

**BRUNSWICK TOWN COUNCIL**

**Agenda**

**July 29, 2013**

**6:30 P.M. – Regular Meeting**

**Municipal Meeting Room**

**Brunswick Station**

**16 Station Avenue**

Pledge of Allegiance

Roll Call

Public Comment:

Correspondence:

Adjustments to the Agenda:

**MANAGER’S REPORT:**

- (a) Council Committee Updates
- (b) MMA Annual Election of Vice President and Executive Board (*Action Required*)
- (c) Report on the Marketing Brunswick Initiative (*Action Required*)
- (d) Update on the Police Station

**PUBLIC HEARINGS**

85. The Town Council will hold a public hearing on an application for a special amusement license, and will take any appropriate action. (Manager)

Special Amusement

Jimbo’s Catering

James Gallant

D/B/A: 1898 Bar & Grill

165 River Road

**HEARING/ACTION**

86. The Town Council will hear public comments on a MRRA TIF for the Executive Airport, and will take any appropriate action. (Councilor Tucker and Councilor Richardson)

**HEARING/ACTION**

87. The Town Council will hear public comments on a MRRA TIF for Brunswick Landing, and will take any appropriate action. (Councilor Tucker and Councilor Richardson)

**HEARING/ACTION**

88. The Town Council will hear public comments on budget amendments to the 2013-14 Municipal budget, and will take any appropriate action. (Manager)

**HEARING/ACTION**

**TABLED ITEM**

84. The Town Council will consider endorsing the Route 24 Corridor Plan, and will take any appropriate action. (Councilor Knight)

**ACTION**

**NEW BUSINESS**

89. The Town Council will consider approving the selection of the Construction Manager and Architectural firm for the new Town Hall renovation project at McLellan Building, and will take any appropriate action. (Councilor Watson, Councilor Favreau, and Councilor Knight)

**ACTION**

90. The Town Council will consider a request for Sellers of Prepared Food on Public Ways for outdoor seating for Frosty's Donuts, and will take any appropriate action. (Manager)

**ACTION**

91. The Town Council will consider appointments to the Town's Boards and Committees, and will take any appropriate action. (Appointments Committee)

**ACTION**

**CONSENT AGENDA**

- (a) Approval of the Minutes of July 15, 2013
- (b) Approval of Gas utility location permit applications for MacMillan Drive, Colonial Drive, and Richards Drive
- (c) Approval of Post Issuance Compliance Policy

**INDIVIDUALS NEEDING AUXILIARY AIDS FOR EFFECTIVE  
COMMUNICATION SHOULD CONTACT  
THE TOWN MANAGER'S OFFICE AT 725-6659 (TDD 725-5521)**

**Brunswick Town Council**  
**Agenda**  
**July 29, 2013**  
**Council Notes and Suggested Motions**

**MANAGER'S REPORT:**

- (a) Council Committee Updates: Councilors with information on the Committees they are involved with will share information with the Council and public.

*Suggested Motion:* No motion is required.

- (b) Election of MMA Vice President and Executive Committee Members (Action Required): The Council will vote for the MMA Vice-President and Executive Committee Members. There are no contested races. A copy of the information from MMA is included in your packet.

*Suggested Motion:*

Motion to approve the slate of nominations for the MMA Vice President and Executive Committee Members as presented on the voting ballot.

- (c) Report on the Marketing Brunswick Initiative (Action Required): This initiative was developed by the Brunswick Economic and Community Development Manager and the BDA. The group of 30 stakeholders, consisting of a variety of local interest groups, worked on developing this marketing approach. Debora King and Denise Clavette will be at your meeting to discuss the initiative and to ask the Council to endorse the initiative's outcome and support its use in the community and by the Town. Copies of a memo from Ms. Clavette and other supporting materials are included in your packet.

*Suggested Motion:*

Motion to endorse the Marketing Brunswick Initiative's outcome and support its use by the community and the Town.

- (d) Update on the Police Station: Manager Brown will provide this update.

**PUBLIC HEARINGS**

85. This item is the required public hearing on a renewal application for a special amusement license for Jimbo's Catering. They are requesting to have DJ's and bands for wedding receptions. Copies of the public hearing notice and the application are included in your packet.

*Suggested Motion:*

Motion to approve a renewal application for a special amusement license for Jimbo's Catering, located at 165 River Road.

86. This item, sponsored by Councilor Tucker and Councilor Richardson, is the required public hearing on the MRRA TIF for Brunswick Executive Airport. A copy of the draft Application for a Municipal Development and Tax Increment Financing District is included in your packet.

Suggested Motion:

Motion to adopt “Town Council Resolution - Adopting the Development Program for the Brunswick Executive Airport Municipal Development and Tax Increment Financing District.”

87. This item, sponsored by Councilor Tucker and Councilor Richardson, is the required public hearing on the MRRA TIF for the Brunswick Landing. A copy of the draft Application for a Municipal Development and Tax Increment Financing District is included in your packet.

Suggested Motion:

Motion to adopt “Town Council Resolution - Adopting the Development Program for the Brunswick Landing Municipal Development and Tax Increment Financing District.”

88. This item is the required public hearing to amend the municipal budget due to the change in state funding. The Town Charter requires a public hearing at least 10 days prior to taking Council action to amend the budget. On the municipal side, the Town Manager has developed 5 options to offset the loss of \$316,000 due to a reduction in State Revenue Sharing. In addition, the School Department will receive an additional \$508,604 in revenues from the State, with \$443,000 needed to fund certain retirement cost for the first time due to a change in state requirements. With the change in the school funding, the Council will need to hold a special election to approve the change in the school budget. This will require a special meeting on August 8<sup>th</sup> to adopt the amendments to the School Budget. Copies of a memo from the Town Manager, along with options for adjustments and a draft budget resolution, are included in your packet.

Suggested Motion:

No action can occur at this item on the budget.

**TABLED ITEM**

84. Due to the late hour this item was tabled at your last meeting. It is sponsored by Councilor Knight and asks the Council to consider endorsing the Route 24 Corridor Plan. This plan was discussed at your March 18<sup>th</sup> meeting and it may be the appropriate time to approve it. Copies of a memo from Anna Breinich and the draft plan are included in your packet.

Suggested Motion

Motion to endorse the Route 24 Corridor Management Plan, dated June 27, 2013, in support of the contained findings and recommendations. The Town of Brunswick will work with MaineDOT, the Midcoast Council of Governments and participating towns to support the plan's implementation as funding becomes available.

**NEW BUSINESS**

89. This item, sponsored by Councilor Watson, Councilor Favreau, and Councilor Knight, is to approve their choice for the Construction Manager and Architectural firm for the new Town Hall renovation project at McLellan Building. The Committee interviewed five architects and four construction managers, and unanimously supported Warren Construction Group and Scott Simons Architects to assist the Town with this project. Copies of memos from Manager Brown are included in your packet.

Suggested Motions

Motion 1

Motion to authorize the Town Manager to enter into an agreement with Warren Construction Group to provide the Construction Manager services for the Town Hall renovation project at the McLellan Building.

Motion 2

Motion to authorize the Town Manager to enter into an agreement with Scott Simons Architects to provide architectural services for the Town Hall renovation project at the McLellan Building.

90. This item is the approval of Sellers of Prepared Food on Public Ways on Sidewalks for a renewal application for Frosty's Donuts. There is no license fee except for a \$25 application fee, but it does require Council approval. The Clerk will be available to answer any questions. Copies of the applications are included in your packet.

Suggested Motion:

Motion to approve licenses for Sellers of Prepared Food on Public Ways on a Sidewalk for Frosty's Donuts, located at 54 Maine Street.

91. At this time the Appointments Committee will make nominations to fill vacancies on Town Boards and Committees. Copies of the applications are included in your packet.

Suggested Motion:

Nominations will be made, with no seconds required, and the Council will then vote on the nominations.

**CONSENT AGENDA**

- (a) Approval of the Minutes of July 15, 2013: A copy of the minutes is included in your packet.

(b) Approval of Gas utility location permit applications for MacMillan Drive, Colonial Drive, and Richards Drive: Copies of the memo and applications are included in your packet. Description of applications:

In application ULP 2013-03, Colonial Drive Maine Natural Gas seeks authorization to install a 2” gas main from the proposed gas main to be located just east of Colonial Drive on the north side of Richards Drive. The new gas main will run from the proposed gas main northeasterly along the south side of Colonial Drive about 2 feet off edge of pavement to the cul-de-sac at the end of Colonial Drive. Approximately 850 feet of 2” gas main.

In application ULP 2013-04, MacMillan Drive Maine Natural Gas seeks authorization to install a 2” gas main from the existing gas main located just west of Barrows Street on the north side of MacMillan Drive. The new gas main will run from the existing gas main easterly along the north side of MacMillan Drive about 2 feet off edge of pavement to Richards Drive. Approximately 680 feet of 2” gas main.

In application ULP 2013-05, Richards Drive Maine Natural Gas seeks authorization to install a 2” gas main from the proposed gas main to be located just south of Richards Street on the north side of MacMillan Drive. The new gas main will run from the proposed gas main northerly across Richards Drive to a point 2 feet outside the pavement on the north side of Richards Drive. The gas main will run easterly to Maine Street and westerly to Barrows Street, being installed 2 feet outside the paved way. Approximately 1,500 feet of 2” gas main.

(c) Approval of Post Issuance Compliance Policy: A copy of a proposed post issuance compliance policy is ready to be adopted by the Town Council. With the issuance of tax-exempt bonds, the IRS has encouraged issuers to have formal written post issuance compliance policies. They have even gone so far as to ask on the forms the Town is required to file with the IRS whether the Town has such written policies. The attached policy was developed by BSSN and reflects and formalizes most of what the Town was already doing. The Town will also be using a post issuance compliance checklist developed by the GFOA.

Suggested Motion:

Motion to approve the Consent Agenda.

Suggested Motion:

Motion to adjourn the meeting.

# MANAGER'S REPORT - A NO BACK UP MATERIALS

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# MANAGER'S REPORT - B BACK UP MATERIALS



# Maine Municipal Association

60 COMMUNITY DRIVE  
AUGUSTA, MAINE 04330-9486  
(207) 623-8428  
[www.memun.org](http://www.memun.org)

TO: Key Municipal Officials of MMA Member Cities, Towns and Plantations

FROM: Peter Nielsen, MMA President  
Town Manager, Town of Oakland

DATE: July 8, 2013

SUBJECT: MMA Annual Election - Vice President and Executive Committee Members

**Deadline: Friday, August 16, 2013 by 12:00 noon**

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**Nomination Process** – Each year member municipalities have an opportunity to vote on the election of the proposed MMA Vice President and municipal officials to serve on the MMA Executive Committee. A five-member Nominating Committee was appointed in March to review nominations submitted by municipal officials and conduct interviews with those municipal officials qualifying and interested in serving as the MMA Vice President. The MMA Nominating Committee completed its task in May and put forth a Proposed Slate of Nominees for 2014 to member municipalities.

**Petition Process** – As part of the May mailing, information was also provided on the Petition Process. Pursuant to the MMA Bylaws, nominations may also be made by Petition signed by a majority of the municipal officers in each of at least 5 member municipalities. The deadline for receipt of nominations by petition was July 8. There were no municipal officials nominated by petition.

***It is now time for each member municipality to cast its official vote.***

**Election Process** – Enclosed you will find the MMA Voting Ballot which includes the proposed Slate of Nominees to serve on the MMA Executive Committee as selected by the MMA Nominating Committee. A brief biographical sketch on each nominee listed on the MMA Voting Ballot is enclosed for your reference. You will note that unlike municipal elections, MMA does not provide for “*Write-in Candidates*” since our process includes an opportunity to nominate a candidate by petition, as noted above.

The MMA Voting Ballot must be signed by a majority of the municipal officers or a municipal official designated by a majority of the municipal officers, and received by the Maine Municipal Association 12:00 p.m. on Friday, August 16. We have enclosed a self-addressed self-stamped envelope for your convenience. The MMA Voting Ballots will be counted that afternoon and the election results confirmed under my direction as President of the Association.

Election results will be available by contacting the MMA Executive Office or by visiting the MMA website at [www.memun.org](http://www.memun.org) on Friday, August 16, after 4:00 p.m. A formal announcement of the election results will be made at the MMA Annual Business Meeting being held **Wednesday, October 2, at 1:45 p.m., at the Augusta Civic Center**. Newly elected Executive Committee members will be introduced at the MMA Annual Business Meeting and officially take office on January 1, 2014.

If you have any questions on the Election Process, please contact Theresa Chavarie at 1-800-452-8786 or in the Augusta area at 623-8428, or by e-mail at [tchavarie@memun.org](mailto:tchavarie@memun.org). Thank you.



**MAINE MUNICIPAL ASSOCIATION**  
**VOTING BALLOT**

**Election of Vice President and Executive Committee Members**  
*Deadline for Receipt of Voting Ballots – 12:00 noon on Friday, August 16, 2013*

**VICE-PRESIDENT - 1 YEAR TERM** Vote for One

**Proposed by MMA Nominating Committee:**  
**Marston Lovell, Councilor, City of Saco**

**DIRECTORS - 3 YEAR TERM** Vote for Three

**Proposed by MMA Nominating Committee:**  
**James Chaousis, Town Manager, Town of Boothbay**   
**Linda Cohen, Councilor, City of South Portland**   
**Mary Sabins, Town Manager, Town of Vassalboro**

*Please note that unlike municipal elections, MMA does not provide for "Write-in Candidates" since our process includes an opportunity to nominate a candidate by petition.*

*The Voting Ballot may be cast by a majority of the municipal officers, or a municipal official designated by a majority of the municipal officers of each Municipal member.*

**Date:** \_\_\_\_\_ **Municipality:** \_\_\_\_\_

**Signed by a Municipal Official designated by a majority of Municipal Officers:**

**Print Name:** \_\_\_\_\_ **Signature:** \_\_\_\_\_  
**Position:** \_\_\_\_\_

**OR Signed by a Majority of Municipal Officers** **Current # of Municipal Officers:** \_\_\_\_\_

**Print Names:** \_\_\_\_\_ **Signatures:** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Return To:**  
**MMA Annual Election**  
**Maine Municipal Association**  
**60 Community Drive**  
**Augusta, Maine 04330**  
**FAX: (207) 626-3358 or 626-5947**  
**Email: [tchavarie@memun.org](mailto:tchavarie@memun.org)**

**MAINE MUNICIPAL ASSOCIATION  
EXECUTIVE COMMITTEE**

**BIOGRAPHICAL SKETCH OF  
PROPOSED SLATE OF NOMINEES FOR 2014**

**MMA VICE PRESIDENT (1-Year Term)**

**MARSTON LOVELL**

- City of Saco, Councilor (2007 – present)
- City of Saco, Deputy Mayor, elected by the council (January 2009 – 2011)
- Council member, Saco RSU Withdrawal Committee (July 2012 - present)
- Council member, Saco Traffic Safety Committee (2007 – present)
- Council member, Saco Sesquibicentennial Celebration Committee (2012)
- Vice President, Maine Municipal Association (April 2013 – present)
- Member, Maine Municipal Association Executive Committee (2011 – present)
- Member, MMA Workers Compensation Fund Board of Trustees (2011 – present)
- Member, MMA Property & Casualty Pool Board of Directors (2011 – present)
- Member, MMA Strategic & Finance Committee (2011-2012); Chair (Jan – March 2013)
- Maine Municipal Association, Legislative Policy Committee, Member (2008 – present)
- Manufacturers Analytics, computer and communications systems services, Owner and Operations Manager (1987 – present)
- Biddeford-Saco-Old Orchard Beach Transit Company, committee (board) Member (2008 – 2012)
- Member, Board of Directors, Biddeford-Saco Area Economic Development Corporation (2012 - present)
- Southern Maine Regional Planning Commission, Municipal Representative (2007 – present)
- Dyer Library Association, private, non-profit library and museum complex, board of trustees, Member (2001-2006), Treasurer (2002 – 2005)
- Accountant, three National Manufacturing Corporations, progressively more responsible positions resulting in Divisional Controller for two of those corporations (1978 – 1988)
- BSBA in Accounting, BA in Liberal Arts, University of Southern Maine (1975 –1978)
- Town of Sanford, Representative Town Meeting, member, (1970 – 1971)
- Maine Medical Center, Research Department, research assistant, internationally recognized published research (1970 – 1974)
- Children’s Hospital Medical Center of Boston, Anesthesia Department, chief laboratory technician (1967 – 1968)
- Peter Bent Brigham Hospital, Research Department, research technician, (1966 – 1967)
- Military Service, as a reservist, progressively more responsible positions including four engineer troop commands, six staff positions four of which were construction related, military construction experience Viet Nam, Germany, New England, 2 Achievement Medals, 4 Commendation Medals, Meritorious Service Medal (1963 – 1970, 1977 – 1994).

(over)

## **MMA EXECUTIVE COMMITTEE MEMBERS (Three 3-Year Terms)**

### **JAMES D. CHAOUSIS**

- Town Manager, Town of Boothbay (November 2010 – present)
- Town Manager, Town of Livermore Falls (April 2009 – November 2010)
- Board of Directors, Maine Town & City Management Association (2011 – present)
- Board of Directors, Lincoln County Regional Planning Commission (2012 –present)
- Board of Directors, Boothbay Harbor Region Chamber of Commerce (2012 –present)
- Board of Directors, Midcoast Economic Development District (2011 – present)
- Board of Directors, Androscoggin Valley Council of Government (2009 – 2010)
- Jay/Livermore/Livermore Falls School Consolidation Committee (2010)
- BAS with minor in Public Administration, University of Maine
- Marine Corps, Gulf War Veteran (six years)

### **LINDA COHEN**

- Councilor, City of South Portland (2012 – present)
- City Clerk, City of Portland (2001 – 2011)
- City Clerk, City of South Portland (1989 – 2001)
- Member, Maine Municipal Association Executive Committee (April 2013 – present)
- Member, MMA Workers Compensation Fund Board of Trustees (April 2013 – present)
- Member, MMA Property & Casualty Pool Board of Directors (April 2013 – present)
- Member, MMA Legislative Policy Committee (Portland and Westbrook representative) (2001 – 2011)
- MTCCA Affiliate Representative to MMA Legislative Policy Committee (1990's – 2011)
- South Portland Civic Service Commission (2009 – 2012)
- South Portland Lions Club (2011 – present)
- South Portland/Cape Elizabeth Chamber (2010 – present)
- Director of Development, LearningWorks, Portland, Maine (present)
- Licensed Loan Officer at Cumberland County Mortgage, South Portland (present)
- Licensed Realtor at The Maine Real Estate Network, South Portland (present)

### **MARY SABINS**

- Town Manager, Town of Vassalboro (June 2008 – present)
- Town Manager, Town of Chelsea (2006 – 2007)
- Food Services and Facilities Director, School Administrative District 40, Waldoboro, Maine (2005 – 2006)
- 1<sup>st</sup> Town Manager, Town of Windsor (2001 – 2005)
- Town Administrator, Town of Hope (1997 – 2001)
- Town Clerk and Tax Collector, Town of Union (1988 – 1997)
- BA in Business Management, University of Maine at Augusta (2001)
- Board of Directors for the Kennebec Valley Council of Government (2008 – 2009)
- Maine Municipal Leadership Award by Maine Resource Recovery Association
- East Union Pioneer Grange Community Service Award

# MANAGER'S REPORT - C BACK UP MATERIALS



## Town of Brunswick, Maine

INCORPORATED 1739

ECONOMIC AND COMMUNITY DEVELOPMENT  
DEPARTMENT

DENISE M. CLAVETTE  
BUSINESS DEVELOPMENT MANAGER

28 FEDERAL STREET  
BRUNSWICK, MAINE 04011  
TELEPHONE 207-721-0292  
FAX # 207-725-6663

TO: Suzan Wilson, Chair Brunswick Town Council and Members of the Brunswick Town Council  
Gary L. Brown, Town Manager

FROM: Denise M. Clavette, Business Development Manager, Economic and Community Development  
Debora King, Brunswick Downtown Association Executive Director

DATE: July 24, 2013

RE: Marketing Brunswick Initiative; Brunswick, Maine Content and Identity

In February 2012, Brunswick Economic and Community Development and Brunswick Downtown Association developed a Marketing Brunswick initiative – a collaborative approach for marketing Brunswick. Business Development Manager Denise Clavette led the group of over 30 stakeholders to develop marketing content and a Brunswick identity for people and businesses to use for consistent and identifiable messaging. Stakeholders represented the Brunswick Town Council (Town Councilor Margo Knight), hospitals, Curtis Memorial Library, Maine State Music Theater, Bowdoin College, hospitality, businesses, banking, BDA Board and staff, NNEPRA / Amtrak, Brunswick schools, private schools, MRRRA, Five River Arts Alliance, Pejepscot Historical Society, real estate, private developers, marina, Thornton Oaks and Brunswick Parks & Recreation.

