



**FEBRUARY 19, 2019
TUESDAY
6:00 P.M.**

**CITY OF OLD TOWN
FINANCE COMMITTEE
AGENDA**

**City Hall-Council Chambers, 2nd Floor
265 Main Street-Old Town, ME**

1. **Call to Order** (Please silence or turn off cell phones)

2. **Airport**

Manager Mayo will update the Committee on the US Customs & Border Patrol.

3. **Adjournment**

FUTURE AGENDA ITEMS

Heavy Equipment Replacement Capital Account Discussion

Public Safety, Library,

UDAG Loan Discussion

Foreclosures

IT-Phones, Upgrade, IT Staffing

Legislative Affairs

RSU #34 Update

Note: The Finance Committee is composed of Councilors Mahan (Chair), May, Smart and Council President Peterson.



FEBRUARY 19, 2019

TUESDAY

Immediately following the Finance Comm. Mtg.

**CITY OF OLD TOWN
PUBLIC SERVICES COMMITTEE
AGENDA**

**Old Town City Hall
Council Chambers, 2nd floor
265 Main Street, Old Town, Maine**

1. **Call to Order** (Please turn off or silent cell phones)

2. **Penobscot River Paddlers*Follow-up**

The Penobscot River Paddlers group asked the City Council back on October 15, 2018 permission to use City land that's located on the Stillwater River to erect a picnic table and to use ground space for tents. The City Attorney said he would draw up an agreement granting them permissions. The Committee will review the proposed License Agreement and make a recommendation to the full Council.

3. **Sidewalk Snow Removal**

Public Works Director John Rouleau will discuss Chapter 17-6 of the City's Ordinances in regards to sidewalk snow removal.

4. **Adjournment**

FUTURE AGENDA ITEMS
Special Projects

Note: The Public Services Committee is composed of Councilors May (Chair), Ketchen, Brissette and Council President Peterson.

LICENSE AGREEMENT

THIS LICENSE AGREEMENT is made this ____ day of _____, 2019 by and between CITY OF OLD TOWN, a municipal corporation with a mailing address of 265 Main Street, Old Town, Maine (the "City") and PENOBSCOT PADDLERS, _____ with a mailing address of _____ (the "Paddlers").

WHEREAS, the City owns property located at _____ (the "Property").

WHEREAS, the Paddlers wish to use a portion of the Property for the purposes of an exclusive location for the placement and use of a picnic table and sufficient ground space for approximately six to eight tents and the City is willing to allow the Paddlers to use a portion of the Property for the purposes described provided the Paddlers comply with the terms of this Agreement.

NOW, THEREFORE, the parties agree as follows:

1. The City hereby grants a license to the Paddlers, its agents and assigns, to enter the Property for the purpose of establishing a camp site.
2. Prior to entry onto the Property, the Paddlers shall provide the City with a certificate of insurance acceptable to the City naming the City as an additional insured.
3. Paddlers hereby acknowledge that the Property is provided in "as is, where is" condition and Paddlers hereby release any and all claims against the City related to the Property or the condition thereof.
4. Paddlers shall indemnify, defend and hold the City harmless from and against any and all claims, demands, actions, and causes of action which are hereafter made or brought against the City for the recovery of damages for bodily injury and/or property damage which is caused or alleged to be caused, arising out of or in connection with Paddlers' use of the Property. This indemnity and hold harmless agreement shall include indemnity against all costs, expenses, and liabilities of any kind whatsoever incurred in or in connection with any such claim or proceeding brought thereon, and the defense thereof.
5. Paddlers shall promptly repair, or cause to be repaired, any damage to the Property caused by Paddlers.
6. This Agreement may not be assigned.

IN WITNESS WHEREOF, the parties have executed this Agreement on the date first written above.

CITY OF OLD TOWN

By:
Its:

PENOBSCOT PADDLERS

By:
Its:

Sec. 17-4. Transporting garbage, refuse, etc., on streets.

No person shall transport or cause to be transported upon the streets of the city by motor vehicle or by trailer attached thereto, any garbage, refuse or other materials unless such garbage, refuse or other materials shall be covered with a suitable cover securely tied down in such a way as to prevent such items from falling upon the streets.

(Ord. of 4-16-73)

State law reference—Loads to be securely fastened when transporting same on streets, 29 M.R.S.A. § 1753.

Sec. 17-5. Depositing of snow and ice.

It shall be unlawful for any person, firm or corporation to remove, allow to be removed or cause to be removed any ice, snow or water from private premises and deposit such ice, snow or water in and upon any sidewalk or street.

It shall also be unlawful to deposit, allow to be deposited or cause to be deposited any ice or snow from private or public premises to block passage along any sidewalk or street.

(Ord. of 1-17-83)

Editor's note—Ord. of Jan. 17, 1983, repealed former §§ 17-5—17-7, relative to snow removal generally, snow fenders and depositing of snow and ice, and enacted in lieu thereof new §§ 17-5—17-11. Former §§ 17-5—17-7 were derived from Ord. of April 16, 1973.

Sec. 17-6. Sidewalk snow removal required.

The occupant of any business, store, shop, dwelling house, manufactory, hotel or any lot of land, bordering upon the sidewalk of any of the streets hereinafter named, and in case there shall be no occupant, the owner or any agent having the care and control of any such buildings or lot of land bordering upon the streets hereinafter mentioned, shall, after the ceasing to fall of any snow and, if in the daytime, within four (4) hours, but if in the nighttime before 10:00 a.m. of the day succeeding, cause the same to be removed from said sidewalk including adjacent esplanade to the roadway side of curbing.

This provision shall be construed to extend to the removing of snow falling from any roof upon said sidewalk.

The requirements of this section shall apply to all sidewalks on Water Street between Federal Street and the city park except those sidewalks bordering on residential property, Main Street between Chester Street and Wood Street, Center Street between Water Street and Shirley Street and Middle Street between Main Street and Shirley Street except those sidewalks bordering residential property.

(Ord. of 1-17-83)

Sec. 17-7. Care of icy sidewalks.

Such owner, tenant or occupant as defined in section 17-6 whenever any ice shall have been formed upon the sidewalk bordering upon such business, store, shop, manufactory or hotel shall cause such ice to be removed by spreading "urea" only on brick or concrete surfaces



FEBRUARY 19, 2019

MONDAY

6:00 P.M. or immediately following the Public Services Comm. Mtg.

