u> Municipal TIF districts (CANNOT EXCEED 5%):			2.049%

COMPLETED BY	
NAME:	James M. Saffian
DATE:	3/__/2022

⁶ For this exemption see 30-A §5223(3)(C) sub-§§ 1-4.

EXHIBIT F

Tax Shift Formulas

One element which must be included in any application for designation as a tax increment financing district is the calculation of tax shifts which result from the creation of the Route 100 District. These tax shifts are noted in three basic formulae which use local property tax valuation as a basis for calculation. These three formulas relate to:

- State Aid to Education
- Municipal Revenue Sharing
- Municipal Share of County Taxes

The following is the process used to derive each of these tax shifts.

State Aid to Education Tax Shift. Adjust the current state education subsidy formula to account for the annual captured assessed value in the Route 100 District. The education subsidy formula is the projected state aid to education over the life of the Route 100 District using the current mil rate for local share contribution under the State's EPS funding program. The result will be an estimated annual Education Tax Shift for the proposed district.

Municipal Revenue Sharing Shifts. To determine the Municipal Revenue Sharing Tax Shifts, get the following information from the State Treasurer's office:

1. Projected Total Municipal Revenue Share for the current fiscal year;
2. The municipality's "current factor";
3. The municipality's "computed number," and the three figures used to calculate the current computed number: municipal population, local assessment, and the municipality's Equalized State Valuation;¹

From there, you must go through five simple steps outlined in the following formula:

STEP ONE

Get the State Aggregate Computed Number, the municipality's current computed number and the municipality's current projected revenue sharing amount

STEP TWO

Calculate the municipality's Adjusted Computed Number for each year during the term of the Route 100 District =

$$\frac{\text{Municipal Population} \times \text{Local Assessment}}{\text{Municipal Equalized State Valuation} + \text{CAV for the Year}}$$

STEP THREE

Calculate the State's Adjusted Aggregate Computed Number for each year during the term of the Route 100 District=

$$\text{Aggregate Computed Number} - \text{Municipal Computed Number} + \text{Municipal Adjusted Computed Number}$$

¹ Get these numbers from the State Treasurer's office, not from other sources, including the Town. The Municipal Revenue Sharing calculation is based on some prior year numbers that may be outdated at the time the tax shift calculation is done. Note also, the State Treasurer drops the last three figures from the State Local Valuation.

STEP FOUR

Calculate the Municipal Adjusted Current Factor for each year during the term of the Route 100 District =

STEP FIVE

Calculate Municipal projected Adjusted Revenue Sharing amounts =

Projected Total Municipal Revenue Sharing Pool
x Municipal Adjusted Current Factor

STEP SIX

The difference between Step 5 and Municipal current project revenue sharing amount Step 1 =

Municipal Revenue Sharing Shift for that year -
Repeat for each year's Projected Annual CAV

County Tax Shift. First obtain the most recent State Equalized Valuation of the County and the municipality from the Secretary of State's office and the County. Calculate the following two percentages for each year during the term of the Route 100 District. First, divide the current State Equalized Valuation of the municipality plus the Captured Assessed Value for a given year by the current State Equalized Valuation for the County, plus the Captured Assessed Value for that year. This gives the municipality's County tax percentage without sheltering the project. Second, divide the current State Equalized Valuation of the municipality by the current State Equalized Valuation of the County. This gives the municipality's county tax percentage if the project is sheltered.

Multiply the current County tax by each of the two percentages developed above. The difference will be the annual County Tax Shift.

EXHIBIT G

Municipal TIF Improvements

<u>Project</u>	<u>Eligibility Under Title 30-A</u>	<u>Estimate Cost</u>	<u>Common Projects</u>
TIF Administration and Organization Costs - Associated costs and pro-rated salaries of municipal employees and consultants in connection with establishing, implementing and administering this Development Program.	§5225(1)(A)(5) §5225(1)(A)(7)	\$750,000	None
General Economic Development / Business Attraction / Marketing - Costs of the Town's Economic Development Department including municipal staff salaries associated with municipal economic development activities and the Town's Economic Development Department, establishing a municipal economic development plan, consultant and advertising agency fees, administrative costs, and implementation costs such as marketing and promotional efforts (egg., electronic media such as television, radio and internet, trade shows, print advertising, and other related activities). Any municipal web site development will be limited to economic development and business support and assistance information.	§5225(1)(C)(1)	\$750,000	TIF No. 1 – West Falmouth Crossing TIF No. 2 – Rte. 1 South TIF No. 3 – Rte. 1 North TIF No. 4 – Ocean View
Environmental protection improvements, including storm water improvements.	§5225(1)(B)(1) §5225(1)(C)(2)	\$3,500,000	TIF No. 1 – West Falmouth Crossing (Rte. 100) TIF No. 4 – Ocean View
Signage and Road Improvements - Pro-rated costs to fund signage and road improvements to accommodate the additional wear and tear due to the increased commercial traffic in and around the District, including permitting, engineering, legal and feasibility costs, including but not limited to the following: Rte. 100 Repair (to Cumberland line) Blackstrap Road repair Mill Road Bridge repair	§5225(1)(B)(1) & (1)(B)(2)	\$12,000,000	TIF No. 1 – West Falmouth Crossing

Public Safety Improvements - Pro-rated costs to fund public safety improvements outside the District but related to physical improvements and other activities in the District as well as increased traffic due to development of the District, including but not limited to street and sidewalk improvements and repairs in and adjacent to the District, crosswalks, crosswalk signalization and bicycle lanes, to improve safety, encourage use by pedestrians and cyclists and to enhance economic development activity, including permitting, engineering, legal and feasibility costs.	§5225(1)(B)(2) §5225(1)(C)(6)	\$3,000,000	TIF No. 1 – West Falmouth Crossing
Costs related to the construction and operation of public safety facilities (fire station), the need for which is related to general economic development within the Town. ²	§5225(1)(C)(9)	\$1,500,000	None
	Total	\$21,500,000	

² NOTE: TIF revenues cannot exceed 15% of the captured assessed value of the District.

EXHIBIT H

Notice of Public Hearing and Minutes

EXHIBIT I

Municipal Approvals