With varying skill sets in marketing, communications, advertising and public relations, and as leaders in the private, public and non-profit sectors, the group recognized Brunswick should be known for arts and culture, education, food, recreation, natural beauty, a healthy community, a place to do business, a vacation destination and great place to live. Working with an outside consultant, an identity for Brunswick, Maine was created.

The theme of “**Our Town. Our Story.**” emerged, and marketing content was created for:

- **Our Town. Your Vacation.**
- **Our Town. Your Entertainment.**
- **Our Town. Your Next Great Meal.**
- **Our Town. Your Healthy Lifestyle.**
- **Our Town. Your Education.**
- **Our Town. Your Livelihood.**
- **Our Town. Your Perfect Retirement.**

Both the content and the Brunswick, Maine identity are designed to be used by any individual, organization, business in their marketing materials, website content and advertising. Next steps will be to create a photo library of recognizable photography that showcases Brunswick. Businesses are already using the materials and stakeholders hope the Brunswick Town Council will endorse the initiative’s outcomes and support its use in the community and for the Town. We want to thank the stakeholders for donating their time and professional expertise.

To obtain the documents, marketing content, files for use in your materials, please contact Denise Clavette at [dclavette@brunswickme.org](mailto:dclavette@brunswickme.org) or at 721-0292.

**Brunswick, Maine Identity** (type treatment for use in various media applications)



**Brunswick, Maine Identity** (type treatment for use in various media applications)





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## Our Town. Our Story.

Rich in tradition, history, and natural beauty, Brunswick is a community of talented, innovative and involved citizens. Brunswick's residents are fortunate to have access to beautiful recreational areas, high quality educational and medical resources, and growing employment opportunities.

Bordered by the Androscoggin River and Atlantic Ocean with its 67 miles of coastline, Brunswick is a coastal community, offering residents and visitors an array of recreational opportunities. With convenient access to I-295 and Route 1, Brunswick is located 30 miles north of Portland and the **Portland International Jetport (PWM)**, and adjacent to Freeport. Brunswick's strategic location is enhanced by the **Amtrak Downeaster**, connecting Brunswick to Boston (130 miles) and beyond by passenger rail service; and the **Brunswick Executive Airport** by air.

Settled in 1628 and incorporated in 1738, Brunswick is a historic and picturesque New England town in the heart of the **Midcoast Region** of Maine. The town, designated as a **Main Street Community** in 2012, offers a balanced mix of retail, professional and arts-related businesses, along with light to medium industry, traditional farming, foresting, and commercial fishing. Downtown Brunswick's distinctive broad Maine Street combines village flavor and city flair. Dotted with specialty shops, open spaces, and restaurants to satisfy every mood and palate, Brunswick's pedestrian-friendly downtown attracts shoppers, sightseers, and foodies alike.

Brunswick is a college town offering rich and diverse arts and cultural resources, anchored by **Bowdoin College's** noted museums, theater, and concert hall. Established in 1794, Bowdoin was the first college in the state of Maine, and it remains an important influence in Brunswick's continued development. Other colleges include Southern New Hampshire University and Southern Maine Community College, and opportunities for lifelong learning at Midcoast Senior College and Merrymeeting Adult Education.

Brunswick is home to world-class businesses, including L.L. Bean manufacturing, Bath Iron Works (design/engineering), Owens Corning (composite fabrics) and Molnlycke (surgical and wound care product manufacturer). With its proximity to boat builders and other marine trades along the Maine coast, advanced technology training resources and innovative businesses, Brunswick has positioned itself as the epicenter of the state's emerging composites manufacturing cluster. Home to **Mid Coast Hospital** and **Parkview Adventist Hospital**, as well as numerous banks downtown, Brunswick is a service center for neighboring communities.

In Brunswick, community means friendly neighborhoods and markets; inspiring art and culture in world-class venues; unique shopping and great food; healthy outdoor activities in a beautiful environment; a diversity of churches and denominations; and learning opportunities that never end. Whether raising a family or looking for a place to spend an active retirement with others from all walks of life – or anything in between – Brunswick offers a place to experience a rewarding and happy life.



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## Our Town. Your Vacation.

Historic and picturesque, Brunswick mixes New England charm with a **thriving arts and entertainment culture**. Visitors can explore more than fifty ethnically-diverse restaurants, distinctive retail shops, Bowdoin College and its museums and beautiful campus, summer musical theater, a year-round **Farmers Market**, and cultural offerings at the Town's many theaters, galleries, museums, and festive community events—nearly all in walking distance of the vibrant downtown.

- **Maine State Music Theatre**
- **Bowdoin International Music Festival**
- **Joshua L. Chamberlain Museum and Pejepscot Historical Society**
- Movie theaters at **Eveningstar**, **Frontier**, and **Regal Cinemas**
- Bowdoin College's **Museum of Art** and **Peary-MacMillan Arctic Museum**
- **Five Rivers Arts Alliance**
- **Spindleworks**
- **Brunswick Downtown Association**
- **Seasonal community, family and sporting events**

A visit to Brunswick connects you to an eclectic group of art and artists, traditions and innovations, adventures, natural beauty, and lifelong enrichment. There are places to stay for every type of traveler and budget, trails and paths to wander, an exciting downtown to experience, sparkling waters to sail or swim, and experiences to enrich you.

- Named one of the **Top 20 “Best Small Towns in America”** by *Smithsonian* magazine in 2012 due to the high concentration of arts and culture, museums and historical sites per capita.
- **“Best place to retire”** (*Money* magazine 2010). “A classic New England fishing village, Brunswick is picturesque but not isolated, bustling but not hectic” (*Money* magazine)

Getting here is easy! Arrive via car, bus, train, boat or private plane.

- Car: Brunswick is 25 miles north of Portland, Maine, on I-295
- Bus: **Concord Coach Lines**
- Trains: **Amtrak Downeaster** and **Maine Eastern Railroad**
- Boat: **Paul’s Marina** and **New Meadows Marin**
- Airport: **Brunswick Executive Airport (BXM)**, and **Portland International Jetport (PWM)**



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## **Our Town. Your Entertainment.**

Historic and picturesque, Brunswick mixes New England charm with a **thriving arts and entertainment culture**. Visitors can explore more than fifty ethnically-diverse restaurants, distinctive retail shops, Bowdoin College and its museums and beautiful campus, summer musical theater, a year-round **Farmers Market**, and cultural offerings at the Town's many theaters, galleries, museums, and festive community events—nearly all in walking distance of the vibrant downtown.

- **Maine State Music Theatre**
- **Bowdoin International Music Festival**
- **Joshua L. Chamberlain Museum and Pejepscot Historical Society**
- Movie theaters at **Eveningstar, Frontier, and Regal Cinemas**
- Bowdoin College's **Museum of Art** and **Peary-MacMillan Arctic Museum**
- **Five Rivers Arts Alliance**
- **Spindleworks**
- **Brunswick Downtown Association**
- **Seasonal community, family and sporting events**



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## **Our Town. Your Next Great Meal.**

**Foodies are buzzing** about Brunswick and the more than 30 locally-owned restaurants that are serving up some of the highest quality, most unique dishes in the northeast. In addition to New England favorites, small town Brunswick **offers a world of dining**: American, Thai, Italian, Greek, German, Mexican, Japanese, Chinese, Indian, and French-influenced.

Diners can choose from upscale cuisine, casual dining, inside, outside and waterside. Eat in one of the many pubs or taverns, or grab a quick lobster roll or picnic to go. A walk down **Maine Street** leads past all kinds of temptations, from the vendor carts that line the town mall to the chocolate and pastry shops, natural and local food stores, farmer's markets, great coffee shops and breakfast spots, fine restaurants, and many options for terrific sandwiches or pizza.



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## Our Town. Your Healthy Lifestyle.

With four seasons to enjoy, our **parks** and public spaces and **programs** boast endless opportunities for residents and visitors to live an active lifestyle, offering a wide variety of options for people of all ages in diverse settings. Our common spaces range from lush places for play, parks, wooded trails, river access, and a gateway to the beautiful islands of Casco Bay.

- **Androscoggin River Bicycle Path**, for walking and biking, recipient of the East Coast Greenway Alliance Trail of Merit Award
- Androscoggin River Walk
- Mere Point Boat Launch, access to northern Casco Bay and the **Maine Island Trail**
- Historic Town Commons Trails
- Maquoit Bay Conservation Lands
- Cox Pinnacle Trails and Crystal Spring Farm Trails
- Information regarding these sites, parks and recreation programs and more can be found at [www.brunswickme.org/departments/parks-recreation/](http://www.brunswickme.org/departments/parks-recreation/) and [www.btlit.org](http://www.btlit.org). Brunswick Parks and Recreation received the Sports Illustrated Good Sports Community Award.

Brunswick offers healthy living and outdoor adventures for all ages. Brunswick is a forward-thinking, health-conscious and prevention-centered town. Care providers place great importance on the whole person: mind, body, spirit. From acupuncture to therapy to surgery, beautiful Brunswick provides the perfect backdrop to inspire good health!

- Hospitals: **Mid Coast Hospital** and **Parkview Adventist Medical Hospital**
- Primary care specialists, allied health services, hospice
- **Walk-In Clinic**
- Yoga, fitness, golf, martial arts and more



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## **Our Town. Your Education.**

Brunswick offers exceptional and diverse life-long learning opportunities to an intellectually curious community.

With excellent and safe public schools providing rigorous academic curricula; an option for private Catholic K-8 education; two community colleges offering associate degree and continuing education programs; and one of the nation's finest undergraduate liberal arts colleges, Brunswick offers outstanding educational and lifelong learning opportunities for children and adults alike. With a great library and museums in the center of town, performance halls, exhibition spaces, and abundant opportunities to attend lectures and performances of all kinds, Brunswick is an educational beacon for New England.

- **Bowdoin College**
- **Southern Maine Community College and Southern New Hampshire University**
- **Brunswick K-12 schools**
- **Maine Region 10 Technical High School**
- **University of Maine – Brunswick Engineering**
- **St. John's Catholic School**
- **Independence Association**
- **Curtis Memorial Library**



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## Our Town. Your Livelihood.

Brunswick offers the ideal location to build or expand your business, with a wide variety of space and land options throughout the town. With convenient access to I-295 and U.S. Route 1, Brunswick is located just 25 miles north of Portland, and the **Portland International Jetport (PWM)** and adjacent to Freeport. The town offers many quality high-paying jobs in several targeted industries such as aeronautics, biomed, composites, sustainable energy, hospitality, medical / dental and education. We offer an educated workforce, with **Bowdoin College, Southern Maine Community College, Southern New Hampshire University** and the **University of Maine Engineering Department** all operating within our community.

Brunswick's strategic location is made even more attractive with **Brunswick Landing** (redevelopment of the former Brunswick Naval Air Station; and Foreign Trade Zone) and **Brunswick Executive Airport (BXM)**. As Maine's premier technology business park and a center for innovation, Brunswick Landing features 3,300 acres of prime real estate, over 2 million square feet of commercial and industrial space, a world-class aviation complex, and on-site educational institutions. Other major employers and redevelopment efforts include:

- Brunswick Business Park
- Cooks Corner Redevelopment
- **Midcoast Regional Redevelopment Authority (MRRA)**
- **Town of Brunswick**
- **Bath Iron Works**
- **L.L. Bean Manufacturing**
- **Molnlycke Health Care**



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## Our Town. Your Perfect Retirement.

Choosing a Maine community to retire in? Brunswick is your perfect choice! Rich in tradition, history, and natural beauty, Brunswick is a community of talented, innovative and involved citizens. Brunswick's residents are fortunate to have access to beautiful recreational areas, high quality educational and medical resources, and growing employment opportunities.

A life in Brunswick connects you to an eclectic group of art and artists, traditions and innovations, adventures, natural beauty, and lifelong enrichment. There are residences for every personality type and budget, ranging from condominiums and other multi-unit options to single family homes, retirement communities, like Thornton Oaks in Brunswick, and assisted living. There are trails and paths to wander, an exciting downtown to experience, sparkling waters to sail or swim, and experiences to enrich you.

- Named one of the **Top 20 "Best Small Towns in America"** by *Smithsonian Magazine* in 2012 due to the high concentration of arts and culture, museums and historical sites per capita.
- **"Best place to retire"** (*Money Magazine* 2010). "A classic New England fishing village, Brunswick is picturesque but not isolated, bustling but not hectic" (*Money Magazine*)
- **Thornton Oaks, Retirement Living Community**

Historic and picturesque, Brunswick mixes New England charm with a **thriving arts and entertainment culture**. Visitors can explore more than fifty ethnically-diverse restaurants, distinctive retail shops, Bowdoin College and its museums and beautiful campus, summer musical theater, a year-round **Farmers Market**, and cultural offerings at the Town's many theaters, galleries, museums, and festive community events—nearly all in walking distance of the vibrant downtown.

Brunswick is a forward-thinking, health-conscious and prevention-centered town. Care providers place great importance on the whole person: mind, body, spirit. From acupuncture to therapy to surgery, beautiful Brunswick provides the perfect backdrop to inspire good health!

- Hospitals: **Mid Coast Hospital** and **Parkview Adventist Medical Hospital**
- Primary care specialists, allied health services, hospice

With four seasons to enjoy, our recreational spaces and **programs** boast endless opportunities for residents to live an active lifestyle. Our common spaces range from lush places for play, wooded trails, river access, and a gateway to the beautiful islands of Casco Bay. Come visit, stay awhile, choose to retire here!

**MANAGER'S REPORT - D  
NO BACK UP MATERIALS**

ITEM 85

BACK UP MATERIALS



**Town Clerk's Office**  
28 Federal Street  
Brunswick, ME 04011

## **PUBLIC HEARING**

The Municipal Officers of the Town of Brunswick will hold a Public Hearing at the Municipal Meeting Room, Maine Street Station, 16 Station Avenue, Brunswick, at 7:00 P.M. on 7/29/2013 on the following Special Amusement license applications:

### **Special Amusement**

Jimbo's Catering  
D/B/A: 1898 Bar & Grill  
165 River Road

James Gallant

All persons may appear to show cause, if any they may have, why such applications should or should not be approved.

**INDIVIDUALS NEEDING AUXILIARY AIDS FOR EFFECTIVE COMMUNICATION  
PLEASE CONTACT THE TOWN MANAGER'S OFFICE AT 725-6653 (TDD 725-5521).**

Fran Smith  
Town Clerk

**TOWN OF BRUNSWICK**

28 Federal Street Brunswick, Maine 04011 TEL: (207) 725-6658 FAX: (207) 725-6663

**APPLICATION FOR LICENSE OR PERMIT**

Please complete:

Type of Business:  Sole Proprietor-Owner's Name: James Gallant

Partnership-Partner's Names: \_\_\_\_\_

Corporation-Corporation Name: \_\_\_\_\_

Incorporation Date: \_\_\_\_\_ Incorporation State: \_\_\_\_\_

New License: Opening Date 4-1-12  Renewal License: Expiration Date: 3-29-13

Business Name: Timbo's Catering DBA Bar/Grill Mail: chetjimbo@gmail.com

Business Address: 165 River Rd. Brunswick ME Business Phone Number: 837-4172

Name of Contact Person: James Gallant Contact's Phone Number: 837-4172

Mailing Address for Correspondence: 5 Center St. Richmond, ME 04357

Signature of Applicant: James E Gallant Date: 1/7/13

There will be a late fee for any expired licenses (\$25) w/ fees higher than (\$50) and (\$10) for licenses w/ fees (\$50) or less. The fine will double after the license has been expired for more than 30 days. New licenses are prorated by the half-year.