AGENDA
SPECIAL COUNCIL MEETING
City Council Chambers, 2nd Floor
265 Main Street-Old Town, Maine

- I. CALL TO ORDER (Please turn off or silence cell phones)**
- II. FLAG SALUTE**
- III. ROLL CALL**
- IV. Approval of the Minutes of the February 4, 2019 Regular Council Meeting.**
- V. PETITIONS, COMMUNICATIONS AND CITIZENS' REQUESTS**
- VI. REPORTS**
 - A. Council President**
 - B. Standing Committees (Finance, Public, Administrative & Economic Services; Landfill, Legislative, Sewer, Airport & Housing sub-committees)**
 - C. City Councilors**
 - D. City Attorney**
 - E. Special Committees**
 - F. City Manager**
- VII. CONSENT AGENDA (New Business items 1, 2 & 3)**

Suggested motion: Resolved, the Old Town City Council hereby approves the Suggested motions under New Business items 1, 2 & 3 as presented.

(Councilor Ketchen)

VIII. PUBLIC HEARINGS AND SECOND READING OF ORDINANCES

1. The City Council will conduct a Public Hearing on a new application for a Second Hand Shop for Katherine Bagley, d/b/a Thrifty Treasures, 270 Main Street.

1a. The City Council will consider approval of a new application for a Second Hand Shop for Katherine Bagley.

Suggested motion: Resolved, the Old Town City Council hereby approves a new application for a Second Hand Shop for Katherine Bagley, d/b/a Thrifty Treasures, 270 Main Street.

(Councilor Klitch)

2. The City Council will conduct a Public Hearing on the proposed designation of a first amendment to the City's previously adopted First Omnibus Development Program and designation of an additional Municipal Development and Tax Increment financing District.

2a. The City Council will consider approval of a proposed Amendment to the First Omnibus Development Program.

Suggested motion: Resolved, the Old Town City Council hereby approves an amendment to the First Omnibus Development Program and Designation of an additional Municipal Development and Tax Increment Financing District.

(Councilor Mahan)

IX. OLD BUSINESS

X. NEW BUSINESS

1. The City Council will consider accepting an after deadline redemption on foreclosed property for Edmond & Patricia Boucher located at 110 Lincoln Street for payment of RE Taxes and Sewer fees in the total amount of \$7,917.73

Suggested motion: Resolved, the Old Town City Council hereby accepts an after deadline redemption on foreclosed property for Edmond & Patricia Boucher located at 110 Lincoln Street for payment of 2016 through 2019 Real Estate Taxes and Sewer fees in the amount of \$7,767.73 plus \$150 Late Redemption fee for a total amount of \$7, 917.73 which includes interest and lien costs and further authorize the City Manager to execute a Municipal Quit-Claim Deed.

2. The City Council will consider accepting an after deadline redemption on foreclosed property for Regency Mobile Home Park located at 42 Taylor Road for payment of Real Estate Taxes in the total amount of \$1,135.64

Suggested motion: Resolved, the Old Town City Council hereby accepts an after deadline redemption on foreclosed property for Regency Mobile Home Park located at 42 Taylor Road for payment of 2015 through 2019 Real Estate Taxes in the amount of \$985.64 plus \$150 Late Redemption fee for a total amount of \$1,135.64 which includes interest and lien costs and further authorize the City Manager to execute a Municipal Quit-Claim Deed.

3. The City Council will consider accepting an after deadline redemption on foreclosed property for Kevin & Jill Ouellette located at 2126 Bennoch Road for payment of Real Estate Taxes in the total amount of \$6,748.22.

Suggested motion: Resolved, the Old Town City Council hereby accepts an after deadline redemption on foreclosed property for Kevin & Jill Ouellette located at 2126 Bennoch Road for payment of 2017 through 2019 Real Estate Taxes in the amount of \$6,598.22 plus \$150 Late Redemption fee for a total amount of \$6,748.22 which includes interest and lien costs and further authorize the City Manager to execute a Municipal Quit-Claim Deed.

XI. ADJOURNMENT



REGULAR COUNCIL MEETING – FEBRUARY 4, 2019

Council convened February 4, 2019 in the Old Town City Council Chambers at 265 Main Street.

Councilors present: President Stan Peterson, Shirley Brissette, Donna Ketchen, Janet Klitch, Carol May and Kyle Smart. David Mahan absent.

Administration present: Bill Mayo, Ed Bearor, Patty Brochu, Danielle Berube, John Rouleau and Scott Wilcox.

Others present: three citizens in the audience.

Council President Peterson called the meeting to order at 6:00 p.m.

Councilor Smart, seconded by Councilor Klitch, moved to approve the Minutes of the January 7, 2019 Regular Council Meeting. Approved all in favor, 6-0.

PETITIONS, COMMUNICATIONS AND CITIZENS' REQUESTS

Resident Nancy Leavitt of 10 S. Spring Street discussed the traffic lights at the intersection of Stillwater and Bennoch Roads where a pedestrian died in January. She feels cameras should be installed and to also add a solar paneled blinking crosswalk signs. She offered to write a check for \$1,000 to go towards the purchases. She also expressed her interest in attending any future traffic meetings.

REPORTS

Attorney Ed Bearor updated the Council on the Mitchell matter. He said the City can grant him a strip of land with the city retaining an easement for sewer lines. He also updated them on the 79 Sanford Avenue property and he's working towards determining if it's a dangerous building.

Manager Mayo said he was still going through emails and messages after coming back from vacation. There's another Stake Holder meeting at the Elementary School to identify issues there. Budget meetings with Department Manager's will start tomorrow.

CONSENT AGENDA

Councilor Brissette, seconded by Councilor May, Resolved, the Old Town City Council hereby approves the Suggested motions under New Business items 1, 2 & 3 as presented and as follows:

Item #1: Resolved, the Old Town City Council hereby re-appoints the following:

<u>Plumbing Inspector</u>	<u>Term expires:</u>
David Russell	12/31/2019
William Murphy, Alternate	12/31/2019
<u>Old Town Water District</u>	
Travis Folsom	03/31/2022

Item #2: Resolved, the Old Town City Council hereby approves a renewal application for a Malt, Spirituous & Vinous Liquor License and Special Amusement Permit for John Rondo d/b/a Yamas, 268 Main Street.

Item #3: Resolved, the Old Town City Council hereby approves the Reserve Account Recommendations by the Finance Director as presented in Attachment #1.

Consent agenda items approved all in favor, 6-0.

Councilor Klitch, seconded by Councilor Smart, moved to adjourn at 6:17 p.m.
Approved all in favor, 6-0.