**Select Type of License you are applying for on back of this page**

**Corporations Please Complete:**

Address of Incorporation: \_\_\_\_\_ Phone #: \_\_\_\_\_

Name of Corp. Officer, Owner, or Partners:	Title	Address	% of Stock or ownership

**Town Clerk Use Only**

Approvals:  Finance  Codes  Health Officer  Council  Police

Codes Officer Signature: \_\_\_\_\_ Health Officer Signature: \_\_\_\_\_

Temp Food Service:  Maine Dept of Human Services Valid License  Maine Dept of Agriculture License

Seller of Prepared Food on Public Way:  Insurance Binder  Picture of Cart (also will need FSE License)

Waiting on: \_\_\_\_\_ Mailed or Issued Date: \_\_\_\_\_ PH Date: 7-29-13

Type of License: Special Amusement Paid Fee: \$ 100- Cash  Date: 1-9-13

Advertising Fee: \$ \_\_\_\_\_  Paid

Passed inspection on 7-11-2013

**License Fees & Schedule: Please check the type of license you are applying for.**

Bazaar or Flea Market-Exp. June 30<sup>th</sup>

\_\_\_\_\_ 1-3 Days (\$50) Date and Location of Event: \_\_\_\_\_

\_\_\_\_\_ Annually (\$225)

Bowling Alleys, Pool Halls and Billiards-Exp. June 30<sup>th</sup>

\_\_\_\_\_ Number of Lanes (\$20 each) \_\_\_\_\_ Number of Tables (\$20 each)

Carnival or Circus

\_\_\_\_\_ Number of Days (\$150/day) Date and Location of Event: \_\_\_\_\_

Commercial Vehicle-Exp. December 31<sup>st</sup> \_\_\_\_\_ Number of Vehicles (\$75/vehicle) (New licenses issued between 7/1 and 12/31 is \$38 per vehicle) (New Vehicles - one time \$25 inspection fee)

**Food Service Establishment (Victualer)-Exp. May 31<sup>st</sup>**

FSE with Malt, Vinous & Spirituous Liquor (\$250)

FSE with Malt and Vinous (\$200)

FSE with Malt or Vinous (\$175)

FSE with Sit Down, no Alcohol (\$100)

FSE Mobile Carts, Take Out, Coffee, Popcorn, Catering, B&B's, Bakeries, or Prepared Seafood Vender, ETC (\$75)

FSE: Description of Food to be sold: \_\_\_\_\_

Going Out of Business (\$50)

60 Day License (Must also Complete an Application for Going out of Business Sale, and include a list of inventory)

Innkeeper-Exp. May 31<sup>st</sup>  1-15 Rooms (\$100)  16+ Rooms (\$175)

Junkyard  Automobile Graveyard (\$50 each, both Exp. Oct. 1<sup>st</sup>)  Auto Recycling (\$250-5 Yrs)  
Plus \$25 application fee for each type \_\_\_\_\_

Pawnbroker (\$75) Exp. June 30<sup>th</sup>

Peddler:

\_\_\_\_\_ #Weeks/\$25/week \_\_\_\_\_ #Months (up to-3 mnths-\$50/ up to-6 mnths \$75) \_\_\_\_\_ 1 Year (up to 12 mnths \$100)

Pinball Mach. - Other Amuse Devices (\$35/each) Exp. June 30<sup>th</sup> \_\_\_\_\_ Number of Machines/Devices

Second Hand Dealer (\$75)-Exp. June 30<sup>th</sup>

Sellers of Prepared Food on Public Way (\$1500 Mall vendor/\$3,000 Farmers Market/\$25 other)

Location: \_\_\_\_\_ Exp. 1<sup>st</sup> PH in March

As part of the application you must submit a letter of intent from insurance carrier, picture of food service device (not needed for renewals) and a victualer's license. I certify that, to the best of my knowledge, I have complied with all laws and ordinances of the State of Maine and the Town of Brunswick. \_\_\_\_\_

(Signature of owner, officer, partner or agent)

(New applicants must talk to Recreation Dept/There is no proration on new licenses)

X  **Special Amusements (\$100)-Exp. w/Alcohol License**

Describe in detail kind and nature of entertainment- DJ's and bands for

wedding receptions

Describe in detail room or rooms to be used under this permit- lounge; banquet

room located at Brunswick Golf Course

Signature of Owner, officer, partner or agent: James E. Mallard

Tattooing Establishment (\$75)-Exp. June 30<sup>th</sup>

Theater (\$150 per screen)-Exp. June 30<sup>th</sup> \_\_\_\_\_ Number of Screens

ITEM 86

BACK UP MATERIALS

**ECONOMIC DEVELOPMENT  
BRUNSWICK, MAINE**

*An Application for a Municipal Development and Tax Increment Financing District  
Development Program*

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**BRUNSWICK EXECUTIVE AIRPORT MUNICIPAL DEVELOPMENT AND  
TAX INCREMENT FINANCING DISTRICT OMNIBUS DEVELOPMENT PROGRAM**

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*Presented to:*

**TOWN OF BRUNSWICK**

**DATED: July 29, 2013**

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**SCHEDULES AND EXHIBITS:**

***Schedules:***

- 1 March 29, 2013 DECD Approval Letter Conditionally Approving the Town’s Designation of the Brunswick Executive Airport II Municipal TIF District.
- 2 January, 18, 2013 DECD Approval Letter Approving the Mölnlycke Manufacturing Municipal TIF District and Development Program.

***Exhibits:***

- A TIF District Maps
- B Statutory Requirements & Thresholds
- C Assessor’s Certificate of Original Assessed Value
- D-1 TIF Revenue Projections
- D-2 Tax Shift Projections
- E Public Hearing Notice
- F Public Hearing Minutes
- G Town Council Resolution

## **I. Introduction**

### **A. Midcoast Regional Redevelopment Authority**

On August 24, 2005, the Federal Base Realignment and Closure (“BRAC”) Commission voted eight to one to close Naval Air Station Brunswick (“NAS Brunswick” or “NASB” or the “Base”) and move its aircraft operations to Jacksonville, Florida. The 79-acre Topsham Annex located in Topsham, Maine was also included as part of the closure. On September 15, 2005, the final list was approved by the President of the United States. By law, both properties were required to close before September 15, 2011. For the Town of Brunswick, the Town of Topsham, Cumberland and Sagadahoc counties, and the State of Maine, that decision was the culmination of an intense process and significant community effort to keep the facility open to maintain an employment base of over 5,200 military and civilian personnel.

NAS Brunswick was built as a multi-purpose campus that has changed over many years to serve a variety of purposes. It has been an airport since its initial development in the late 1930s, built on the site of a municipal airfield. Its primary mission has been to house and maintain various patrol aircraft and other Navy aviation and non-aviation activities. The base is considered both an industrial facility where aircraft were hangared, maintained and flown, as well as a support facility with offices, retail buildings, housing and ancillary uses associated with a relatively self-contained operation. In total there are over 200 buildings totaling over 1.75 million square feet on the Base; forty of which buildings would be considered significant facilities.

The closure of NAS Brunswick represents one of the largest single employer relocations or closings in the history of the state. The State Planning Office conducted an assessment of impact closure and revised the state gross product projection for 2015 downward by \$390 million, cutting the projected growth rate from two to approximately one percent. They also revised the state population growth downward by 7,400 as a result of the base closure. Projected state personal income was also reduced by \$370 million. Revenues to the State of Maine are also expected to be reduced by some \$20 million.

In other economic displacement events such as plant closings, most individuals continue to live in the community, albeit with reduced income, and they still contribute to the economy, have children in local schools, and participate in the activities of the community. In the case of a base closure and realignment, however, an entire segment of the population leaves the area, which increases vacancy rates and eliminates millions of dollars spent in the local economy on everything from housing, food, transportation and energy costs, to professional services and entertainment.

The impact of the closure is so large that the Maine Legislature created the Midcoast Regional Redevelopment Authority (“MRRA”) for the purpose of managing the transition of this large military facility back into the fabric of the region and to support the rapid and successful redevelopment of NAS Brunswick. MRRA is a public municipal corporation. While MRRA has many of the powers of a municipality, it does not have taxing jurisdiction over the property located within NAS Brunswick. See 5 M.R.S.A. § 13083-I(1). Thus, in order to use municipal tax increment financing (“TIF”) as an economic development tool to aid in the redevelopment of

NAS Brunswick, MRRA must work cooperatively with the Town of Brunswick (the “Town”) in order to create and use TIF Revenues to foster and/or fund the desired redevelopment activities.

## **B. MRRA’s Request for Tax Increment Financing Assistance**

In the fall of 2011, MRRA presented the Town with a request for \$12 million in tax increment financing assistance at NAS Brunswick as part of a larger project to redevelop the 1.7 million square feet of industrial, commercial and professional office space at NAS Brunswick. MRRA’s mission is to facilitate the rapid redevelopment of the base properties in order to realize full build-out of the aeronautical-related facilities at NAS Brunswick and Brunswick Landing in accordance with the adopted Reuse Master Plan for NAS Brunswick and the Airport Master Plan (the “Reuse Master Plan”). MRRA specifically requested that the Town create a tax increment financing district around the former naval airfield, which is intended to facilitate the redevelopment, investment and transition of the naval airfield into a civilian general aviation airport and business executive park. Investment in the buildings and infrastructure used for aeronautical purposes associated with this District would enhance the competitiveness of the Midcoast region and the State of Maine, and allow the area to attract, grow and create new businesses in the growing aeronautical cluster in the Midcoast region. Having this area in a TIF district will facilitate MRRA’s efforts to redevelop the Base by allowing MRRA to seek funding from the Town for assistance in its efforts to redevelop the executive airport portion of the NAS Brunswick.

## **C. Designation of TIF District**

Following extensive TIF-related discussions with MRRA and actively considering how best to maximize the Town’s ability to assist in the redevelopment of the NAS Brunswick through the use of tax increment financing, in March 2013 the Town designated a 146-acre tax increment financing district for a 30-year period to be known as the Brunswick Executive Airport Municipal Development and Tax Increment Financing District (the “District”). At that time, the Town wanted to take more time to flesh out a comprehensive development program that would be designed to foster a broad range of economic redevelopment activity at the former NASB, so the District was designated without a development program.

By letter dated March 29, 2013, the Maine Department of Economic and Community Development (“DECD”) issued a conditional approval of the Town Council’s designation of the District after a public hearing held on March 4, 2013, and a vote of the Council held on March 18, 2013. Attached hereto as Schedule 1 is a copy of the DECD Approval letter conditionally approving the Town’s designation of the District, subject to later DECD approval of a development program for the District.

# **II. Development Program Narrative**

## **A. The Development Program**

This Development Program is structured and proposed pursuant to Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended (the “TIF Statute”). The Town’s

designation of the District combined with the adoption of this Development Program create a single municipal TIF district in order to capture the value of the real property improvements made within the District, and enable the use of TIF Revenues for various municipal and other economic development projects. The Development Program will run for the same 30-year period as the District designation.

Under this Development Program, the Town will capture one hundred percent (100%) of the new real property value located in the District. The Town will retain fifty percent (50%) of the tax revenues generated by the captured assessed value (the “TIF Revenues”) to fund infrastructure improvements, public safety equipment, its existing Downtown TIF District, school construction and/or renovations, and other administrative costs, all as further described in Table 1 herein. The Town will set aside the remaining fifty percent (50%) of the TIF Revenues in order to make those TIF Revenues available to MRRA and future developers by application to the Town. Payments to MRRA and future developers would most likely, but not necessarily, be made through future credit enhancement agreements, all as further described in this Development Program in Section IV – Financial Plan.

By adopting this Development Program, the Town embarks upon the final step in creating a TIF district that will significantly contribute to MRRA’s and the Town’s efforts to maximize the benefits achieved through the redevelopment of the NAS Brunswick. It will also underscore Brunswick’s growing reputation as a commercial hub and desirable place in which to locate a business; promote additional economic development in Brunswick by extending the possibility of credit enhancement arrangements between the Town and future developers.

In designating the District and adopting this Development Program, the Town can accomplish the following goals:

- Maintain existing tax revenues;
- Enjoy enhanced future tax revenues generated by new development within the District spearheaded by MRRA in conformance with the Reuse Master Plan;
- Create long-term, stable employment opportunities for areas residents;
- Assist MRRA in attracting businesses and promoting the economic viability and sustainability of the general economy of the Town, the Midcoast Maine region and the State of Maine.

Thus, the Town’s designation of the TIF District and pursuit of this Development Program constitute a good and valid public purpose pursuant to Chapter 206 of Title 30-A because it represents a substantial contribution to the economic wellbeing of both the Town and the Midcoast Maine Region, by providing jobs, contributing to property taxes and diversifying the region’s economic base.

In addition, by creating the District, the Town will “shelter” the increase in municipal valuation that development in the District will bring about. This is particularly significant, because the original assessed value of the District was zero dollars (\$0) as of March 31, 2012

(April 1, 2011). Since MRRA is also a tax exempt entity, there will not be any new taxable value in the District until new taxable value is created in the District as a result of MRRA's and the Town's successful redevelopment efforts. This tax shift benefit will mitigate the adverse effect that the District's increased assessed property value would have on the Town's share of state aid to education, municipal revenue sharing and its county tax assessment. An estimate of the tax shift benefit is shown as Exhibit D-2 attached hereto.

## **B. The Projects**

### **1. Municipal Projects**

Development within the District will provide a revenue source for the Town's economic development projects. The Town plans to use its portion of the TIF Revenues for several projects that will enhance the exposure and viability of the Town as a vibrant place to locate a business, to visit and to work. The Town plans to invest in its infrastructure by improving roads leading to and from the District, purchasing new public safety equipment needed to provide public safety services to the District and the former NAS Brunswick, and by contributing TIF Revenues to fund projects set forth in the Town's existing Downtown TIF District, along with additional administrative expenses outlined on Table 1. Additionally, because of the unique economic impacts the Town is encountering and will continue to encounter as a result of the closure and redevelopment of the former base, the Town will use a portion of its TIF Revenues for debt-service payments on school construction and/or renovation bonds.

Regarding the Town's proposed road improvements, the Maine Department of Transportation completed a comprehensive traffic study in 2010 that specifically related to enhancing the redevelopment of the former NASB. Throughout the study and the public meetings leading up to the final report, a constant theme that was raised was the need for safe and efficient travel routes to the former Base. The Base is located in the geographic center of the Town of Brunswick and does not have direct rail access. All employees, deliveries and exports will likely take place over the various streets and roads that lead into the Town of Brunswick and to Brunswick Landing. The streets and roads that the Town has identified on Table 1 are a combination of local connectors to Brunswick Landing or connectors from the region into the Town of Brunswick that subsequently route traffic to the former NASB.

Regarding the Town's plan to use TIF Revenues to purchase public safety vehicles, the redevelopment of NASB instantly adds over 3,300 acres and 200 non-residential buildings to the jurisdiction of the Town—not counting the new commercial buildings that will be built in the future as a result of redevelopment efforts. In order to provide adequate public safety services to this new area of the Town, the Town will need to stretch its existing fleet of public safety (police, rescue and fire) vehicles further each year. Additionally, MRRA is planning to submit proposed legislation that would cede jurisdiction for traffic enforcement on the Base to the Town, which would result in the Town's police officers enforcing speeding and other traffic laws on the former Base, in addition to providing general public safety services. The Town currently has a fleet of 22 police vehicles, most of which are already on the road 24 hours per day, seven days per week, all 52 weeks of the year. The Town also has a fleet of 13 fire department vehicles, 3 of which are ambulances. The ambulances are replaced approximately every 3 years. As a

direct result of the redevelopment of the former NASB, the Town's fleet of public safety vehicles will incur significantly increased mileage, wear and tear, which will require the Town to replace them with greater frequency than prior to any redevelopment activity at the former NASB. Since the Town's need to replace its public safety vehicles (police, fire and rescue vehicles) with much greater frequency is directly related to and made necessary by the redevelopment of the former NASB and the District, the Town will use TIF funds to cover the cost of up to four (4) public safety vehicles each year.

The Town will use TIF funds to pay debt-service on school construction and/or renovation bonds to improve the schools used by residents of the Town of Brunswick in order to make the former NASB more attractive for residential and commercial redevelopment. The Town's available school funding has suffered a devastating impact as a result of the closure of the former NASB, and will experience further adverse impacts resulting from the creation of the District and redevelopment of the Base. While the Town is fully committed to fostering redevelopment of the Base with TIF Revenues, in order to be in a position to provide TIF funding to MRRA and future developers in the District without suffering further adverse impacts, the Town needs to retain a portion of the TIF funds for school construction and/or renovation. Thus, Brunswick's school funding crisis is directly related to the closure of the former NASB and is exacerbated by the redevelopment of the Base with TIF Revenues.

The Town plans to use TIF Revenues as part of its overall plan to use its location and resources to attract and retain businesses that want to take advantage of Brunswick's business-friendly location at the gateway to the Midcoast while offering their employees a rich, dynamic and high quality of life. Please see Table 1 herein for a complete list of authorized projects and their respective cost estimates.

**TABLE 1**  
**Town of Brunswick's Project Development Costs**

**Notes:**

\* The first five projects listed in the Town's project list is the global master project list that the Town created for the Mölnlycke Manufacturing Municipal Development and Tax Increment Financing District and Development Program and for any future districts and development programs that the Town may create in the future at the location of and to foster the redevelopment of the former NASB. DECD approved the Mölnlycke global master project list by letter of the Commissioner dated January 18, 2013. Attached hereto as Schedule 2 is a copy of the DECD approval letter approving the Mölnlycke Manufacturing Municipal TIF District and Development Program. This list includes one additional project, item #6, which was not included on the approved global master project list.

\* The TIF Revenues from this District are not intended to fully fund each of the projects listed below—indeed, the total project costs for the projects listed below far exceed the Town's estimated share of the TIF Revenues from this District.

	<b>Project</b>	<b>Cost Estimate</b>	<b>Statutory Cite</b>
1.	<p><b>Road Improvements:</b> The Town will use TIF funds to improve and maintain Town-owned roads and streets that form the transportation routes most directly impacted by the creation of the District and the redevelopment of the former NASB. Improvements to the designated portions of the roads and streets identified below are directly related to and made necessary by the redevelopment of the NASB and the creation of the District, which will significantly increase the amount of commercial traffic going to/from the District from the Town's Downtown and other locations throughout the Town. Local road/street reconstruction is estimated to cost \$175,000/mile (approximately 36.55 miles), and individual projects are expected to have a 10-year lifespan.</p> <ol style="list-style-type: none"> <li>1. River Road (5.01 miles)</li> <li>2. Bath Road (4.75 miles)</li> <li>3. Federal Street (.59 miles)</li> <li>4. McKeen Street (1.59 miles)</li> <li>5. Maine Street (2.22 miles)</li> <li>6. Pleasant Hill Road (4.12 miles)</li> <li>7. Jordan Avenue (1.55 miles)</li> <li>8. Mere Point Road (5.46 miles)</li> <li>9. Middle Bay Road (1.16 miles)</li> <li>10. Durham Road (3.44 miles)</li> <li>11. Casco Road (1.92 miles)</li> <li>12. Union Street (.77 miles)</li> <li>13. Church Road (1.93 miles)</li> <li>14. Bunganuc Road (2.04 miles)</li> </ol>	<p>\$640,000/year</p> <p>\$19,200,000 (total 30 years)</p>	<p>30-A M.R.S.A. § 5225(1)(B)(1)</p>

	<b>Project</b>	<b>Cost Estimate</b>	<b>Statutory Cite</b>
2.	<u>Public Safety Improvements:</u> As a direct result of the redevelopment of the NASB and the creation of the District, the Town will now be required to replace public safety equipment in the form of fire trucks, police cars and ambulances at an increased frequency in order to provide public safety services to the businesses locating in the former NASB and the District. Prior to the closure of the NASB, these areas were under the jurisdiction of the federal government, and did not receive (or require) Town-provided police, fire and rescue services. Since the Town's need to replace its public safety vehicles (police, fire and rescue vehicles) with much greater frequency is directly related to and made necessary by the redevelopment of the former NASB and the District, the Town will use TIF funds to cover the cost of up to four (4) public safety vehicles each year.	\$130,000/year  \$3,900,000 (total 30 years)	30-A M.R.S.A. § 5225(1)(B)(2)
3.	<u>Downtown TIF Projects:</u> The Town will use TIF funds to mitigate the impacts of the District on the Town's downtown area by funding projects described in the 2010 Brunswick Downtown Municipal Development and Tax Increment Financing District Development Program, as it may be amended from time to time; provided that the provisions of 30-A M.R.S.A. Sec. 5225(1)(B)(3) (Supp. 2011) must continue to be met, as is the case currently. Specifically, any public facilities and improvements funded through the Downtown TIF must be located within the Downtown TIF District, and the entire tax increment from the Downtown TIF must be committed to the development program for the Downtown TIF.	\$100,000/year  \$3,000,000 (total 30 years)	30-A M.R.S.A. § 5225(1)(B)(3)
4.	<u>Brunswick Downtown Association:</u> The Town will be authorized to provide annual funding to the Brunswick Downtown Association to help fund economic development programs or events designed to foster economic development within the Town's Downtown, or to help fund the marketing of the Town as a business location.	\$100,000/year  \$3,000,000 (total 30 years)	30-A M.R.S.A. § 5225(1)(C)(1)
5.	<u>Professional &amp; Administrative Costs:</u> The Town will fund professional services costs and administrative costs (i.e., pro rata portions of the Town Assessor, Town Manager and Business Development Manager salaries) related to the negotiation and completion of this development program and any credit enhancement agreements related to this development program, and the ongoing administration of the Town's TIF programs.	\$20,000/year  \$600,000 (total 30 years)	30-A M.R.S.A. § 5225(1)(A)(4) and (5)

	<b>Project</b>	<b>Cost Estimate</b>	<b>Statutory Cite</b>
6.	<u>School Construction/Renovation:</u> The Town will use TIF funds to pay debt-service on school construction and/or renovation bonds to improve the schools used by residents of the Town of Brunswick in order to make the former NASB more attractive for residential and commercial redevelopment. The Town's available school funding has suffered a devastating impact as a result of the closure of the former NASB, and will experience further adverse impacts resulting from the creation of the District and redevelopment of the Base. While the Town is fully committed to fostering redevelopment of the Base with TIF Revenues, in order to be in a position to provide TIF funding to MRRA and future developers in the District without suffering further adverse impacts, the Town needs to retain a portion of the TIF funds for school construction and/or renovation. Thus, Brunswick's school funding crisis is directly related to the closure of the former NASB and is exacerbated by the redevelopment of the Base with TIF Revenues.	\$2,000,000/year  \$40,000,000 (total 20 years)	30-A M.R.S.A. § 5225(1)(B)
	<b>Total Municipal Project Costs:</b>		
	<b>First 20 years</b>	\$2,990,000/year \$59,800,000 (total 20 years)	
	<b>Last 10 years</b>	\$990,000/year \$9,900,000 (total last 10 years)	
	<b>Grand Total</b>	\$69,700,000 (total 30 years)	

## 2. Base Redevelopment Projects

MRRA has included \$12 million of TIF Revenues in its business plan since the beginning of the Base redevelopment planning process, to be used for essential new physical infrastructure investment, repair and/or replacement of existing infrastructure, and related physical improvements necessary to maintain the property and attract businesses. The costs associated with these MRRA projects would be authorized project costs pursuant to 30-A M.R.S.A. § 5225(1)(A) for Tier I projects located within the District. It is the Town of Brunswick's intent to administer the Brunswick Landing and Brunswick Executive Airport Omnibus Development Programs together to facilitate MRRA's ability to fund these projects in whole or in part with TIF Revenues. While the Town is willing to make up to a cap of \$12 million available to MRRA in combined new TIF Revenues from the fifty percent (50%) of TIF Revenues allocated for Base Redevelopment from the Brunswick Landing and Brunswick Executive Airport TIF districts, the Town expressly is not guaranteeing \$12 million in TIF Revenues to MRRA.

In addition to any TIF appropriations the Town may make to MRRA, the Town also intends to consider other types of TIF agreements with businesses and other entities to facilitate further development and job growth at Brunswick Landing and the Brunswick Executive Airport. Any future TIF agreements of this type will be funded from the fifty percent (50%) of new TIF Revenues allocated for Base Redevelopment, and will be considered independently and as a separate use from any approved dollar appropriation for infrastructure needs of MRRA.

Thus in order to help foster the economic redevelopment of the Base, the Town intends to make up to fifty percent (50%) of the TIF Revenues available by application to MRRA and to future developers who may wish to locate within the District. In order to obtain TIF funding for its redevelopment projects, MRRA and any future developers that may wish to seek TIF funding for their development projects, will need to apply to the Town for funding for specific projects, which the Town Council will consider on a case-by-case basis.

### **C. Strategic Growth and Development**

By creating the TIF District, the Town is able to capitalize on the momentum of MRRA's efforts and maximize the economic redevelopment potential of the District by streamlining the process for future businesses seeking to locate within the District. Rather than navigating the lengthy process and significant expense to designate a new TIF district each time a new developer investigates locating its business on the former NAS Brunswick, with the District already in place, the Town can immediately focus on negotiating and finalizing credit enhancement agreements ("CEAs") that meet the needs of individual developers and the Town, which CEAs may provide for reimbursement of up to fifty percent (50%) of taxes paid on captured assessed value created by such developer within the District. Having the District in place will greatly enhance the marketability and development potential for commercial and industrial use of properties within the District.

### **D. Improvements to the Public Infrastructure**

As further set forth in Table 1, the Town will use certain TIF Revenues for road improvements that are directly related to and made necessary by the redevelopment of the former NASB.

### **E. Operational Components**

#### **1. Public Facilities**

The Town plans to use a portion of the TIF Revenues to fund certain projects approved within the existing Downtown TIF District and to fund school construction and/or renovations.

#### **2. Commercial Improvements Financed Through Development Program**

At this time, no commercial improvements will be financed through the Development Program. The Town may, in the future, share a percentage of the TIF Revenues with future developers pursuant to the terms of such CEAs that may be negotiated with such developers.

**3. Relocation of Displaced Persons.**

Not applicable.

**4. Transportation Improvements**

The Town will fund road improvements made necessary by the increased traffic to the District from other parts of the Town.

**5. Environmental Controls**

The improvements made under this Development Program will meet or exceed all federal, state and local environmental laws, regulations and ordinances and will comply with all applicable land use requirements for the Town.

**6. Plan of Operation**

During the term of the District, the Town Manager or his designee will be responsible for all administrative matters within the purview of the Town concerning the implementation and operation of the District.

### **III. Physical Description**

Note that the details in this Article III address the conditions for approval contained in 30-A M.R.S.A. § 5223(3). The proposed 146-acre District is shown on Exhibit A. The statutory threshold limits addressing the conditions for approval mandated by 30-A M.R.S.A. § 5223(3) are set forth in Exhibit B.

### **IV. Financial Plan**

The collective original assessed value of the property in the District was zero dollars (\$0) as of March 31, 2012 (April 1, 2011). The Town will capture one hundred percent (100%) of the increased assessed value of the real estate located within the District for the duration of the 30-year term of the District. Personal property tax value will not be captured within the District. The TIF Revenues so collected will fund and/or contribute to the funding of the approved projects, including each of the projects described on Table 1 hereof, which collectively increase the Town's ability to stand out in a competitive marketplace as a dynamic municipality in which to grow a business. All assessed real property value captured in the District will be added to the general tax rolls at the end of the TIF term.

Upon each payment of real property taxes for property located inside the District, the Town will deposit into a development program fund (the "Development Program Fund") the entirety of the property tax payments constituting TIF Revenues. The Development Program Fund is pledged to and charged with the payment of the project costs in the manner and in the order provided in 30-A M.R.S.A. § 5227(3). The Development Program Fund will consist of a

development sinking fund account (the “Sinking Fund Account”), and a project cost account (the “Project Cost Account”) that will have subaccounts for the Town and for Base Redevelopment. From the Development Program Fund, the Town will deposit: (a) fifty percent (50%) of the TIF Revenues into the Town’s Sinking Fund Account and/or the Town’s subaccount of the Project Cost Account to be used to fund the projects listed in Table 1; and (b) fifty percent (50%) of the TIF Revenues into the Base Redevelopment subaccount of the Project Cost Account to be used to fund payments to MRRA and/or individual developers within the District pursuant to any CEAs then in effect. Periodically, any TIF Revenues that remain deposited in the Base Redevelopment subaccount of the Project Cost Account that are not allocated to either MRRA or a developer will revert back to the Town’s subaccount of the Project Cost Account.

Estimates of the increased assessed property values of the District, the anticipated TIF Revenues generated by the District, and the estimated tax shifts are shown in Exhibits D-1 and D-2, respectively.

### **A. Costs and Sources of Revenues**

The current and future developers owning or leasing properties located within the District will pay for and/or finance all private improvements located in the District through private sources.

### **B. Indebtedness**

None of the project costs will be met through public indebtedness, except for future school construction and/or renovations, as set forth in Table 1.

## **V. Financial Data**

The statutory requirements and thresholds for approval required by Section 5223(3) of the TIF Statute are set forth in Exhibit B.

## **VI. Tax Shifts**

In accordance with the TIF Statute, the table set forth in Exhibit D-2 identifies the tax shifts that the Town estimates will result during the term of the District.

## **VII. Municipal Approvals**

### **A. Notice of Public Hearing**

Attached as Exhibit E hereto is a copy of the Notice of Public Hearing regarding adoption of the Development Program for the District, published in the *Times Record*, a newspaper of general circulation in the Town, on July     , 2013, a date at least ten (10) days prior to the public hearing. The public hearing on the Development Program was held on July 29, 2013, in accordance with the requirements of 30-A M.R.S.A. § 5226(1).

**B. Minutes of Public Hearing Held by Town Council**

Attached as Exhibit F hereto is a certified copy of the minutes of the public hearing held on July 29, 2013, at which time this Development Program was discussed by the public.

**C. Authorizing Votes**

Attached as Exhibit G hereto is a copy of the Brunswick Town Council Resolution approving this Development Program, which Resolution was adopted by the Council at a meeting of the Council duly called and held on July 29, 2013.

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STATE OF MAINE  
DEPARTMENT OF ECONOMIC  
AND COMMUNITY DEVELOPMENT



PAUL R. LEPAGE

GOVERNOR

GEORGE C. GERVAIS

COMMISSIONER

March 29, 2013

Gary Brown  
Town Manager  
TOWN OF BRUNSWICK  
28 Federal Street  
Brunswick, ME 04011

**RE: Brunswick Executive Airport II Municipal Tax Increment Financing (TIF) District**

Dear Mr. Brown,

The Maine Department of Economic and Community Development (Department) has reviewed the above referenced TIF District application. Subject to Department review and approval of Development Program and related requirements, the District has CONDITIONAL approval effective today:

1. District term of 30 years ending March 28, 2043;
2. District Original Assessed Value of \$0 as of March 31, 2012 (April 1, 2011)—acreage 146;
3. Increased Assessed Value capture of up to 100% of real property improvements;
4. Town may not incur any District expenses nor spend District revenues until a Development Program is approved.

**MAINE IS OPEN FOR BUSINESS.** Please contact Tax Increment Program Director Laura Santini-Smith with questions regarding this approval letter or Department review. With this certification of designation, Department also extends an open ended offer of assistance and best wishes for the success of your District.

Sincerely,

A handwritten signature in black ink, appearing to read "G. Gervais", written over a circular stamp or seal.

George C. Gervais  
Commissioner

cc: Joan Fortin, Bernstein Shur; David Ledew, MRS Director Property Tax Division; Kristine Schuman, Governor's Account Executive



PAUL R. LEPAGE  
GOVERNOR

STATE OF MAINE  
DEPARTMENT OF ECONOMIC  
AND COMMUNITY DEVELOPMENT

DECD

GEORGE C. GERVAIS  
COMMISSIONER

January 18, 2013

Gary Brown  
Town Manager  
TOWN OF BRUNSWICK  
28 Federal Street  
Brunswick, ME 04011

**RE: Mölnlycke Manufacturing Municipal Tax Increment Financing (TIF) District and Development Program**

Dear Gary,

The Maine Department of Economic and Community Development (Department) has reviewed and **effective today approved** the above referenced TIF District and Program. Based on your original designation application, the Department notes:

- a. District term of 30 years through January 17, 2043;
- b. District Original Assessed Value of \$0 as of March 31, 2012 (April 1, 2011)—acreage 19.4;
- c. Increased Assessed Value capture of up to 100% of real and personal property improvements;
- d. TIF revenues to be deposited/held in dedicated accounts and applied ONLY toward approved activities/projects,
  - i) Project Cost accounts to reimburse Mölnlycke Manufacturing US, LLC (Company) AND/OR fund public facilities/improvements/programs,
  - ii) Sinking Fund Account to retire public debt within 20 years (by January 17, 2033), with associated improvements completed within 8 YEARS of this approval (by January 17, 2021);
- e. Company reimbursement is limited to incremental taxes from new actual value and projected at \$2,974,008 total or 35/45.5/55% annually during District term respective of Credit Enhancement Agreement (CEA) years 1-2/3-4/5-20. Minimum reimbursement is 35% plus .5% per new full-time equivalent job above 45 jobs, not to exceed 55% in any one year;
- f. TOWN MUST FORWARD COPY OF ANY CEA AND RELATED ADDENDUM/REVISION linked to this District immediately following execution;
- g. Any non-captured incremental property values triggering General Fund revenue/deposits MUST be included/reported with Town equalized assessed value;
- h. Any future amendment MUST comply with 30-A M.R.S. §§ 5221-5235 and Department rules and not impede intent of 5 M.R.S. § 13083-G et seq., as amended from time to time;
- i. Department MUST be notified in writing when District expires or is terminated.

During District term, Town revenue allocation from this and other future districts (as approved) may fund common public activities/projects costs estimated at \$29,700,000. Related funding MUST also comply with established Town appropriation process—with activities/projects for this District COMPLETE by end of District term (January 17, 2043):

**WITHIN DISTRICT**

- j. Professional and administrative costs including prorated municipal staff salaries \$600,000;

OUTSIDE DISTRICT

- k. Road improvements \$19,200,000;
- l. Public safety Improvements including debt service and/or maintenance of up to four police/fire/rescue\* vehicles per year \$3,900,000;
- m. Downtown Municipal TIF District portage \$3,000,000;

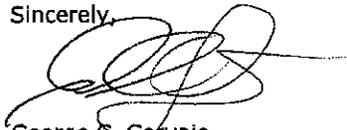
THROUGHOUT MUNICIPALITY

- n. Brunswick Downtown Association funding \$3,000,000.

This full and unconditional approval does not denote approval of future TIF districts on the former Naval Air Station Brunswick property and/or related development programs, which applications and amendments for this District will also be evaluated per the intent of 30-A M.R.S. §5221(1) and 5 M.R.S. §§ 13083-G et seq., as amended from time to time.

**MAINE IS OPEN FOR BUSINESS.** Please contact Municipal Tax Increment Financing Program Director Laura Santini-Smith with questions regarding this approval letter or Department review. With this certification of designation, Department extends an open ended offer of assistance and best wishes for the success of your District.

Sincerely,

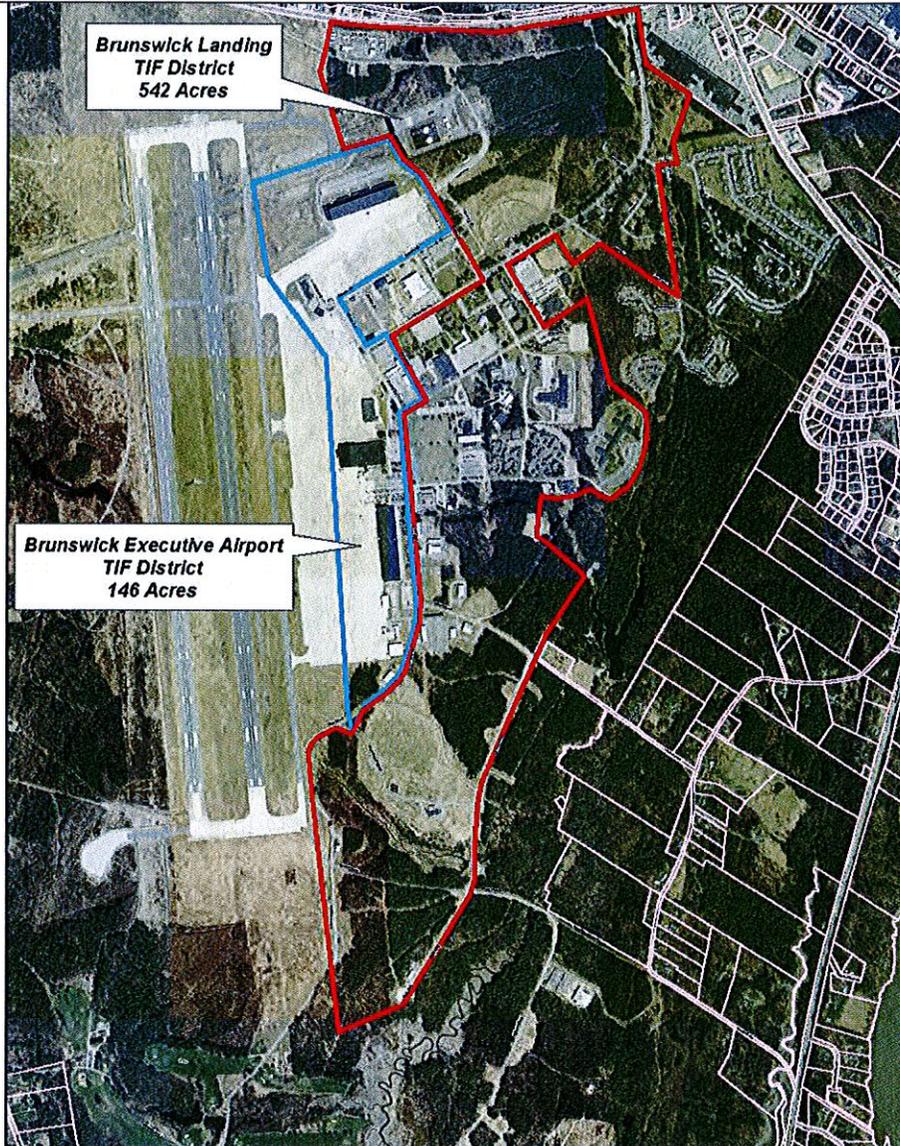


George C. Gervais  
Commissioner

cc: Joan Fortin, Bernstein Shur; David Ledew, MRS Director Property Tax Division; Stephen Landry, MDOT Assistant State Traffic Engineer

\* Police project cost is not to establish new precedent, but based on (A) municipality gaining acreage as well as (B) future legislation sponsored by Midcoast Regional Redevelopment Authority (MRRA) to cede traffic jurisdiction to Town.