Adjourned,

Patricia A. Brochu, CMC
City Clerk-Old Town, ME

CITY OF OLD TOWN, MAINE
AMENDED AND RESTATED
FIRST OMNIBUS DEVELOPMENT PROGRAM

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MUNICIPAL DEVELOPMENT AND
TAX INCREMENT FINANCING DISTRICTS



Originally Adopted: March 2, 2015
Amended and Rested: February 19, 2019

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EXHIBITS:

Exhibit A:	Maps and Street List
Exhibit B:	Private Development Costs (N/A)
Exhibit C:	TIF Projections
Exhibit D:	Statutory Requirements Table
Exhibit E:	Assessor Certificates
Exhibit F:	Tax Shift Formulas
Exhibit G:	Public Hearing Notice and Minutes
Exhibit H:	City Council Vote
Exhibit I:	Municipal TIF Projects

ARTICLE I
DEVELOPMENT PROGRAM NARRATIVE

Section 1.01. The TIF Districts.

a. Introduction.

The Maine Legislature established tax increment financing as an economic development tool to be used by municipalities to: (a) provide new employment opportunities; (b) improve and broaden its tax base; and (c) improve the general economy of the state. The Legislature recognizes that the State and its municipalities benefit from a municipality's economic development partnership with a local business to promote responsible new development that (a) enhances local efforts for economic, industrial or commercial development; and (b) retains and expands the local tax base and employment opportunities. The City now proposes to designate the municipal development and tax increment financing district described and under the terms specified in this [Amended and Restated](#) First Omnibus Development Program ([as amended](#), the "First Omnibus Development Program") in furtherance of such legislatively approved and authorized goals.

In order to promote economic development investment in the City, the City now desires to adopt this First Omnibus Development Program, and to designate approximately ~~25.11~~ [25.71](#) acres as a municipal development and tax increment financing district as set forth below and as further indicated on the maps attached hereto as [Exhibit A](#).

b. City of Old Town Background

Organized as a town in 1840, and later as a city in 1891, the City of Old Town is a unique island community that sits on the edge of the Great Northern Woods, on several islands in the Penobscot and Stillwater Rivers. Since the early days, the city has held a close relationship with its surrounding waters, and has a rich history of log drives, water powered sawmills, canoe building and other wood commodities production,



hydropower and more. In 1836, these flourishing river activities were key in the development of the railroad between Old Town and Bangor.

Today, a thriving residential community of 7,840, the City of Old Town's surrounding acres of forest and more than 50 miles of pristine rivers and streams attract outdoor enthusiasts



from hunters to anglers, hikers, canoeists, bird watchers and photographers. Amid this scenic beauty, the City of Old Town is a bustling industrial community, offering access to transportation, a trained workforce, diverse population and a progressive, forward-thinking

municipal administration. Old Town has a strong economic base, business support, advanced infrastructure, and a desirable quality of life which promotes growth and investment for both businesses and residents alike.

c. Designation and Description of Tax Increment Financing Districts.

The City in this First Omnibus Development Program hereby designates the following area as separate municipal development and tax increment financing districts:

- Approximately 6.59 acres of land comprised of seven lots constituting three separate tax increment financing districts (each referred to herein as a "District" and collectively as the "Original Districts").
- Approximately 0.60 acres of land comprised of a lot located at 655 Stillwater Avenue (referred to herein as the "Tradewinds District" and collectively with the Original Districts, as the "Districts").
- Approximately 18.30 acres comprised of approximately 5.78 miles of the public ways consisting of all or portions of the streets listed under the TIF Streets listed as a part of Exhibit A; and
- Approximately 0.22 acres comprised of a portion of Map 25, Lot 1.

Each District will be administered as a separate municipal development and tax increment financing district under this First Omnibus Development Program and pursuant to Chapter 206 of

Title 30-A of the Maine Revised Statutes, as amended (the “TIF Statute”). A plan depicting and delineating each of the Districts and the Designated Streets (collectively, the “TIF Area”) is attached as Exhibit A hereto.

d. Current Development; Districts 17:51 and 17:70.

Two of the Districts are designated as District 17:51 (comprised of three lots: Map 17, Lots 51, 52 and 54) and District 17:70 (comprised of one lot). The City anticipates the following current development projects within these Districts:

- Maine Savings Federal Credit Union - District 17:51 (three lots): The Maine Savings Federal Credit Union project is the construction of a 3,532 (approx.) building located at 1002 Stillwater ~~Stillwell~~ Avenue, Old Town, Maine, with project costs of approximately \$2,000,000. This project is expected to result in the creation of 8 jobs.
- Black Bear Development Holdings LLC - District 17:70 (one lot): The Black Bear Development project is the construction of a 2.229 MW hydroelectric dam on the Stillwater River, with project costs of approximately \$7,000,000. This project is not expected to result in the retention or creation of any jobs.

e. Future Development; ~~Districts 17:46.~~

District 17:46. In addition, the City reasonably expects, based on recent development activity in the area, that future development in the remaining District 17:46 will result in an additional \$2,500,000 of taxable real and personal property valuation (referred to as the “Future Development”). The additional District is designated as District 17:46 (comprised of three lots: Map 17, Lots 46, 47 and 50).

District 18:17 (Tradewinds District). By this 2019 amendment, the First Omnibus Development Program includes the following construction project by SouthStreet Development Company, LLC: construction of a 4,560 (approx.), 60’x76” convenience store (expected to operate as a Tradewinds Variety store) with 1000 s.f. of cooler and kitchen space and four gas pumps, located at 671 Stillwater Avenue, Old Town, Maine (the “Tradewinds Project”). The Tradewinds

Project has estimated project costs of approximately \$1.1 million. The Tradewinds Project is expected to result in the creation of 4 full-time and 8 part-time jobs

f. Municipal TIF Projects.

The purpose of the Districts is to finance some or all of the costs of the Municipal TIF Projects listed on the attached Exhibit I. Such Municipal TIF Projects will directly or indirectly provide or encourage either the growth of new employment opportunities or the retention of existing employment within the City, encourage and promote economic development that will broaden the City's tax base, or improve the general economy of the City. The Municipal TIF Projects are either (i) included within the TIF Area designated under this First Omnibus Development Program as permitted by Section 5225(1)(A) of the TIF Statute, (ii) outside but directly related to or made necessary by the establishment or operation of the TIF Area as permitted by Section 5225(1)(B) of the TIF Statute or (iii) outside but related to economic development or environmental improvements within the City as permitted by Section 5225(1)(C) of the TIF Statute. The specific Municipal TIF Projects to be financed will be approved by future action of the City.