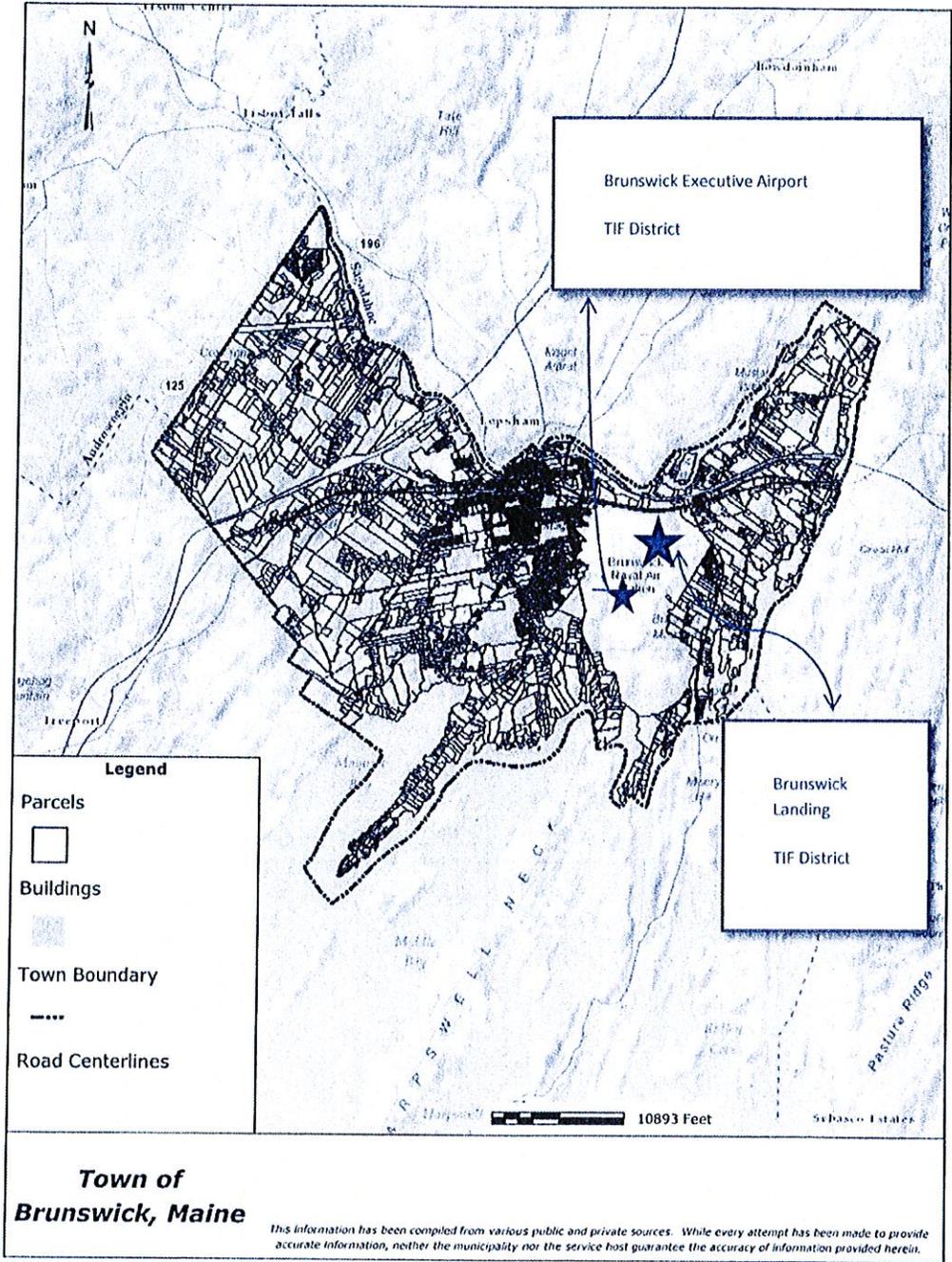
**NOTE:** The entire area formerly known as the Naval Air Station Brunswick ("NAS Brunswick") was tax exempt while owned by the federal government and was identified on the Town of Brunswick (the "Town") tax maps as Tax Map 40, Lot 0. The NAS Brunswick property will remain tax exempt while owned by MRRA, which is a tax exempt entity. Individual parcels will become taxable when transferred or leased to a taxable entity. As of July 2013, the Town of Brunswick identified some individual parcels within the District(s) that have become taxable. These individual parcels are in the process of being placed on the Town's tax maps.



1 inch = 1,600 feet

Drawn by: JRH, Date: February 13, 2013

EXHIBIT A



# STATUTORY REQUIREMENTS & THRESHOLDS

## Exhibit B

<b>A. ACRE LIMITATION - BRUNSWICK EXECUTIVE AIRPORT</b>		
1. Total Acreage of Municipality		28,800
2. Total Acreage of Proposed Municipal TIF District		146
3. Total <b>Downtown</b> acres contained in the Proposed Municipal TIF District		0
4. Total <b>Transit</b> acres contained in the Proposed Municipal TIF District		0
5. Total acreage of Proposed Municipal TIF District counted towards 2% cap (A2-A3-A4)		146
6. Percentage of total acreage in proposed municipal TIF District (cannot exceed 2%) Divide A5 by A1		.5%
7. Total acreage of all existing and proposed municipal TIF districts in the municipality. Add A2 to sum of all existing TIF district acreage.	Existing 203.03 Prop. B.L. 542 <u>Prop. B.E.A.146</u>	891.03
8. Total acreage of an existing or Proposed <b>Downtown</b> TIF District in the municipality.		89.97
9. Total acreage of all <u>existing</u> <b>Pine Tree Development Zone</b> TIF Districts in the municipality.		0
10. Total acreage of all existing or Proposed <b>Transit</b> TIF Districts in the municipality.		0
11. Total acreage of all existing and Proposed Municipal TIF Districts in the municipality counted toward 5% cap. Subtract A8+A9+A10 from A7.		801.06
12. Percentage of total acreage in all existing and proposed Municipal TIF Districts (cannot exceed 5%) Divide A11 by A1.		2.8%
13. Total Acreage of all real property in the Proposed Municipal TIF District that is:		
(Note: a, b, or c must be at least 25%)	Acres	%
a. Blighted (Divide acres by A2)		
b. In need of rehabilitation/conservation (Divide acres by A2)		
c. Suitable for industrial/commercial site (Divide acres by A2)	146	100%
<b>TOTAL</b>	<b>146</b>	<b>100%</b>
<b>B. VALUATION LIMITATION</b>		
1. Total Aggregate Value of Municipality (TAV) <i>Use most recent April 1<sup>st</sup></i>		1,332,368,190
2. Original Assessed Value (OAV) of Proposed Municipal TIF District. <i>Use March 31<sup>st</sup> of tax year preceding date of municipal designation</i>		0
3. Total OAV of all existing and Proposed Municipal TIF Districts in the municipality. <i>Add b2 to sum of all existing TIF district OAVs</i>		80,803,500
4. OAV of an existing or proposed <b>Downtown</b> TIF District in the municipality.		71,082,500
5. OAV of all <u>existing</u> <b>Pine Tree Development Zone</b> TIF Districts in the municipality.		0
6. OAV of all existing or Proposed <b>Transit</b> TIF Districts in the municipality.		0
7. Total OAV of all existing and Proposed Municipal TIF Districts in the municipality counted toward 5% cap <i>Subtract B4+B5+B6 from B3</i>		9,721,000
8. Percentage of total OAV to TAV in all existing and Proposed Municipal TIF Districts (cannot exceed 5%) <i>Divide B7 by B1</i>		.73%

**EXHIBIT C**

**TOWN OF BRUNSWICK**

**BRUNSWICK EXECUTIVE AIRPORT MUNICIPAL  
DEVELOPMENT AND TAX INCREMENT FINANCING  
DISTRICT**

**ASSESSOR'S CERTIFICATE**

The undersigned Assessor for the Town of Brunswick, 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 Brunswick Executive Airport TIF District was zero dollars (\$) as of March 31, 2012 (April 1, 2011).

The entire area formerly known as the Naval Air Station Brunswick ("NAS Brunswick") was tax exempt while owned by the federal government, and was identified on the Town of Brunswick tax maps as Tax Map 40, Lot 0. The NAS Brunswick property will remain tax exempt while owned by MRRA, which is a tax-exempt entity. Individual parcels will become taxable when transferred or leased to a taxable entity. As of March 2013, the Town of Brunswick has not yet identified each of the individual parcels within the District on the Town's tax maps.

IN WITNESS WHEREOF, this Certificate has been executed as of the 27<sup>th</sup> day of March 2013.

**TOWN OF BRUNSWICK ASSESSOR**

  
\_\_\_\_\_  
Cathleen Donovan

**BRUNSWICK EXECUTIVE AIRPORT TIF  
TIF PROJECTIONS**

**EXHIBIT D-1**

TIF Year	Assessment Date	New Valuation	Cumulative Valuation	TIF Captured Value	Mill Rate	TIF Revenue	Town Share	Town Total	Cumulative Total	Base Redeem. Share	Base Redeem. Total	Cumulative Total
1	April 1, 2012	\$8,047,000	\$8,047,000	100.0%	\$26.54	\$213,567	50.0%	\$106,784	\$106,784	50.0%	\$106,784	\$106,784
2	April 1, 2013	\$1,126,800	\$9,173,800	100.0%	\$26.54	\$243,473	50.0%	\$121,736	\$228,520	50.0%	\$121,736	\$228,520
3	April 1, 2014	\$5,727,800	\$14,901,600	100.0%	\$26.54	\$395,488	50.0%	\$197,744	\$426,264	50.0%	\$197,744	\$426,264
4	April 1, 2015	\$6,312,600	\$21,214,200	100.0%	\$26.54	\$563,025	50.0%	\$281,512	\$707,777	50.0%	\$281,512	\$707,777
5	April 1, 2016	\$3,702,700	\$24,916,900	100.0%	\$26.54	\$661,295	50.0%	\$330,647	\$1,038,424	50.0%	\$330,647	\$1,038,424
6	April 1, 2017	\$1,742,100	\$26,659,000	100.0%	\$26.54	\$707,530	50.0%	\$353,765	\$1,392,189	50.0%	\$353,765	\$1,392,189
7	April 1, 2018	\$2,411,300	\$29,070,300	100.0%	\$26.54	\$771,526	50.0%	\$385,763	\$1,777,952	50.0%	\$385,763	\$1,777,952
8	April 1, 2019	\$0	\$29,070,300	100.0%	\$26.54	\$771,526	50.0%	\$385,763	\$2,163,715	50.0%	\$385,763	\$2,163,715
9	April 1, 2020	\$0	\$29,070,300	100.0%	\$26.54	\$771,526	50.0%	\$385,763	\$2,549,478	50.0%	\$385,763	\$2,549,478
10	April 1, 2021	\$0	\$29,070,300	100.0%	\$26.54	\$771,526	50.0%	\$385,763	\$2,935,240	50.0%	\$385,763	\$2,935,240
11	April 1, 2022	\$0	\$29,070,300	100.0%	\$26.54	\$771,526	50.0%	\$385,763	\$3,321,003	50.0%	\$385,763	\$3,321,003
12	April 1, 2023	\$0	\$29,070,300	100.0%	\$26.54	\$771,526	50.0%	\$385,763	\$3,706,766	50.0%	\$385,763	\$3,706,766
13	April 1, 2024	\$0	\$29,070,300	100.0%	\$26.54	\$771,526	50.0%	\$385,763	\$4,092,529	50.0%	\$385,763	\$4,092,529
14	April 1, 2025	\$0	\$29,070,300	100.0%	\$26.54	\$771,526	50.0%	\$385,763	\$4,478,292	50.0%	\$385,763	\$4,478,292
15	April 1, 2026	\$0	\$29,070,300	100.0%	\$26.54	\$771,526	50.0%	\$385,763	\$4,864,055	50.0%	\$385,763	\$4,864,055
16	April 1, 2027	\$0	\$29,070,300	100.0%	\$26.54	\$771,526	50.0%	\$385,763	\$5,249,818	50.0%	\$385,763	\$5,249,818
17	April 1, 2028	\$0	\$29,070,300	100.0%	\$26.54	\$771,526	50.0%	\$385,763	\$5,635,580	50.0%	\$385,763	\$5,635,581
18	April 1, 2029	\$0	\$29,070,300	100.0%	\$26.54	\$771,526	50.0%	\$385,763	\$6,021,343	50.0%	\$385,763	\$6,021,344
19	April 1, 2030	\$0	\$29,070,300	100.0%	\$26.54	\$771,526	50.0%	\$385,763	\$6,407,106	50.0%	\$385,763	\$6,407,107
20	April 1, 2031	\$0	\$29,070,300	100.0%	\$26.54	\$771,526	50.0%	\$385,763	\$6,792,869	50.0%	\$385,763	\$6,792,870
21	April 1, 2032	\$0	\$29,070,300	100.0%	\$26.54	\$771,526	50.0%	\$385,763	\$7,178,632	50.0%	\$385,763	\$7,178,633
22	April 1, 2033	\$0	\$29,070,300	100.0%	\$26.54	\$771,526	50.0%	\$385,763	\$7,564,395	50.0%	\$385,763	\$7,564,396
23	April 1, 2034	\$0	\$29,070,300	100.0%	\$26.54	\$771,526	50.0%	\$385,763	\$7,950,158	50.0%	\$385,763	\$7,950,159
24	April 1, 2035	\$0	\$29,070,300	100.0%	\$26.54	\$771,526	50.0%	\$385,763	\$8,335,920	50.0%	\$385,763	\$8,335,922
25	April 1, 2036	\$0	\$29,070,300	100.0%	\$26.54	\$771,526	50.0%	\$385,763	\$8,721,683	50.0%	\$385,763	\$8,721,685
26	April 1, 2037	\$0	\$29,070,300	100.0%	\$26.54	\$771,526	50.0%	\$385,763	\$9,107,446	50.0%	\$385,763	\$9,107,448
27	April 1, 2038	\$0	\$29,070,300	100.0%	\$26.54	\$771,526	50.0%	\$385,763	\$9,493,209	50.0%	\$385,763	\$9,493,211
28	April 1, 2039	\$0	\$29,070,300	100.0%	\$26.54	\$771,526	50.0%	\$385,763	\$9,878,972	50.0%	\$385,763	\$9,878,974
29	April 1, 2040	\$0	\$29,070,300	100.0%	\$26.54	\$771,526	50.0%	\$385,763	\$10,264,735	50.0%	\$385,763	\$10,264,737
30	April 1, 2041	\$0	\$29,070,300	100.0%	\$26.54	\$771,526	50.0%	\$385,763	\$10,650,498	50.0%	\$385,763	\$10,650,500
<b>Total</b>			<b>\$29,070,300</b>			<b>\$21,300,996</b>		<b>\$10,650,498</b>	<b>#</b>		<b>\$10,650,500</b>	

BRUNSWICK EXECUTIVE AIRPORT TIF  
SUMMARY OF TAX SHIFT PROJECTIONS

EXHIBIT D-2

TIF Year	Assessment Date	General Purpose		Cumberland County		State Municipal		Total Sheltering Benefit
		Aid to Education Shelter Benefit	Shelter Benefit	Tax Shelter Benefit	Shelter Benefit	Revenue Sharing Shelter Benefit	Shelter Benefit	
1	April 1, 2012	\$101,236		\$7,240		\$8,851		\$117,327
2	April 1, 2013	\$115,412		\$8,253		\$10,083		\$133,748
3	April 1, 2014	\$187,472		\$13,403		\$16,314		\$217,189
4	April 1, 2015	\$266,888		\$19,077		\$23,124		\$309,089
5	April 1, 2016	\$313,471		\$22,403		\$27,091		\$362,965
6	April 1, 2017	\$335,387		\$23,968		\$28,950		\$388,306
7	April 1, 2018	\$365,723		\$26,134		\$31,517		\$423,374
8	April 1, 2019	\$365,723		\$26,134		\$31,517		\$423,374
9	April 1, 2020	\$365,723		\$26,134		\$31,517		\$423,374
10	April 1, 2021	\$365,723		\$26,134		\$31,517		\$423,374
11	April 1, 2022	\$365,723		\$26,134		\$31,517		\$423,374
12	April 1, 2023	\$365,723		\$26,134		\$31,517		\$423,374
13	April 1, 2024	\$365,723		\$26,134		\$31,517		\$423,374
14	April 1, 2025	\$365,723		\$26,134		\$31,517		\$423,374
15	April 1, 2026	\$365,723		\$26,134		\$31,517		\$423,374
16	April 1, 2027	\$365,723		\$26,134		\$31,517		\$423,374
17	April 1, 2028	\$365,723		\$26,134		\$31,517		\$423,374
18	April 1, 2029	\$365,723		\$26,134		\$31,517		\$423,374
19	April 1, 2030	\$365,723		\$26,134		\$31,517		\$423,374
20	April 1, 2031	\$365,723		\$26,134		\$31,517		\$423,374
21	April 1, 2032	\$365,723		\$26,134		\$31,517		\$423,374
22	April 1, 2033	\$365,723		\$26,134		\$31,517		\$423,374
23	April 1, 2034	\$365,723		\$26,134		\$31,517		\$423,374
24	April 1, 2035	\$365,723		\$26,134		\$31,517		\$423,374
25	April 1, 2036	\$365,723		\$26,134		\$31,517		\$423,374
26	April 1, 2037	\$365,723		\$26,134		\$31,517		\$423,374
27	April 1, 2038	\$365,723		\$26,134		\$31,517		\$423,374
28	April 1, 2039	\$365,723		\$26,134		\$31,517		\$423,374
29	April 1, 2040	\$365,723		\$26,134		\$31,517		\$423,374
30	April 1, 2041	<u>\$365,723</u>		<u>\$26,134</u>		<u>\$0</u>		<u>\$391,857</u>
<b>Total</b>		<b>\$10,097,222</b>		<b>\$721,550</b>		<b>\$839,299</b>		<b>\$11,658,071</b>

**EXHIBIT E**

**NOTICE OF PUBLIC HEARING  
TOWN OF BRUNSWICK  
Regarding**

**A Municipal Tax Increment Financing Development Program for the District Known As  
The “Brunswick Executive Airport Municipal Development and Tax Increment Financing  
District”**

Notice is hereby given that the Brunswick Town Council will hold a public hearing on

**July 29, 2013,**

**at the**

**Brunswick Municipal Meeting Room at 16 Station Avenue, Brunswick, Maine,  
The Public Hearing will be at 7:00 p.m.**

The purpose of the public hearing is to receive public comments on the approval of the Development Program for the municipal tax increment financing district designated on March 29, 2013 and known as the Brunswick Landing Municipal Development and Tax Increment Financing District (the “District”) pursuant to the provisions of Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended.

The designated municipal development and tax increment financing district consists of 146 acres of property located at the former Naval Air Station Brunswick.

All interested persons are invited to attend the public hearing and will be given an opportunity to be heard at that time.