Section 1.02. Statement of Means and Objectives.

The means and objectives of the Districts and this First Omnibus Development Program are, in part, to provide financing for the Municipal TIF Projects. This First Omnibus Development Program (the "Development Program") also contemplates and authorizes the City Council, in its sole discretion, to enter into credit enhancement agreements with qualifying businesses from time-to-time, as described in Section 3.01(c) below. To the extent that the City assists any project, in developing the Districts, additional public benefits result.

Section 1.03. Description of Public Facilities to be Constructed.

See Exhibit I and Section 1.01(f) above.

Section 1.04. Uses of Private Property.

The associated improvements acquired or financed under this Development Program other than the Municipal TIF Projects (Tiers 2 and 3) will be located within the Districts indicated in Exhibit A. The improvements constructed in each of the Districts will be owned, maintained and operated by the respective owner/developer.

Section 1.05. Relocation of Displaced Persons.

No businesses or persons will be displaced or relocated as a result of the development activities proposed in the Districts.

Section 1.06. Proposed Regulations and Facilities to Improve Transportation.

The Municipal TIF Projects may include facilities to improve transportation.

Section 1.07. Environmental Controls.

The improvements contemplated by this First Omnibus Development Program will comply with all federal, state and local environmental and land development laws, rules, regulations, and ordinances.

Section 1.08. Plan of Operation Upon Completion.

The non-public improvements in the Districts are expected to be and remain at all times the responsibility of the respective owners. The City will not be responsible for payment of any maintenance expenses, insurance or taxes on said improvements. During the life of the Districts and this First Omnibus Development Program, the City Manager or his designee will be responsible for all administrative matters concerning the implementation and operation of the Districts. Each respective developer shall be solely responsible for implementation of the discrete projects to be constructed in the Districts.

ARTICLE II
FINANCIAL PLAN

Section 2.01. General Characteristics.

a. **Original Assessed Value.** Attached as Exhibit E is a certification of original assessed value executed by the City Assessor in accordance with the requirements of 30-A M.R.S.A. §5227(2), certifying the original assessed value of the land, building and equipment of each of the Districts as of March 31, 2014 (April 1, 2013) and March 31, 2018 (April 1, 2017), as indicated.

b. **Captured Assessed Value.** The City will retain 100% of the increased taxable assessed value from all taxable real and personal property within each of the Districts as captured assessed value for the 30 year term of this First Omnibus Development Program. Captured assessed value and the related TIF revenues will be calculated separately for each of the Districts based upon that property's March 31, 2014 (April 1, 2013) and March 31, 2018 (April 1, 2017) original assessed value, as applicable.

c. **Allocation of TIF Revenues.** Subject to the next succeeding sentence, in this First Omnibus Development Program, the City will capture and retain all (100%) of the increased taxable assessed value from all the taxable real and personal property included in the ~~2014 TIF~~ Districts and use the related retained tax increment revenues from such captured assessed value to finance some or all of the Municipal TIF Projects.

The City does not currently have plans to enter into any credit enhancement agreement with respect to the retained tax increment revenues with respect to the Original Districts. However, the City, acting through its City Council on an ad hoc basis, reserves and retains the right, at any time during the term of this First Omnibus Development Program, to allocate up to 50% of the TIF revenues generated in some or all of the Original Districts, for a term not to exceed 10 years, to the respective developer of such District. To the extent the City Council does subsequently

approve, the City and any developer of a project within one of the Original Districts will enter into a separate credit enhancement agreement that will constitute a contract between the City and the developer regarding allocation and payment of newly-generated TIF revenues within that particular Original District-~~attributable~~. In no event shall the term of any credit enhancement agreement covering a project in the Districts extend the term of this First Omnibus Development Program.

The City will enter into a credit enhancement agreement for the Tradewinds Project as follows:

<u>TIF Year</u>	<u>Fiscal Year</u>	<u>TIF % Allocation</u>	
		<u>TIF Revenues (Tradewinds Share)</u>	<u>TIF Revenues (City Share)</u>
<u>5-14</u>	<u>FY19/20 – FY29/30</u>	<u>30%</u>	<u>70%</u>
<u>16-30</u>	<u>FY30/31 - FY44/45</u>	<u>0%</u>	<u>100%</u>

All TIF revenues generated by the Districts not allocated to a developer will be retained by the City and used to pay directly (or reimburse the City for such costs) or to finance the Municipal TIF Projects. Although the City expects to expend all TIF revenues allocated to and retained by the City on the Municipal TIF Projects, to the extent the City elects not to expend such TIF revenues on Municipal TIF Projects, then such monies will be deposited into the City’s general fund.

d. **Project Funds and Accounts.** This First Omnibus Development Program requires the establishment of a Development Program Fund consisting of a City TIF Account and a Developer TIF Account (if necessary) which shall consist of a series of subaccounts, one for each District in the Districts for which the City enters into a credit enhancement agreement. The first such subaccount will be the Tradewinds Subaccount. The City will deposit City TIF revenues into the City TIF Account (segregated from the City’s General Fund), and to pay for or to finance a portion of the costs of the Municipal TIF Projects. Pursuant to the credit enhancement agreement

entered into by the City and the developer (or its designee) of the Tradewinds Project, the City will deposit 30% of the allocable TIF revenues into the Tradewinds Subaccount of the Developer TIF Account. Pursuant to any other credit enhancement agreement entered into by the City, the City will deposit the allocable portion of TIF revenues into appropriate subaccount of the Developer TIF Account.

Section 2.02. Cost Estimates for First Omnibus Development Program.

The City estimates the average cost of the improvements in all of the Districts, in the aggregate, will be approximately ~~\$10.8~~ \$ 11.1 million.

Section 2.03. Indebtedness.

The City may finance a portion of the Municipal TIF Projects with the issuance of City bonds. Debt service for these improvements will be an eligible use of the City's retained TIF revenues.

Section 2.04. Sources of Anticipated Revenues.

Any TIF revenues allocated to a developer pursuant to a credit enhancement agreement that may be approved in the future by the City Council, will be used and applied to pay costs of the improvements in the respective District directly, to reimburse the developer for the payment of such costs or to pay debt service on any loans to the developer to finance such improvements. Each developer will be responsible for making all arrangements for and payments with respect to costs of or additional indebtedness incurred for the respective improvements.

Exhibit C reflects: (i) the estimated increase in assessed value per year following implementation of this First Omnibus Development Program; (ii) the percentage of increased assessed value/Tax Increment retained by the City in the Districts; and (iii) the estimated total TIF revenues per year (and allocation of TIF revenues) following implementation of the First Omnibus Development Program.

Section 2.05. Financial and Statistical Data.

Exhibit D contains lists financial and statistical information relating to the Districts required as a prerequisite to designation of the Districts by the City and approval by the Commissioner of the Maine Department of Economic and Community Development (“DECD”).

Section 2.06. Estimated Impact of Financing Upon Taxing Jurisdiction.

The table set forth below identifies estimated tax shifts projected to result from the establishment of the Districts, using formulas reviewed by DECD. A more detailed schedule of the tax shifts is included as part of Exhibit C.

**TABLE NO. 2
TAX SHIFTS**

Tax Shift Item (30 Years)	Total
State Aid to Education	\$2,633,210
Municipal Revenue Sharing	\$472,242
County Tax	\$414,533
Total all Tax Shifts:	\$3,519,986

Together with the obvious advantages associated with stimulation of economic development within the Districts, the City gains the advantage of “sheltering” the increase in value due to the improvements in the Districts from the calculation of (1) state aid to education, (2) the City’s share of county tax, and (3) the distribution of the municipal revenue sharing money by the State. Thus, the City will receive a proportionately larger share of education aid and municipal revenue sharing and pay a smaller portion of the county tax than would otherwise have been the case had the increase in value of the Districts been included in its equalized value. Exhibit F is a summary of the methodology utilized in calculating tax shifts.

Section 2.07. Duration of First Omnibus Development Program.

This First Omnibus Development Program shall continue in effect for thirty (30) years, commencing with the City's 2015-2016 fiscal year and continuing through and including the City's 2044-2045 fiscal year.

ARTICLE III
PHYSICAL DESCRIPTION

Section 3.01. Description of Districts and TIF Area.

The TIF Area totals approximately 25.61 acres, consisting of 25.11 acres of the Original Districts designated in 2015 and 0.60 acres of the Tradewinds District designated in 2019 and consists of the properties and other TIF Area listed and further delineated on Exhibit A hereto.

ARTICLE IV
MUNICIPAL APPROVALS

Section 4.01. Public Hearing.

Original Districts.

In accordance with the requirements of 30-A M.R.S.A. §5226, the Old Town City Council held a public hearing on the proposed TIF Area and First Omnibus Development Program on March 2, 2015. Notice of said public hearing was published in *The Bangor Daily News*, a newspaper of general circulation in Old Town, on or before February 20, 2015, a date at least ten (10) days prior to the public hearing. A copy of such Notice and a record of such public hearing are attached as Exhibit G.

Tradewinds District

In accordance with the requirements of 30-A M.R.S.A. §5226, the Old Town City Council held a public hearing on the proposed 2019 amendment to the First Omnibus Development Program on February 19, 2019. Notice of said public hearing was published in *The Bangor Daily News*, a newspaper of general circulation in Old Town, on or before February 9, 2019, a date at least ten (10) days prior to the public hearing. A copy of such Notice and a record of such public hearing are attached as Exhibit G.

Section 4.02. Authorizing Votes.

Original Districts.

At the City Council meeting held March 2, 2015, the City Council designated the TIF Area and adopted this First Omnibus Development Program. A certified copy of the approving vote of the City Council meeting preliminarily designating the TIF Area and adopting this First Omnibus Development Program is attached as Exhibit H. Following such approval, the designation of the TIF Area and adoption of this First Omnibus Development Program is final subject only to approval of the Commissioner of DECD.

Tradewinds District

At the City Council meeting held February 19, the City Council designated the Tradewinds District and adopted the 2019 amendment to the First Omnibus Development Program. A certified copy of the approving vote of the City Council meeting preliminarily designating the TIF Area and adopting the 2019 amendment to the First Omnibus Development Program is attached as Exhibit H. Following such approval, designation of the Tradewinds District and adoption of the 2019 amendment to the First Omnibus Development Program is final subject only to approval of the Commissioner of DECD.

ARTICLE V
VALUATION ISSUES

Section 5.01. Adjustment to Assessed Valuation.

There are certain assumptions regarding valuation and depreciation of assets, which underlie the analysis set forth in this First Omnibus Development Program. The assumptions, analysis and results set forth in this First Omnibus Development Program shall in no way prejudice the rights of any party or be used, in any way, by any party in either presenting evidence or making argument in any dispute which may arise in connection with valuation of the property within the Districts.

EXHIBIT A

**Maps and Street List
(See Attached)**



Judkins Brook

Mid Stagecoach Rd

16

95

Hudson Rd

Pushaw Stream

Penobscot River

Main Rd

Perch Pond creational Trails

Pushaw Stream

Dewitt Field Old Town Municipal

Airport Rd

Millford

Poplar St

Northland Rd

95

16

College Ave

2

Old Town

178

MLT

2

North St

Burchard St

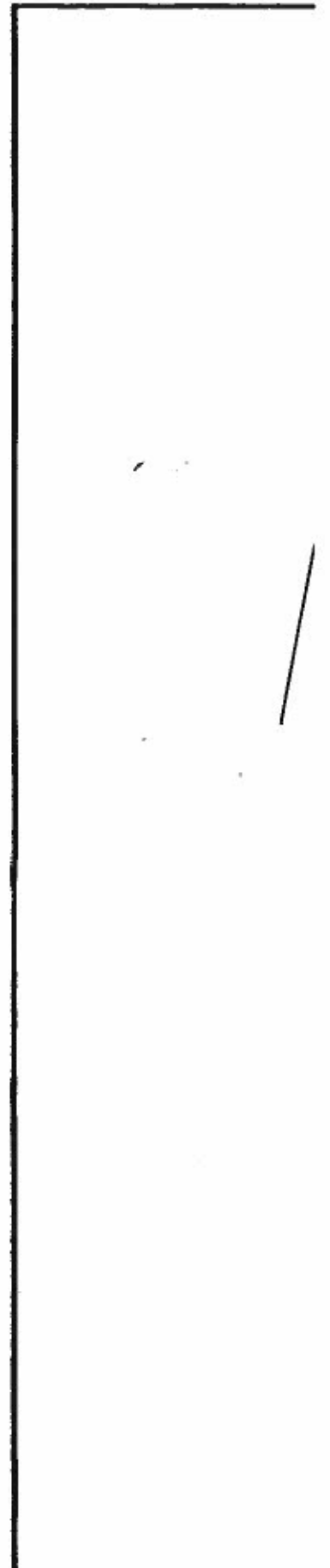
Pine St

Brace

Pushaw Lake

1st Rd

Long Rd



1





M 11 L 67C

EXHIBIT B

Private Development Costs

DEVELOPMENT COSTS – Tradewinds Project

Activity	TIF Proceeds Allocable to Developer	Private Funds -----		Other (Specify)	Total
		Equity	Bank(s)		
1. Land Acquisition					
2. Building Acquisition					
3. Relocation of Persons and Business					
4. Clearance & Demolition					
5. Street & Site Improvements					
6. Water & Sewer Improvements					
7. Building Construction	<u>\$74,528</u>			<u>\$1,008,542</u>	<u>\$1,082,800</u>
8. Parking Facilities					
9. Capital Equipment					
10. Professional Fees					
11. Administrative Costs					
12. Discretionary Payments					
13. Other Costs					
Total	<u>\$74,528</u>			<u>\$1,008,542</u>	<u>\$1,082,800</u>