**EXHIBIT F**

*Minutes of Public Hearing and Town Council Meeting*

**EXHIBIT G**

*Town Council Resolution*

**EXHIBIT G**

**TOWN OF BRUNSWICK, MAINE  
TOWN COUNCIL RESOLUTION**

**Adopting the Development Program for the Brunswick Executive Airport Municipal  
Development and Tax Increment Financing District**

**WHEREAS**, the Town of Brunswick (the “Town”) is authorized pursuant to Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended, to designate specific areas within the Town as the Brunswick Executive Airport Municipal Development and Tax Increment Financing District (the “District”) and to adopt a development program for the District (the “Development Program”); and

**WHEREAS**, there is a need to encourage and facilitate the rapid redevelopment of industrial, commercial and professional office space within the Town at the former naval air base known as the Naval Air Station Brunswick (“NAS Brunswick”); and

**WHEREAS**, the recent closure of NAS Brunswick creates an acute need to provide additional employment opportunities for the residents of the Town and the surrounding region; to improve and broaden the tax base of the Town; and to improve the general economy of the Town, the surrounding region and the State of Maine; and

**WHEREAS**, the Town designated the District on March 18, 2013 to ensure that any new taxable value located in the District would be captured in a tax increment financing (“TIF”) district and the Maine Department of Economic and Community Development (the “Department”) issued a conditional approval of the District effective as of March 29, 2013; and

**WHEREAS**, adopting and implementing the Development Program for the District will help to create new employment for the citizens of the Town and the surrounding region; improve and broaden the tax base of the Town; and improve the economy of the Town and the State of Maine; and

**WHEREAS**, the Town Council has held a public hearing on July 29, 2013, upon at least ten (10) days prior notice published in a newspaper of general circulation within the Town, on the question of adopting the Development Program for the District in accordance with the requirements of 30-A M.R.S.A. § 5226; and

**WHEREAS**, the Town Council has considered the comments provided at the public hearing, both for and against the adoption of the Development Program, if any; and

**WHEREAS**, the Town desires to adopt the Development Program for the District; and

**WHEREAS**, it is expected that approval will be sought and obtained from the Department, approving the Development Program.

**NOW THEREFORE BE IT RESOLVED AS FOLLOWS:**

**Section 1.** Pursuant to Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended, the Town Council hereby adopts the Development Program, all as more particularly described in the Development Program presented to the Town Council and such Development Program is hereby incorporated by reference into this vote as the Development Program for the District.

**Section 2.** Pursuant to the provisions of 30-A M.R.S.A. § 5227, the percentage of the increased assessed value to be retained as captured assessed value in the District is hereby established as set forth in the Development Program.

**Section 3.** The Town Manager, or his duly appointed representative, is hereby authorized, empowered and directed to submit the proposed Development Program to the Department for review and approval pursuant to the requirements of 30-A M.R.S.A. § 5226(2).

**Section 4.** The foregoing adoption of the Development Program shall automatically become final and shall take full force and effect upon receipt by the Town of approval of the Development Program by the Department, without requirement of any further action by the Town, the Town Council, or any other party.

**Section 5.** The Town Manager, or his duly appointed representative, is hereby authorized and empowered, at his discretion, from time to time, to make such revisions to the documents related to the Development Program as he may deem reasonably necessary or convenient in order to facilitate the process for review and approval of the Development Program by the Department, so long as such revisions are not inconsistent with these resolutions or the basic structure and intent of the Council in adopting the Development Program.

**Section 6.** This Resolution shall take effect immediately upon adoption.

Proposed to Town Council:	_____
Public Hearing:	July 29, 2013
Adopted by Town Council:	July 29, 2013

ITEM 87

BACK UP MATERIALS

**ECONOMIC DEVELOPMENT  
BRUNSWICK, MAINE**

*An Application for a Municipal Development and Tax Increment Financing District  
Development Program*

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**BRUNSWICK LANDING MUNICIPAL DEVELOPMENT AND  
TAX INCREMENT FINANCING DISTRICT OMNIBUS DEVELOPMENT PROGRAM**

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*Presented to:*

**TOWN OF BRUNSWICK**

**DATED: July 29, 2013**

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**SCHEDULES AND EXHIBITS:**

***Schedules:***

- 1 March 29, 2013 DECD Approval Letter Conditionally Approving the Town's Designation of the Brunswick Landing II Municipal TIF District.
- 2 January, 18, 2013 DECD Approval Letter Approving the Mölnlycke Manufacturing Municipal TIF District and Development Program.

***Exhibits:***

- A TIF District Maps
- B Statutory Requirements & Thresholds
- C Assessor's Certificate of Original Assessed Value
- D-1 TIF Revenue Projections
- D-2 Tax Shift Projections
- E Public Hearing Notice
- F Public Hearing Minutes
- G Town Council Resolution

## **I. Introduction**

### **A. Midcoast Regional Redevelopment Authority**

On August 24, 2005, the Federal Base Realignment and Closure (“BRAC”) Commission voted eight to one to close Naval Air Station Brunswick (“NAS Brunswick” or “NASB” or the “Base”) and move its aircraft operations to Jacksonville, Florida. The 79-acre Topsham Annex located in Topsham, Maine was also included as part of the closure. On September 15, 2005, the final list was approved by the President of the United States. By law, both properties were required to close before September 15, 2011. For the Town of Brunswick, the Town of Topsham, Cumberland and Sagadahoc counties, and the State of Maine, that decision was the culmination of an intense process and significant community effort to keep the facility open to maintain an employment base of over 5,200 military and civilian personnel.

NAS Brunswick was built as a multi-purpose campus that has changed over many years to serve a variety of purposes. It has been an airport since its initial development in the late 1930s, built on the site of a municipal airfield. Its primary mission has been to house and maintain various patrol aircraft and other Navy aviation and non-aviation activities. The base is considered both an industrial facility where aircraft were hangared, maintained and flown, as well as a support facility with offices, retail buildings, housing and ancillary uses associated with a relatively self-contained operation. In total there are over 200 buildings totaling over 1.75 million square feet on the Base; forty of which buildings would be considered significant facilities.

The closure of NAS Brunswick represents one of the largest single employer relocations or closings in the history of the state. The State Planning Office conducted an assessment of impact closure and revised the state gross product projection for 2015 downward by \$390 million, cutting the projected growth rate from two to approximately one percent. They also revised the state population growth downward by 7,400 as a result of the base closure. Projected state personal income was also reduced by \$370 million. Revenues to the State of Maine are also expected to be reduced by some \$20 million.

In other economic displacement events such as plant closings, most individuals continue to live in the community, albeit with reduced income, and they still contribute to the economy, have children in local schools, and participate in the activities of the community. In the case of a base closure and realignment, however, an entire segment of the population leaves the area, which increases vacancy rates and eliminates millions of dollars spent in the local economy on everything from housing, food, transportation and energy costs, to professional services and entertainment.

The impact of the closure is so large that the Maine Legislature created the Midcoast Regional Redevelopment Authority (“MRRA”) for the purpose of managing the transition of this large military facility back into the fabric of the region and to support the rapid and successful redevelopment of NAS Brunswick. MRRA is a public municipal corporation. While MRRA has many of the powers of a municipality, it does not have taxing jurisdiction over the property located within NAS Brunswick. See 5 M.R.S.A. § 13083-I(1). Thus, in order to use municipal tax increment financing (“TIF”) as an economic development tool to aid in the redevelopment of

NAS Brunswick, MRRA must work cooperatively with the Town of Brunswick (the “Town”) in order to create and use TIF Revenues to foster and/or fund the desired redevelopment activities.

## **B. MRRA’s Request for Tax Increment Financing Assistance**

In the fall of 2011, MRRA presented the Town with a request for \$12 million in tax increment financing assistance at NAS Brunswick as part of a larger project to redevelop the 1.7 million square feet of industrial, commercial and professional office space at NAS Brunswick. MRRA’s mission is to facilitate the rapid redevelopment of the Base properties in order to realize full build-out of Brunswick Landing in accordance with the adopted Reuse Master Plan for NAS Brunswick. MRRA specifically requested that the Town create a tax increment financing district around the area formerly known as the cantonment area at the Base, which will be developed into professional office space to enhance the competitiveness of the Midcoast region and the State of Maine to attract, grow and create new businesses in the industry clusters identified in the Reuse Master Plan for NAS Brunswick. These targeted industries include: composite manufacturing, information technology, alternative energy development, research, development and manufacturing and tourism and convention businesses in the Midcoast region. Having this area in a TIF district will facilitate MRRA’s efforts to redevelop the Base by allowing MRRA to seek funding from the Town for assistance in its efforts to redevelop the Brunswick Landing portion of the NAS Brunswick.

## **C. Designation of TIF District**

Following extensive TIF-related discussions with MRRA and actively considering how best to maximize the Town’s ability to assist in the redevelopment of the NAS Brunswick through the use of tax increment financing, in March 2013 the Town designated a 542-acre tax increment financing district for a 30-year period to be known as the Brunswick Landing Municipal Development and Tax Increment Financing District (the “District”). At that time, the Town wanted to take more time to flesh out a comprehensive development program that would be designed to foster a broad range of economic redevelopment activity at the former NASB, so the District was designated without a development program.

By letter dated March 29, 2013, the Maine Department of Economic and Community Development (“DECD”) issued a conditional approval of the Town Council’s designation of the District after a public hearing held on March 4, 2013, and a vote of the Council held on March 18, 2013. Attached hereto as Schedule 1 is a copy of the DECD Approval letter conditionally approving the Town’s designation of the District, subject to later DECD approval of a development program for the District.

# **II. Development Program Narrative**

## **A. The Development Program**

This Development Program is structured and proposed pursuant to Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended (the “TIF Statute”). The Town’s designation of the District combined with the adoption of this Development Program create a

single municipal TIF district in order to capture the value of the real property improvements made within the District, and enable the use of TIF Revenues for various municipal and other economic development projects. The Development Program will run for the same 30-year period as the District designation.

Under this Development Program, the Town will capture one hundred percent (100%) of the new real property value located in the District. The Town will retain fifty percent (50%) of the tax revenues generated by the captured assessed value (the “TIF Revenues”) to fund infrastructure improvements, public safety equipment, its existing Downtown TIF District, school construction and/or renovations, and other administrative costs, all as further described in Table 1 herein. The Town will set aside the remaining fifty percent (50%) of the TIF Revenues in order to make those TIF Revenues available to MRRA and future developers by application to the Town. Payments to MRRA and future developers would most likely, but not necessarily, be made through future credit enhancement agreements, all as further described in this Development Program in Section IV – Financial Plan.

By adopting this Development Program, the Town embarks upon the final step in creating a TIF district that will significantly contribute to MRRA’s and the Town’s efforts to maximize the benefits achieved through the redevelopment of the NAS Brunswick. It will also underscore Brunswick’s growing reputation as a commercial hub and desirable place in which to locate a business; promote additional economic development in Brunswick by extending the possibility of credit enhancement arrangements between the Town and future developers.

In designating the District and adopting this Development Program, the Town can accomplish the following goals:

- Maintain existing tax revenues;
- Enjoy enhanced future tax revenues generated by new development within the District spearheaded by MRRA in conformance with the Reuse Master Plan;
- Create long-term, stable employment opportunities for areas residents;
- Assist MRRA in attracting businesses and promoting the economic viability and sustainability of the general economy of the Town, the Midcoast Maine region and the State of Maine.

Thus, the Town’s designation of the TIF District and pursuit of this Development Program constitute a good and valid public purpose pursuant to Chapter 206 of Title 30-A because it represents a substantial contribution to the economic wellbeing of both the Town and the Midcoast Maine Region by providing jobs, contributing to property taxes and diversifying the region’s economic base.

In addition, by creating the District, the Town will “shelter” the increase in municipal valuation that development in the District will bring about. This is particularly significant, because the original assessed value of the District was zero dollars (\$0) as of March 31, 2012 (April 1, 2011). Since MRRA is also a tax exempt entity, there will not be any new taxable

value in the District until new taxable value is created in the District as a result of MRRA's and the Town's successful redevelopment efforts. This tax shift benefit will mitigate the adverse effect that the District's increased assessed property value would have on the Town's share of state aid to education, municipal revenue sharing and its county tax assessment. An estimate of the tax shift benefit is shown as Exhibit D-2 attached hereto.

## **B. The Projects**

### **1. Municipal Projects**

Development within the District will provide a revenue source for the Town's economic development projects. The Town plans to use its portion of the TIF Revenues for several projects that will enhance the exposure and viability of the Town as a vibrant place to locate a business, to visit and to work. The Town plans to invest in its infrastructure by improving roads leading to and from the District, purchasing new public safety equipment needed to provide public safety services to the District and the former NAS Brunswick, and by contributing TIF Revenues to fund projects set forth in the Town's existing Downtown TIF District, along with additional administrative expenses outlined on Table 1. Additionally, because of the unique economic impacts the Town is encountering and will continue to encounter as a result of the closure and redevelopment of the former base, the Town will use a portion of its TIF Revenues for debt-service payments on school construction and/or renovation bonds.

Regarding the Town's proposed road improvements, the Maine Department of Transportation completed a comprehensive traffic study in 2010 that specifically related to enhancing the redevelopment of the former NASB. Throughout the study and the public meetings leading up to the final report, a constant theme that was raised was the need for safe and efficient travel routes to the former Base. The Base is located in the geographic center of the Town of Brunswick and does not have direct rail access. All employees, deliveries and exports will likely take place over the various streets and roads that lead into the Town of Brunswick and to Brunswick Landing. The streets and roads that the Town has identified on Table 1 are a combination of local connectors to Brunswick Landing or connectors from the region into the Town of Brunswick that subsequently route traffic to the former NASB.

Regarding the Town's plan to use TIF Revenues to purchase public safety vehicles, the redevelopment of NASB instantly adds over 3,300 acres and 200 non-residential buildings to the jurisdiction of the Town—not counting the new commercial buildings that will be built in the future as a result of redevelopment efforts. In order to provide adequate public safety services to this new area of the Town, the Town will need to stretch its existing fleet of public safety (police, rescue and fire) vehicles further each year. Additionally, MRRA is planning to submit proposed legislation that would cede jurisdiction for traffic enforcement on the Base to the Town, which would result in the Town's police officers enforcing speeding and other traffic laws on the former Base, in addition to providing general public safety services. The Town currently has a fleet of 22 police vehicles, most of which are already on the road 24 hours per day, seven days per week, all 52 weeks of the year. The Town also has a fleet of 13 fire department vehicles, 3 of which are ambulances. The ambulances are replaced approximately every 3 years. As a direct result of the redevelopment of the former NASB, the Town's fleet of public safety vehicles

will incur significantly increased mileage, wear and tear, which will require the Town to replace them with greater frequency than prior to any redevelopment activity at the former NASB. Since the Town's need to replace its public safety vehicles (police, fire and rescue vehicles) with much greater frequency is directly related to and made necessary by the redevelopment of the former NASB and the District, the Town will use TIF funds to cover the cost of up to four (4) public safety vehicles each year.

The Town will use TIF funds to pay debt-service on school construction and/or renovation bonds to improve the schools used by residents of the Town of Brunswick in order to make the former NASB more attractive for residential and commercial redevelopment. The Town's available school funding has suffered a devastating impact as a result of the closure of the former NASB, and will experience further adverse impacts resulting from the creation of the District and redevelopment of the Base. While the Town is fully committed to fostering redevelopment of the Base with TIF Revenues, in order to be in a position to provide TIF funding to MRRA and future developers in the District without suffering further adverse impacts, the Town needs to retain a portion of the TIF funds for school construction and/or renovation. Thus, Brunswick's school funding crisis is directly related to the closure of the former NASB and is exacerbated by the redevelopment of the Base with TIF Revenues.

The Town plans to use TIF Revenues as part of its overall plan to use its location and resources to attract and retain businesses that want to take advantage of Brunswick's business-friendly location at the gateway to the Midcoast while offering their employees a rich, dynamic and high quality of life. Please see Table 1 herein for a complete list of authorized projects and their respective cost estimates.

**TABLE 1**  
**Town of Brunswick's Project Development Costs**

**Notes:**

\* The first five projects listed in the Town's project list is the global master project list that the Town created for the Mölnlycke Manufacturing Municipal Development and Tax Increment Financing District and Development Program and for any future districts and development programs that the Town may create in the future at the location of and to foster the redevelopment of the former NASB. DECD approved the Mölnlycke global master project list by letter of the Commissioner dated January 18, 2013. Attached hereto as Schedule 2 is a copy of the DECD approval letter approving the Mölnlycke Manufacturing Municipal TIF District and Development Program. This list includes one additional project, item #6, which was not included on the approved global master project list.

\* The TIF Revenues from this District are not intended to fully fund each of the projects listed below—indeed, the total project costs for the projects listed below far exceed the Town's estimated share of the TIF Revenues from this District.