EXHIBIT C

TIF Projections

			A	B	C	D	E	F	G	H	
	Assessing	Fiscal	Estimated	Increased	CAV %	Increased	Total		Tradewinds TIF Revenue	Tax	
TIF	Date	Year	Taxable Value	Value	Retained	Value Retained	Tax		%	\$	to Gen
Year	1-Apr		after Investmen			as CAV	Increment				
TIF History	1	2015		7,505,800	100%	7,505,800	\$20.21	151,692			
	2	2016		7,497,000	100%	7,497,000	\$21.16	158,637			
	3	2017		7,496,300	100%	7,496,300	\$21.04	157,722			
	4	2018		7,487,800	100%	7,487,800	\$22.86	171,171			
1st Amendment TIF Projections (2019)	5	2019	1,082,800	8,570,600	100%	8,570,600	\$22.86	195,924	30%	7,426	
	6	2020		8,570,600	100%	8,570,600	\$22.86	195,924	30%	7,426	
	7	2021		8,570,600	100%	8,570,600	\$22.86	195,924	30%	7,426	
	8	2022	1,250,000	9,820,600	100%	9,820,600	\$22.86	224,499	30%	7,426	
	9	2023		9,820,600	100%	9,820,600	\$22.86	224,499	30%	7,426	
	10	2024	1,250,000	11,070,600	100%	11,070,600	\$22.86	253,074	30%	7,426	
	11	2025		11,070,600	100%	11,070,600	\$22.86	253,074	30%	7,426	
	12	2026		11,070,600	100%	11,070,600	\$22.86	253,074	30%	7,426	
	13	2027		11,070,600	100%	11,070,600	\$22.86	253,074	30%	7,426	
	14	2028		11,070,600	100%	11,070,600	\$22.86	253,074	30%	7,426	
	15	2029		11,070,600	100%	11,070,600	\$22.86	253,074	30%	7,426	
	16	2030		11,070,600	100%	11,070,600	\$22.86	253,074			
	17	2031		11,070,600	100%	11,070,600	\$22.86	253,074			
	18	2032		11,070,600	100%	11,070,600	\$22.86	253,074			
	19	2033		11,070,600	100%	11,070,600	\$22.86	253,074			
	20	2034		11,070,600	100%	11,070,600	\$22.86	253,074			
	21	2035		11,070,600	100%	11,070,600	\$22.86	253,074			
	22	2036		11,070,600	100%	11,070,600	\$22.86	253,074			
	23	2037		11,070,600	100%	11,070,600	\$22.86	253,074			
	24	2038		11,070,600	100%	11,070,600	\$22.86	253,074			
	25	2039		11,070,600	100%	11,070,600	\$22.86	253,074			
	26	2040		11,070,600	100%	11,070,600	\$22.86	253,074			
	27	2041		11,070,600	100%	11,070,600	\$22.86	253,074			
	28	2042		11,070,600	100%	11,070,600	\$22.86	253,074			
	29	2043		11,070,600	100%	11,070,600	\$22.86	253,074			
	30	2044		11,070,600	100%	11,070,600	\$22.86	253,074			
Total								6,990,544		74,258	

TIF ASSUMPTIONS

Years in TIF Term 30
OAV (Original - 2015) \$3,628,500
(Amended - 2019) \$3,845,700

*Increased assessed value of both real and personal property of new investment retained in the TIF Districts.

Tax Shift*

	M	N	O	P
	Tax Shift Benefits			
Fiscal Year	Total	Education Shift	Rev. Sharing Shift	County Tax Shift
2015-2016	\$0	\$0	\$0	\$0
2016-2017	\$0	\$0	\$0	\$0
2017-2018	\$85,161	\$63,649	\$11,489	\$10,023
2018-2019	\$85,062	\$63,575	\$11,476	\$10,011
2019-2020	\$85,054	\$63,569	\$11,475	\$10,010
2020-2021	\$84,957	\$63,497	\$11,462	\$9,999
2021-2022	\$97,211	\$72,679	\$13,089	\$11,443
2022-2023	\$97,211	\$72,679	\$13,089	\$11,443
2023-2024	\$97,211	\$72,679	\$13,089	\$11,443
2024-2025	\$111,347	\$83,279	\$14,958	\$13,111
2025-2026	\$111,347	\$83,279	\$14,958	\$13,111
2026-2027	\$125,473	\$93,879	\$16,816	\$14,778
2027-2028	\$125,473	\$93,879	\$16,816	\$14,778
2028-2029	\$125,473	\$93,879	\$16,816	\$14,778
2029-2030	\$125,473	\$93,879	\$16,816	\$14,778
2030-2031	\$125,473	\$93,879	\$16,816	\$14,778
2031-2032	\$125,473	\$93,879	\$16,816	\$14,778
2032-2033	\$125,473	\$93,879	\$16,816	\$14,778
2033-2034	\$125,473	\$93,879	\$16,816	\$14,778
2034-2035	\$125,473	\$93,879	\$16,816	\$14,778
2035-2036	\$125,473	\$93,879	\$16,816	\$14,778
2036-2037	\$125,473	\$93,879	\$16,816	\$14,778
2037-2038	\$125,473	\$93,879	\$16,816	\$14,778
2038-2039	\$125,473	\$93,879	\$16,816	\$14,778
2039-2040	\$125,473	\$93,879	\$16,816	\$14,778
2040-2041	\$125,473	\$93,879	\$16,816	\$14,778
2041-2042	\$125,473	\$93,879	\$16,816	\$14,778
2042-2043	\$125,473	\$93,879	\$16,816	\$14,778
2043-2044	\$125,473	\$93,879	\$16,816	\$14,778
2044-2045	\$125,473	\$93,879	\$16,816	\$14,778
2045-2046	\$125,473	\$93,879	\$16,816	\$14,778
2046-2047	\$125,473	\$93,879	\$16,816	\$14,778
	\$3,489,492	\$2,610,335	\$468,222	\$410,935

*Estimate of additional State Education Subsidy and Municipal Revenue Sharing and reduced County Tax to City as a result of sheltering incremental value in the Districts.

EXHIBIT D

**Statutory Requirements & Thresholds
Financial and Statistical TIF Information**

STATUTORY REQUIREMENTS AND THRESHOLDS
2019 Old Town 1st Omnibus TIF District | 1st AMD

SECTION A. Acreage Caps						
1. Total municipal acreage;						24,864
2. Acreage of proposed Municipal TIF District;						25.71 ¹
3. Downtown-designation ² acres in proposed Municipal TIF District;						0
4. Transit-Oriented Development ³ acres in proposed Municipal TIF District;						0
5. Total acreage [=A2-A3-A4] of proposed Municipal TIF District counted toward 2% limit;						25.71 ¹
6. Percentage [=A5+A1] of total acreage in proposed Municipal TIF District (CANNOT EXCEED 2%).						0.103%
7. Total acreage of all existing/proposed Municipal TIF districts in municipality including Municipal Affordable Housing Development districts: ⁴						Existing: 201.19
						Proposed: 25.71
						Total: 201.79 ¹
District Name	Acreage	District Name	Acreage	District Name	Acreage	
Labree's Bakery (II)	10.53	1 st Omnibus (original)	25.11			
Humble Beginnings / Old Town Canoe (PTZ)	85.34	Downtown	80.21			
30-A § 5223(3) EXEMPTIONS⁵						
8. Acreage of an existing/proposed Downtown Municipal TIF district;						80.21
9. Acreage of all existing/proposed Transit-Oriented Development Municipal TIF districts:						0
10. Acreage of all existing/proposed Community Wind Power Municipal TIF districts:						0
11. Acreage in all existing/proposed Municipal TIF districts common to ⁶ Pine Tree Development Zones per 30-A § 5250-I (14)(A) excluding any such acreage also factored in Exemptions 8-10 above:						85.34
12. Total acreage [=A7-A8-A9-A10-A11] of all existing/proposed Municipal TIF districts counted toward 5% limit;						36.24
13. Percentage of total acreage [=A12+A1] of all existing/proposed Municipal TIF districts (CANNOT EXCEED 5%).						0.146%
14. Real property in proposed Municipal TIF District that is:				ACRES	% [=Acres+A2]	
a. A blighted area;						
b. In need of rehabilitation, redevelopment or conservation;						
c. Suitable for commercial or arts district uses.				7.19	27.97%	
TOTAL (except for § 5223 (3) exemptions a., b. OR c. must be at least 25%)						n/a

¹ Includes 25.11 acres of original 2015 First Omnibus TIF District and the additional 0.60 acres added by this 2019 First Amendment.

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

³ For Transit-Oriented Development (TOD) definitions see 30-A § 5222 sub-§§ 19-24.

⁴ For AH-TIF acreage requirement see 30-A § 5247(3)(B) because that Program has its own/separate valuation limit.

⁵ Downtown/TOD overlap nets single acreage/valuation caps exemption.

⁶ PTZ districts approved through December 31, 2008.

STATUTORY REQUIREMENTS AND THRESHOLDS
2019 Old Town 1st Omnibus TIF District | 1st AMD

SECTION B. Valuation Cap							
1. Total TAXABLE municipal valuation—use most recent April 1 (4/1/16);						\$429,283,100	
2. Taxable Original Assessed Value (OAV) of proposed Municipal TIF District as of March 31 preceding municipal designation—same as April 1 prior to such March 31;						\$3,845,700 ⁷	
3. Taxable OAV of all <u>existing/proposed</u> Municipal TIF districts in municipality:						Existing	\$48,165,023
						Proposed	\$3,845,700
						Total:	\$48,382,223 ⁷
District Name	OAV	District Name	OAV	District Name	OAV		
Labree's Bakery (II)	\$7,179,400	1 st Omnibus (original)	\$3,628,500				
Humble Beginnings / Old Town Canoe (PTZ)	\$989,800	Downtown	\$36,367,323				
30-A § 5223(3) EXEMPTIONSX							
4. Taxable OAV of an <u>existing/proposed</u> Downtown Municipal TIF district;						\$36,367,323	
5. Taxable OAV of all <u>existing/proposed</u> Transit-Oriented Development Municipal TIF districts:						\$0	
6. Taxable OAV of all <u>existing/proposed</u> Community Wind Power Municipal TIF districts:						\$0	
7. Taxable OAV of all <u>existing/proposed</u> Single Taxpayer/High Valuation ⁸ Municipal TIF districts:						\$0	
8. Taxable OAV in all <u>existing/proposed</u> Municipal TIF districts common to Pine Tree Development Zones per 30-A § 5250-I (14)(A) excluding any such OAV also factored in Exemptions 4-7 above:						\$989,800	
9. Total taxable OAV [=B3-B4-B5-B6-B7-B8] of all <u>existing/proposed</u> Municipal TIF districts counted toward 5% limit;						\$11,025,100	
10. Percentage of total taxable OAV [=B9+B1] of all <u>existing/proposed</u> Municipal TIF districts (CANNOT EXCEED 5%).						2.582%	

COMPLETED BY	
NAME:	James M. Saffian
DATE:	2/19/2019

⁷ Includes \$3,628,500 OAV of original 2015 First Omnibus TIF District and the additional \$217,200 OAV added by this 2019 First Amendment.

⁸ For this exemption see 30-A §5223(3)(C) sub-§§ 1-4.