	<b>Project</b>	<b>Cost Estimate</b>	<b>Statutory Cite</b>
1.	<p><b>Road Improvements:</b> The Town will use TIF funds to improve and maintain Town-owned roads and streets that form the transportation routes most directly impacted by the creation of the District and the redevelopment of the former NASB. Improvements to the designated portions of the roads and streets identified below are directly related to and made necessary by the redevelopment of the NASB and the creation of the District, which will significantly increase the amount of commercial traffic going to/from the District from the Town's Downtown and other locations throughout the Town. Local road/street reconstruction is estimated to cost \$175,000/mile (approximately 36.55 miles), and individual projects are expected to have a 10-year lifespan.</p> <ol style="list-style-type: none"> <li>1. River Road (5.01 miles)</li> <li>2. Bath Road (4.75 miles)</li> <li>3. Federal Street (.59 miles)</li> <li>4. McKeen Street (1.59 miles)</li> <li>5. Maine Street (2.22 miles)</li> <li>6. Pleasant Hill Road (4.12 miles)</li> <li>7. Jordan Avenue (1.55 miles)</li> <li>8. Mere Point Road (5.46 miles)</li> <li>9. Middle Bay Road (1.16 miles)</li> <li>10. Durham Road (3.44 miles)</li> <li>11. Casco Road (1.92 miles)</li> <li>12. Union Street (.77 miles)</li> <li>13. Church Road (1.93 miles)</li> <li>14. Bunganuc Road (2.04 miles)</li> </ol>	<p>\$640,000/year</p> <p>\$19,200,000 (total 30 years)</p>	<p>30-A M.R.S.A. § 5225(1)(B)(1)</p>

	<b>Project</b>	<b>Cost Estimate</b>	<b>Statutory Cite</b>
2.	<b>Public Safety Improvements:</b> As a direct result of the redevelopment of the NASB and the creation of the District, the Town will now be required to replace public safety equipment in the form of fire trucks, police cars and ambulances at an increased frequency in order to provide public safety services to the businesses locating in the former NASB and the District. Prior to the closure of the NASB, these areas were under the jurisdiction of the federal government, and did not receive (or require) Town-provided police, fire and rescue services. Since the Town's need to replace its public safety vehicles (police, fire and rescue vehicles) with much greater frequency is directly related to and made necessary by the redevelopment of the former NASB and the District, the Town will use TIF funds to cover the cost of up to four (4) public safety vehicles each year.	\$130,000/year  \$3,900,000 (total 30 years)	30-A M.R.S.A. § 5225(1)(B)(2)
3.	<b>Downtown TIF Projects:</b> The Town will use TIF funds to mitigate the impacts of the District on the Town's downtown area by funding projects described in the 2010 Brunswick Downtown Municipal Development and Tax Increment Financing District Development Program, as it may be amended from time to time; provided that the provisions of 30-A M.R.S.A. Sec. 5225(1)(B)(3) (Supp. 2011) must continue to be met, as is the case currently. Specifically, any public facilities and improvements funded through the Downtown TIF must be located within the Downtown TIF District, and the entire tax increment from the Downtown TIF must be committed to the development program for the Downtown TIF.	\$100,000/year  \$3,000,000 (total 30 years)	30-A M.R.S.A. § 5225(1)(B)(3)
4.	<b>Brunswick Downtown Association:</b> The Town will be authorized to provide annual funding to the Brunswick Downtown Association to help fund economic development programs or events designed to foster economic development within the Town's Downtown, or to help fund the marketing of the Town as a business location.	\$100,000/year  \$3,000,000 (total 30 years)	30-A M.R.S.A. § 5225(1)(C)(1)
5.	<b>Professional &amp; Administrative Costs:</b> The Town will fund professional services costs and administrative costs (i.e., pro rata portions of the Town Assessor, Town Manager and Business Development Manager salaries) related to the negotiation and completion of this development program and any credit enhancement agreements related to this development program, and the ongoing administration of the Town's TIF programs.	\$20,000/year  \$600,000 (total 30 years)	30-A M.R.S.A. § 5225(1)(A)(4) and (5)

	<b>Project</b>	<b>Cost Estimate</b>	<b>Statutory Cite</b>
6.	<u>School Construction/Renovation</u> : The Town will use TIF funds to pay debt-service on school construction and/or renovation bonds to improve the schools used by residents of the Town of Brunswick in order to make the former NASB more attractive for residential and commercial redevelopment. The Town's available school funding has suffered a devastating impact as a result of the closure of the former NASB, and will experience further adverse impacts resulting from the creation of the District and redevelopment of the Base. While the Town is fully committed to fostering redevelopment of the Base with TIF Revenues, in order to be in a position to provide TIF funding to MRRA and future developers in the District without suffering further adverse impacts, the Town needs to retain a portion of the TIF funds for school construction and/or renovation. Thus, Brunswick's school funding crisis is directly related to the closure of the former NASB and is exacerbated by the redevelopment of the Base with TIF Revenues.	\$2,000,000/year  \$40,000,000 (total 20 years)	30-A M.R.S.A. § 5225(1)(B)
	<b>Total Municipal Project Costs:</b>		
	<b>First 20 years</b>	\$2,990,000/year \$59,800,000 (total 20 years)	
	<b>Last 10 years</b>	\$990,000/year \$9,900,000 (total last 10 years)	
	<b>Grand Total</b>	\$69,700,000 (total 30 years)	

## 2. Base Redevelopment Projects

MRRA has included \$12 million of TIF Revenues in its business plan since the beginning of the Base redevelopment planning process, to be used for essential new physical infrastructure investment, repair and/or replacement of existing infrastructure, and related physical improvements necessary to maintain the property and attract businesses. The costs associated with these MRRA projects would be authorized project costs pursuant to 30-A M.R.S.A. § 5225(1)(A) for Tier I projects located within the District. It is the Town of Brunswick's intent to administer the Brunswick Landing and Brunswick Executive Airport Omnibus Development Programs together to facilitate MRRA's ability to fund these projects in whole or in part with TIF Revenues. While the Town is willing to make up to a cap of \$12 million available to MRRA in combined new TIF Revenues from the fifty percent (50%) of TIF Revenues allocated for Base Redevelopment from the Brunswick Landing and Brunswick Executive Airport TIF districts, the Town expressly is not guaranteeing \$12 million in TIF Revenues to MRRA.

In addition to any TIF appropriations the Town may make to MRRA, the Town also intends to consider other types of TIF agreements with businesses and other entities to facilitate

further development and job growth at Brunswick Landing and the Brunswick Executive Airport. Any future TIF agreements of this type will be funded from the fifty percent (50%) of new TIF Revenues allocated for Base Redevelopment, and will be considered independently and as a separate use from any approved dollar appropriation for infrastructure needs of MRRA.

Thus, in order to help foster the economic redevelopment of the Base, the Town intends to make up to fifty percent (50%) of the TIF Revenues available by application to MRRA and to future developers who may wish to locate within the District. In order to obtain TIF funding for its redevelopment projects, MRRA and any future developers that may wish to seek TIF funding for their development projects, will need to apply to the Town for funding for specific projects, which the Town Council will consider on a case-by-case basis.

### **C. Strategic Growth and Development**

By creating the TIF District, the Town is able to capitalize on the momentum of MRRA's efforts and maximize the economic redevelopment potential of the District by streamlining the process for future businesses seeking to locate within the District. Rather than navigating the lengthy process and significant expense to designate a new TIF district each time a new developer investigates locating its business on the former NAS Brunswick, with the District already in place, the Town can immediately focus on negotiating and finalizing credit enhancement agreements ("CEAs") that meet the needs of individual developers and the Town, which CEAs may provide for reimbursement of up to fifty percent (50%) of taxes paid on captured assessed value created by such developer within the District. Having the District in place will greatly enhance the marketability and development potential for commercial and industrial use of properties within the District.

### **D. Improvements to the Public Infrastructure**

As further set forth in Table 1, the Town will use certain TIF Revenues for road improvements that are directly related to and made necessary by the redevelopment of the former NASB.

### **E. Operational Components**

#### **1. Public Facilities**

The Town plans to use a portion of the TIF Revenues to fund certain projects approved within the existing Downtown TIF District and to fund school construction and/or renovations.

#### **2. Commercial Improvements Financed Through Development Program**

At this time, no commercial improvements will be financed through the Development Program. The Town may, in the future, share a percentage of the TIF Revenues with future developers pursuant to the terms of such CEAs that may be negotiated with such developers.

**3. Relocation of Displaced Persons.**

Not applicable.

**4. Transportation Improvements**

The Town will fund road improvements made necessary by the increased traffic to the District from other parts of the Town.

**5. Environmental Controls**

The improvements made under this Development Program will meet or exceed all federal, state and local environmental laws, regulations and ordinances and will comply with all applicable land use requirements for the Town.

**6. Plan of Operation**

During the term of the District, the Town Manager or his designee will be responsible for all administrative matters within the purview of the Town concerning the implementation and operation of the District.

**III. Physical Description**

Note that the details in this Article III address the conditions for approval contained in 30-A M.R.S.A. § 5223(3). The proposed 542-acre District is shown on Exhibit A. The statutory threshold limits addressing the conditions for approval mandated by 30-A M.R.S.A. § 5223(3) are set forth in Exhibit B.

**IV. Financial Plan**

The collective original assessed value of the property in the District was zero dollars (\$0) as of March 31, 2012 (April 1, 2011). The Town will capture one hundred percent (100%) of the increased assessed value of the real estate located within the District for the duration of the 30-year term of the District. Personal property tax value will not be captured within the District. The TIF Revenues so collected will fund and/or contribute to the funding of the approved projects, including each of the projects described on Table 1 hereof, which collectively increase the Town's ability to stand out in a competitive marketplace as a dynamic municipality in which to grow a business. All assessed real property value captured in the District will be added to the general tax rolls at the end of the TIF term.

Upon each payment of real property taxes for property located inside the District, the Town will deposit into a development program fund (the "Development Program Fund") the entirety of the property tax payments constituting TIF Revenues. The Development Program Fund is pledged to and charged with the payment of the project costs in the manner and in the order provided in 30-A M.R.S.A. § 5227(3). The Development Program Fund will consist of a development sinking fund account (the "Sinking Fund Account"), and a project cost account (the

“Project Cost Account”) that will have subaccounts for the Town and for Base Redevelopment. From the Development Program Fund, the Town will deposit: (a) fifty percent (50%) of the TIF Revenues into the Town’s Sinking Fund Account and/or the Town’s subaccount of the Project Cost Account to be used to fund the projects listed in Table 1; and (b) fifty percent (50%) of the TIF Revenues into the Base Redevelopment subaccount of the Project Cost Account to be used to fund payments to MRRA and/or individual developers within the District pursuant to any CEAs then in effect. Periodically, any TIF Revenues that remain deposited in the Base Redevelopment subaccount of the Project Cost Account that are not allocated to either MRRA or a developer will revert back to the Town’s subaccount of the Project Cost Account.

Estimates of the increased assessed property values of the District, the anticipated TIF Revenues generated by the District, and the estimated tax shifts are shown in Exhibits D-1 and D-2, respectively.

### **A. Costs and Sources of Revenues**

The current and future developers owning or leasing properties located within the District will pay for and/or finance all private improvements located in the District through private sources.

### **B. Indebtedness**

None of the project costs will be met through public indebtedness, except for future school construction and/or renovations, as set forth in Table 1.

## **V. Financial Data**

The statutory requirements and thresholds for approval required by Section 5223(3) of the TIF Statute are set forth in Exhibit B.

## **VI. Tax Shifts**

In accordance with the TIF Statute, the table set forth in Exhibit D-2 identifies the tax shifts that the Town estimates will result during the term of the District.

## **VII. Municipal Approvals**

### **A. Notice of Public Hearing**

Attached as Exhibit E hereto is a copy of the Notice of Public Hearing regarding adoption of the Development Program for the District, published in the *Times Record*, a newspaper of general circulation in the Town, on July     , 2013, a date at least ten (10) days prior to the public hearing. The public hearing on the Development Program was held on July 29, 2013, in accordance with the requirements of 30-A M.R.S.A. § 5226(1).

**B. Minutes of Public Hearing Held by Town Council**

Attached as Exhibit F hereto is a certified copy of the minutes of the public hearing held on July 29, 2013, at which time this Development Program was discussed by the public.

**C. Authorizing Votes**

Attached as Exhibit G hereto is a copy of the Brunswick Town Council Resolution approving this Development Program, which Resolution was adopted by the Council at a meeting of the Council duly called and held on July 29, 2013.

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STATE OF MAINE  
DEPARTMENT OF ECONOMIC  
AND COMMUNITY DEVELOPMENT



PAUL R. LEPAGE  
GOVERNOR

GEORGE C. GERVAIS  
COMMISSIONER

March 29, 2013

Gary Brown  
Town Manager  
TOWN OF BRUNSWICK  
28 Federal Street  
Brunswick, ME 04011

**RE: Brunswick Executive Airport II Municipal Tax Increment Financing (TIF) District**

Dear Mr. Brown,

The Maine Department of Economic and Community Development (Department) has reviewed the above referenced TIF District application. Subject to Department review and approval of Development Program and related requirements, the District has CONDITIONAL approval effective today:

1. District term of 30 years ending March 28, 2043;
2. District Original Assessed Value of \$0 as of March 31, 2012 (April 1, 2011)—acreage 146;
3. Increased Assessed Value capture of up to 100% of real property improvements;
4. Town may not incur any District expenses nor spend District revenues until a Development Program is approved.

**MAINE IS OPEN FOR BUSINESS.** Please contact Tax Increment Program Director Laura Santini-Smith with questions regarding this approval letter or Department review. With this certification of designation, Department also extends an open ended offer of assistance and best wishes for the success of your District.

Sincerely,

A handwritten signature in black ink, appearing to read 'G. Gervais'.

George C. Gervais  
Commissioner

cc: Joan Fortin, Bernstein Shur; David Ledew, MRS Director Property Tax Division; Kristine Schuman, Governor's Account Executive



PAUL R. LEPAGE  
GOVERNOR

STATE OF MAINE  
DEPARTMENT OF ECONOMIC  
AND COMMUNITY DEVELOPMENT

DECD

GEORGE C. GERVAIS  
COMMISSIONER

January 18, 2013

Gary Brown  
Town Manager  
TOWN OF BRUNSWICK  
28 Federal Street  
Brunswick, ME 04011

**RE: Mölnlycke Manufacturing Municipal Tax Increment Financing (TIF) District and Development Program**

Dear Gary,

The Maine Department of Economic and Community Development (Department) has reviewed and **effective today approved** the above referenced TIF District and Program. Based on your original designation application, the Department notes:

- a. District term of 30 years through January 17, 2043;
- b. District Original Assessed Value of \$0 as of March 31, 2012 (April 1, 2011)—acreage 19.4;
- c. Increased Assessed Value capture of up to 100% of real and personal property improvements;
- d. TIF revenues to be deposited/held in dedicated accounts and applied ONLY toward approved activities/projects,
  - i) Project Cost accounts to reimburse Mölnlycke Manufacturing US, LLC (Company) AND/OR fund public facilities/improvements/programs,
  - ii) Sinking Fund Account to retire public debt within 20 years (by January 17, 2033), with associated improvements completed within 8 YEARS of this approval (by January 17, 2021);
- e. Company reimbursement is limited to incremental taxes from new actual value and projected at \$2,974,008 total or 35/45.5/55% annually during District term respective of Credit Enhancement Agreement (CEA) years 1-2/3-4/5-20. Minimum reimbursement is 35% plus .5% per new full-time equivalent job above 45 jobs, not to exceed 55% in any one year;
- f. TOWN MUST FORWARD COPY OF ANY CEA AND RELATED ADDENDUM/REVISION linked to this District immediately following execution;
- g. Any non-captured Incremental property values triggering General Fund revenue/deposits MUST be included/reported with Town equalized assessed value;
- h. Any future amendment MUST comply with 30-A M.R.S. §§ 5221-5235 and Department rules and not impede Intent of 5 M.R.S. § 13083-G et seq., as amended from time to time;
- i. Department MUST be notified in writing when District expires or is terminated.

During District term, Town revenue allocation from this and other future districts (as approved) may fund common public activities/projects costs estimated at \$29,700,000. Related funding MUST also comply with established Town appropriation process—with activities/projects for this District COMPLETE by end of District term (January 17, 2043):

**WITHIN DISTRICT**

- j. Professional and administrative costs including prorated municipal staff salaries \$600,000;

OUTSIDE DISTRICT

- k. Road improvements \$19,200,000;
- l. Public safety improvements including debt service and/or maintenance of up to four police/fire/rescue\* vehicles per year \$3,900,000;
- m. Downtown Municipal TIF District portage \$3,000,000;

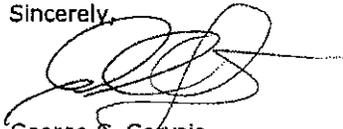
THROUGHOUT MUNICIPALITY

- n. Brunswick Downtown Association funding \$3,000,000.

This full and unconditional approval does not denote approval of future TIF districts on the former Naval Air Station Brunswick property and/or related development programs, which applications and amendments for this District will also be evaluated per the intent of 30-A M.R.S. §5221(1) and 5 M.R.S. §§ 13083-G et seq., as amended from time to time.

**MAINE IS OPEN FOR BUSINESS.** Please contact Municipal Tax Increment Financing Program Director Laura Santini-Smith with questions regarding this approval letter or Department review. With this certification of designation, Department extends an open ended offer of assistance and best wishes for the success of your District.

Sincerely,

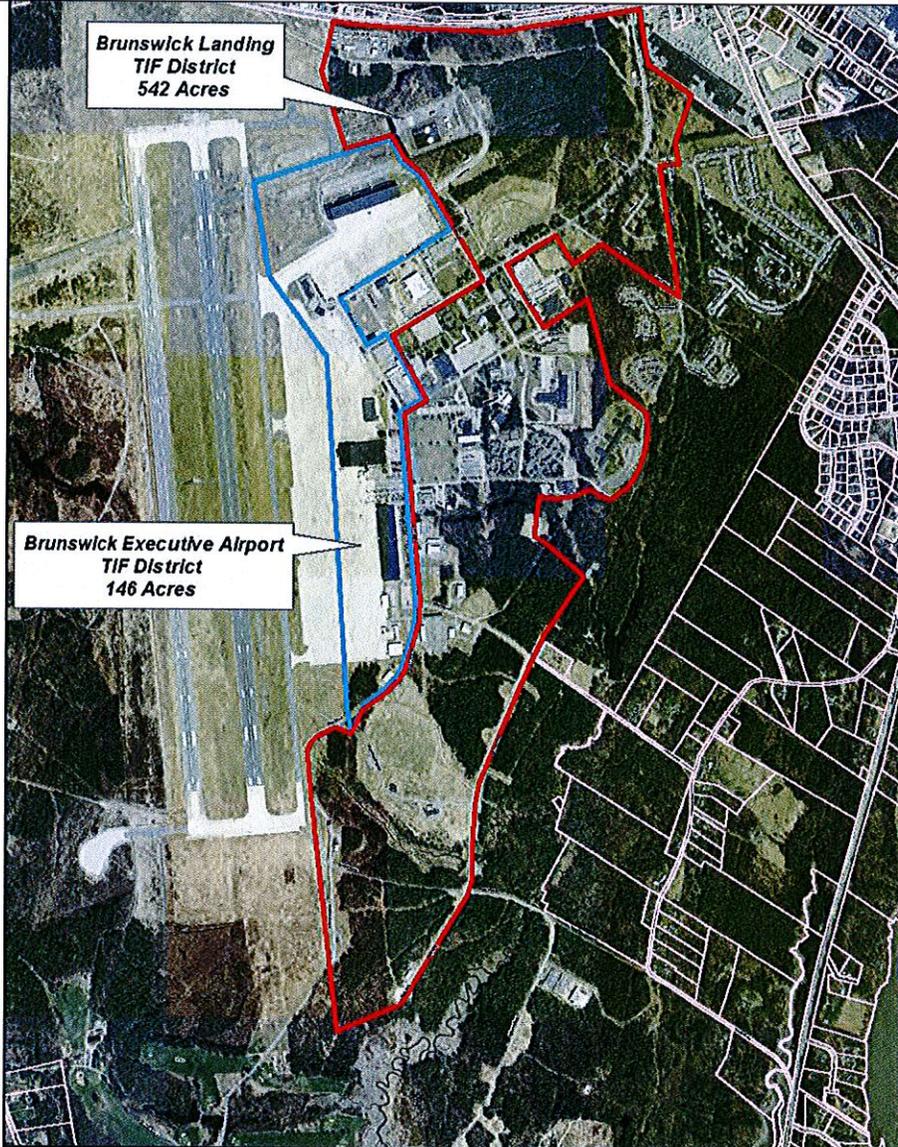


George C. Gervais  
Commissioner

cc: Joan Fortin, Bernstein Shur; David Ledew, MRS Director Property Tax Division; Stephen Landry, MDOT Assistant State Traffic Engineer

\* Police project cost is not to establish new precedent, but based on (A) municipality gaining acreage as well as (B) future legislation sponsored by Midcoast Regional Redevelopment Authority (MRRA) to cede traffic jurisdiction to Town.

**NOTE:** The entire area formerly known as the Naval Air Station Brunswick ("NAS Brunswick") was tax exempt while owned by the federal government and was identified on the Town of Brunswick (the "Town") tax maps as Tax Map 40, Lot 0. The NAS Brunswick property will remain tax exempt while owned by MRRA, which is a tax exempt entity. Individual parcels will become taxable when transferred or leased to a taxable entity. As of July 2013, the Town of Brunswick identified some individual parcels within the District(s) that have become taxable. These individual parcels are in the process of being placed on the Town's tax maps.

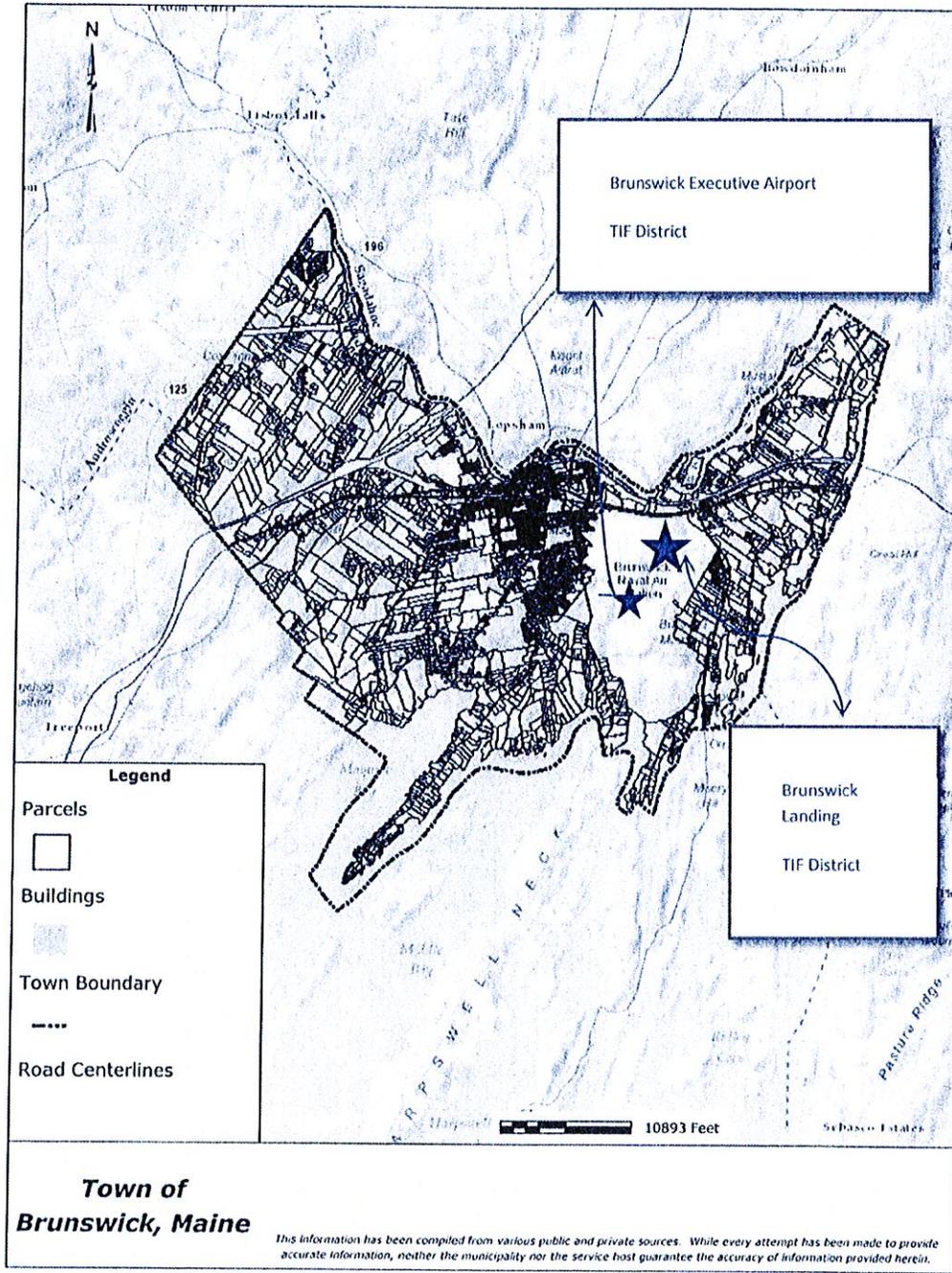


1 inch = 1,600 feet

Drawn by: JRH, Date: February 13, 2013

EXHIBIT A

Exhibit A, page 2





**EXHIBIT C**

**TOWN OF BRUNSWICK**

**BRUNSWICK LANDING MUNICIPAL DEVELOPMENT  
AND TAX INCREMENT FINANCING DISTRICT**

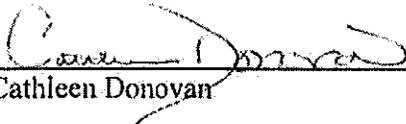
**ASSESSOR'S CERTIFICATE**

The undersigned Assessor for the Town of Brunswick, 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 Brunswick Landing TIF District was zero dollars (\$0) as of March 31, 2012 (April 1, 2011).

The entire area formerly known as the Naval Air Station Brunswick ("NAS Brunswick") was tax exempt while owned by the federal government, and was identified on the Town of Brunswick tax maps as Tax Map 40, Lot 0. The NAS Brunswick property will remain tax exempt while owned by MRRA, which is a tax-exempt entity. Individual parcels will become taxable when transferred or leased to a taxable entity. As of March 2013, the Town of Brunswick has not yet identified each of the individual parcels within the District on the Town's tax maps.

IN WITNESS WHEREOF, this Certificate has been executed as of the 27<sup>th</sup> day of March 2013.

**TOWN OF BRUNSWICK ASSESSOR**

  
Cathleen Donovan

BRUNSWICK LANDING TIF  
TIF PROJECTS

EXHIBIT D-1

TIF Year	Assessment Date	New Valuation	Cumulative Valuation	TIF Captured Value	TIF Mill Rate	TIF Revenue	Town Share	Town Total	Cumulative Total	Base Redev. Share	Base Redev. Total	Cumulative Total
1	April 1, 2012	\$7,812,700	\$7,812,700	100.0%	\$26.54	\$207,349	50.0%	\$103,675	\$103,675	50.0%	\$103,675	\$103,675
2	April 1, 2013	\$2,524,400	\$10,337,100	100.0%	\$26.54	\$274,347	50.0%	\$137,173	\$240,848	50.0%	\$137,173	\$240,848
3	April 1, 2014	\$9,119,300	\$19,456,400	100.0%	\$26.54	\$516,373	50.0%	\$258,186	\$499,034	50.0%	\$258,186	\$499,034
4	April 1, 2015	\$8,993,300	\$28,449,700	100.0%	\$26.54	\$755,055	50.0%	\$377,528	\$876,562	50.0%	\$377,528	\$876,562
5	April 1, 2016	\$3,207,600	\$31,657,300	100.0%	\$26.54	\$840,185	50.0%	\$420,092	\$1,296,654	50.0%	\$420,092	\$1,296,654
6	April 1, 2017	\$7,151,200	\$38,808,500	100.0%	\$26.54	\$1,029,978	50.0%	\$514,989	\$1,811,643	50.0%	\$514,989	\$1,811,643
7	April 1, 2018	\$2,635,000	\$41,443,500	100.0%	\$26.54	\$1,099,911	50.0%	\$549,955	\$2,361,598	50.0%	\$549,955	\$2,361,598
8	April 1, 2019	\$0	\$41,443,500	100.0%	\$26.54	\$1,099,911	50.0%	\$549,955	\$2,911,553	50.0%	\$549,955	\$2,911,553
9	April 1, 2020	\$0	\$41,443,500	100.0%	\$26.54	\$1,099,911	50.0%	\$549,955	\$3,461,509	50.0%	\$549,955	\$3,461,509
10	April 1, 2021	\$0	\$41,443,500	100.0%	\$26.54	\$1,099,911	50.0%	\$549,955	\$4,011,464	50.0%	\$549,955	\$4,011,464
11	April 1, 2022	\$0	\$41,443,500	100.0%	\$26.54	\$1,099,911	50.0%	\$549,955	\$4,561,419	50.0%	\$549,955	\$4,561,419
12	April 1, 2023	\$0	\$41,443,500	100.0%	\$26.54	\$1,099,911	50.0%	\$549,955	\$5,111,374	50.0%	\$549,955	\$5,111,374
13	April 1, 2024	\$0	\$41,443,500	100.0%	\$26.54	\$1,099,911	50.0%	\$549,955	\$5,661,330	50.0%	\$549,955	\$5,661,330
14	April 1, 2025	\$0	\$41,443,500	100.0%	\$26.54	\$1,099,911	50.0%	\$549,955	\$6,211,285	50.0%	\$549,955	\$6,211,285
15	April 1, 2026	\$0	\$41,443,500	100.0%	\$26.54	\$1,099,911	50.0%	\$549,955	\$6,761,240	50.0%	\$549,955	\$6,761,240
16	April 1, 2027	\$0	\$41,443,500	100.0%	\$26.54	\$1,099,911	50.0%	\$549,955	\$7,311,195	50.0%	\$549,955	\$7,311,195
17	April 1, 2028	\$0	\$41,443,500	100.0%	\$26.54	\$1,099,911	50.0%	\$549,956	\$7,861,151	50.0%	\$549,955	\$7,861,150
18	April 1, 2029	\$0	\$41,443,500	100.0%	\$26.54	\$1,099,911	50.0%	\$549,955	\$8,411,106	50.0%	\$549,955	\$8,411,105
19	April 1, 2030	\$0	\$41,443,500	100.0%	\$26.54	\$1,099,911	50.0%	\$549,955	\$8,961,061	50.0%	\$549,955	\$8,961,060
20	April 1, 2031	\$0	\$41,443,500	100.0%	\$26.54	\$1,099,911	50.0%	\$549,955	\$9,511,016	50.0%	\$549,955	\$9,511,015
21	April 1, 2032	\$0	\$41,443,500	100.0%	\$26.54	\$1,099,911	50.0%	\$549,955	\$10,060,971	50.0%	\$549,955	\$10,060,970
22	April 1, 2033	\$0	\$41,443,500	100.0%	\$26.54	\$1,099,911	50.0%	\$549,955	\$10,610,926	50.0%	\$549,955	\$10,610,925
23	April 1, 2034	\$0	\$41,443,500	100.0%	\$26.54	\$1,099,911	50.0%	\$549,955	\$11,160,881	50.0%	\$549,955	\$11,160,880
24	April 1, 2035	\$0	\$41,443,500	100.0%	\$26.54	\$1,099,911	50.0%	\$549,955	\$11,710,836	50.0%	\$549,955	\$11,710,835
25	April 1, 2036	\$0	\$41,443,500	100.0%	\$26.54	\$1,099,911	50.0%	\$549,955	\$12,260,791	50.0%	\$549,955	\$12,260,790
26	April 1, 2037	\$0	\$41,443,500	100.0%	\$26.54	\$1,099,911	50.0%	\$549,955	\$12,810,746	50.0%	\$549,955	\$12,810,745
27	April 1, 2038	\$0	\$41,443,500	100.0%	\$26.54	\$1,099,911	50.0%	\$549,955	\$13,360,701	50.0%	\$549,955	\$13,360,700
28	April 1, 2039	\$0	\$41,443,500	100.0%	\$26.54	\$1,099,911	50.0%	\$549,955	\$13,910,656	50.0%	\$549,955	\$13,910,655
29	April 1, 2040	\$0	\$41,443,500	100.0%	\$26.54	\$1,099,911	50.0%	\$549,955	\$14,460,611	50.0%	\$549,955	\$14,460,610
30	April 1, 2041	\$0	\$41,443,500	100.0%	\$26.54	\$1,099,911	50.0%	\$549,955	\$15,010,566	50.0%	\$549,955	\$15,010,565
<b>Total</b>		<b>\$41,443,500</b>				<b>\$30,021,138</b>		<b>\$15,010,566</b>			<b>\$15,010,565</b>	

BRUNSWICK LANDING TIF  
SUMMARY OF TAX SHIFT PROJECTIONS

TIF Year	Assessment Date	General Purpose Aid to Education Shelter Benefit	Cumberland County Tax Shelter Benefit	State Municipal Revenue Sharing Shelter Benefit	Total Sheltering Benefit
1	April 1, 2012	\$87,056	\$7,029	\$8,595	\$102,680
2	April 1, 2013	\$115,185	\$9,299	\$11,352	\$135,836
3	April 1, 2014	\$216,800	\$17,497	\$21,233	\$255,530
4	April 1, 2015	\$317,011	\$25,576	\$30,857	\$373,444
5	April 1, 2016	\$352,753	\$28,456	\$34,261	\$415,470
6	April 1, 2017	\$432,438	\$34,875	\$41,797	\$509,109
7	April 1, 2018	\$461,799	\$37,240	\$44,555	\$543,593
8	April 1, 2019	\$461,799	\$37,240	\$44,555	\$543,593
9	April 1, 2020	\$461,799	\$37,240	\$44,555	\$543,593
10	April 1, 2021	\$461,799	\$37,240	\$44,555	\$543,593
11	April 1, 2022	\$461,799	\$37,240	\$44,555	\$543,593
12	April 1, 2023	\$461,799	\$37,240	\$44,555	\$543,593
13	April 1, 2024	\$461,799	\$37,240	\$44,555	\$543,593
14	April 1, 2025	\$461,799	\$37,240	\$44,555	\$543,593
15	April 1, 2026	\$461,799	\$37,240	\$44,555	\$543,593
16	April 1, 2027	\$461,799	\$37,240	\$44,555	\$543,593
17	April 1, 2028	\$461,799	\$37,240	\$44,555	\$543,593
18	April 1, 2029	\$461,799	\$37,240	\$44,555	\$543,593
19	April 1, 2030	\$461,799	\$37,240	\$44,555	\$543,593
20	April 1, 2031	\$461,799	\$37,240	\$44,555	\$543,593
21	April 1, 2032	\$461,799	\$37,240	\$44,555	\$543,593
22	April 1, 2033	\$461,799	\$37,240	\$44,555	\$543,593
23	April 1, 2034	\$461,799	\$37,240	\$44,555	\$543,593
24	April 1, 2035	\$461,799	\$37,240	\$44,555	\$543,593
25	April 1, 2036	\$461,799	\$37,240	\$44,555	\$543,593
26	April 1, 2037	\$461,799	\$37,240	\$44,555	\$543,593
27	April 1, 2038	\$461,799	\$37,240	\$44,555	\$543,593
28	April 1, 2039	\$461,799	\$37,240	\$44,555	\$543,593
29	April 1, 2040	\$461,799	\$37,240	\$44,555	\$543,593
30	April 1, 2041	\$461,799	\$37,240	\$44,555	\$543,593
<b>Total</b>		<b>\$12,604,418</b>	<b>\$1,016,483</b>	<b>\$1,217,410</b>	<b>\$14,838,310</b>

**EXHIBIT E**

**NOTICE OF PUBLIC HEARING  
TOWN OF BRUNSWICK  
Regarding**

**A Municipal Tax Increment Financing Development Program for the District Known As  
The “Brunswick Landing Municipal Development and Tax Increment Financing District”**

Notice is hereby given that the Brunswick Town Council will hold a public hearing on

**July 29, 2013,**

**at the**

**Brunswick Municipal Meeting Room at 16 Station Avenue, Brunswick, Maine,  
The Public Hearing will be at 7:00 p.m.**

The purpose of the public hearing is to receive public comments on the approval of the Development Program for the municipal tax increment financing district designated on March 29, 2013 and known as the Brunswick Landing Municipal Development and Tax Increment Financing District (the “District”) pursuant to the provisions of Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended.

The designated municipal development and tax increment financing district consists of 542 acres of property located at the former Naval Air Station Brunswick.

All interested persons are invited to attend the public hearing and will be given an opportunity to be heard at that time.

**EXHIBIT F**

*Minutes of Public Hearing and Town Council Meeting*

**EXHIBIT G**

*Town Council Resolution*

**EXHIBIT G**

**TOWN OF BRUNSWICK, MAINE  
TOWN COUNCIL RESOLUTION**

**Adopting the Development Program for the Brunswick Landing Municipal Development  
and Tax Increment Financing District**

**WHEREAS**, the Town of Brunswick (the “Town”) is authorized pursuant to Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended, to designate specific areas within the Town as the Brunswick Landing Municipal Development and Tax Increment Financing District (the “District”) and to adopt a development program for the District (the “Development Program”); and

**WHEREAS**, there is a need to encourage and facilitate the rapid redevelopment of industrial, commercial and professional office space within the Town at the former naval air base known as the Naval Air Station Brunswick (“NAS Brunswick”); and

**WHEREAS**, the recent closure of NAS Brunswick creates an acute need to provide additional employment opportunities for the residents of the Town and the surrounding region; to improve and broaden the tax base of the Town; and to improve the general economy of the Town, the surrounding region and the State of Maine; and

**WHEREAS**, the Town designated the District on March 18, 2013 to ensure that any new taxable value located in the District would be captured in a tax increment financing (“TIF”) district and the Maine Department of Economic and Community Development (the “Department”) issued a conditional approval of the District effective as of March 29, 2013; and

**WHEREAS**, adopting and implementing the Development Program for the District will help to create new employment for the citizens of the Town and the surrounding region; improve and broaden the tax base of the Town; and improve the economy of the Town and the State of Maine; and

**WHEREAS**, the Town Council has held a public hearing on July 29, 2013, upon at least ten (10) days prior notice published in a newspaper of general circulation within the Town, on the question of adopting the Development Program for the District in accordance with the requirements of 30-A M.R.S.A. § 5226; and

**WHEREAS**, the Town Council has considered the comments provided at the public hearing, both for and against the adoption of the Development Program, if any; and

**WHEREAS**, the Town desires to adopt the Development Program for the District; and

**WHEREAS**, it is expected that approval will be sought and obtained from the Department, approving the Development Program.

**NOW THEREFORE BE IT RESOLVED AS FOLLOWS:**

**Section 1.** Pursuant to Chapter 206 of Title 30-A of the Maine Revised Statutes, as amended, the Town Council hereby adopts the Development Program, all as more particularly described in the Development Program presented to the Town Council and such Development Program is hereby incorporated by reference into this vote as the Development Program for the District.

**Section 2.** Pursuant to the provisions of 30-A M.R.S.A. § 5227, the percentage of the increased assessed value to be retained as captured assessed value in the District is hereby established as set forth in the Development Program.

**Section 3.** The Town Manager, or his duly appointed representative, is hereby authorized, empowered and directed to submit the proposed Development Program to the Department for review and approval pursuant to the requirements of 30-A M.R.S.A. § 5226(2).

**Section 4.** The foregoing adoption of the Development Program shall automatically become final and shall take full force and effect upon receipt by the Town of approval of the Development Program by the Department, without requirement of any further action by the Town, the Town Council, or any other party.

**Section 5.** The Town Manager, or his duly appointed representative, is hereby authorized and empowered, at his discretion, from time to time, to make such revisions to the documents related to the Development Program as he may deem reasonably necessary or convenient in order to facilitate the process for review and approval of the Development Program by the Department, so long as such revisions are not inconsistent with these resolutions or the basic structure and intent of the Council in adopting the Development Program.

**Section 6.** This Resolution shall take effect immediately upon adoption.

Proposed to Town Council:	_____
Public Hearing:	July 29, 2013
Adopted by Town Council:	July 29, 2013