EXHIBIT E

Assessor Certificates

Original Districts

**CITY OF OLD TOWN, MAINE
FIRST OMNIBUS DEVELOPMENT PROGRAM
MUNICIPAL DEVELOPMENT AND
TAX INCREMENT FINANCING DISTRICTS**

EXHIBIT E

Assessor Certificate

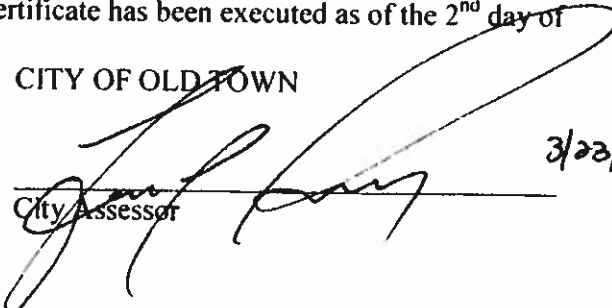
The undersigned Assessor for the City of Old Town, Maine, does hereby certify pursuant to the provisions of 30-A M.R.S.A. §5227(2) that the taxable assessed value of each District in the Municipal Development and Tax Increment Financing Districts, as described in the First Omnibus Development Program to which this Certificate is included, as of March 31, 2014 (April 1, 2013) is as follows:

<u>Districts</u>				
<u>Tax Map No.</u>	<u>Lot No.</u>	<u>District Designation</u>	Taxable Assessed Value	
			<i>(4/1/13)</i>	
			Personal Property	Real Property
17	46	17:46	0	29,200
	47			286,900
	50			86,000
				402,100
17	51	17:51	0	42,100
	52			410,700
	54			123,900
				576,700
17	70	17:70	0	42,800
	70-ON			2,605,800
				2,648,600
25	1 (Portion)	25:1	0	1,100
		Total	0	3,628,500

IN WITNESS WHEREOF, this Certificate has been executed as of the 2nd day of March, 2014.

CITY OF OLD TOWN

City Assessor



3/22/2015

Tradewinds District

The undersigned Assessor for the City of Old Town, Maine, does hereby certify pursuant to the provisions of 30-A M.R.S.A. §5227(2) that the taxable assessed value of the Tradewinds District, as described in the in the Amended and Restated First Omnibus Development Program to which this Certificate is included, as of March 31, 2018 (April 1, 2017) is as follows:

<u>Tradewinds Districts</u>				
<u>Tax Map No.</u>	<u>Lot No.</u>	<u>District Designation</u>	Taxable Assessed Value (4/1/17)	
			Personal Property	Real Property
18	17	Tradewinds District	\$0	\$217,200

IN WITNESS WHEREOF, this Certificate has been executed as of the __ day of February, 2019.

CITY OF OLD TOWN

City Assessor

EXHIBIT F

Tax Shift Formulas

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

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

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

Education Tax Shift. Adjust the current state education subsidy formula to include the annual captured assessed value from the Business Parks over the life of the district using agreed-upon assumptions. The result will be an estimated annual Education Tax Shift for the proposed district.

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

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

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

STEP ONE

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

STEP TWO

Calculate Municipality's Adjusted Computed Number for each year during the term of the District=

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

STEP THREE

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

$$\text{Aggregate Computed Number} - \text{Municipality's Computed Number} + \text{Municipality's Adjusted Computed Number}$$

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

STEP FOUR

Calculate the Municipality's Adjusted Current Factor for each year during the term of the District =

$$\frac{\text{Municipality Adjusted Computed Number}}{\text{State's Adjusted Aggregate Computed Number}}$$

STEP FIVE

Calculate Municipality's projected Adjusted Revenue Sharing amounts =

$$\text{Projected Total Municipal Revenue Sharing Pool} \times \text{Municipality's Adjusted Current Factor}$$

STEP SIX

The difference between Step 5 and Municipality's current project revenue sharing amount Step 1 =

$$\text{Municipal Revenue Sharing Shift for that year} - \text{Repeat for each year's Projected Annual CAV}$$

County Tax Shift. First determine the estimated average annual county tax over the life of the District. To arrive at this number, get the County Tax for the county for the last five years. Determine the average change in County Tax for the last five years, and project it over the term of the District. Next obtain the most recent County State Valuation.

Calculate the following two percentages for each year of the District. First, divide the City's current state valuation plus the captured assessed value by the County's current state valuation, plus the captured assessed value. This gives the City's county tax percentage without sheltering the increased assessed value in the Districts. Second, divide the City's current state valuation by the County's current state valuation. This gives the City's county tax percentage if the increased assessed value in the Districts is sheltered. Multiply tax projected above by these two percentages developed above, and the difference will be the annual County Tax Shift.

EXHIBIT G

Public Hearing Notice and Minutes

EXHIBIT H

City Council Vote

EXHIBIT I

Municipal TIF Projects

<u>Project</u>	<u>Eligibility Under Title 30-A</u>	<u>Estimate Cost</u>
TIF Implementation and Administration Costs – Associated costs and pro-rated salaries of municipal employees and consultants in connection with implementing and administering the First Omnibus Development Program and Credit Enhancement Agreements (if any).	§5225(1)(A)(5) §5225(1)(A)(7)	\$90,000
Sidewalk, Street & Infrastructure Improvements – <ul style="list-style-type: none"> Construction of street and utility infrastructure, including storm water, wastewater and water main improvements and upgrades, to promote development access to commercial business zone and downtown business area, including permitting, engineering, legal and feasibility costs. Implementation a multi-year plan to expand and maintain urban and rural pedestrian corridors, including permitting, engineering, legal and feasibility costs. These improvements will include both street and streetscape improvements including street amenities such as benches, bike racks, trees/shrubs, and include crosswalk and crosswalk signalization, to improve safety, encourage use by pedestrians and to promote economic development activity. 	§5225(1)(A)(1)	\$3,000,000
Sewer and water and gas main and infrastructure replacements and extensions in the District.	§5225(1)(A)(1)	\$1,250,000
Public Safety – The fire department is proposing a 50’X100’ storage building adjacent to the existing public safety building.	§5225(1)(A)(1)	\$100,000
Public Safety – Public safety improvements outside the Districts but related to physical improvements and other activities in the Districts as well as increased traffic due to development of the Districts, including but not limited to acquisition of fire and ambulance vehicles and other public safety equipment that will improve fire safety capacity in	§5225(1)(B)(2)	\$350,000 Vehicles* \$550,000 Equipment*

* Fire and other public safety vehicles and equipment will be funded on an appropriate pro-rata basis to account for use outside of the TIF Districts.

** The City’s Humble Beginnings / Old Town Canoe TIF also supports the City’s economic development programs and the marketing of the City as a business location.

and around the Districts, including permitting, engineering, legal and feasibility costs.		
Revolving Loan / Grant / Investment Program – To promote business development, renovations and expansion both within and without the District.	§5225(1)(C)(3)	\$200,000
Internet – Low cost broadband internet access to all businesses in the City over a comprehensive, state of the art voice and data communications system, including training, support and maintenance by municipal staff.	§5225(1)(A)(5) & (1)(C)(1)	\$750,000
General Economic Development / Business Attraction / Marketing – Costs, including municipal staff salaries associated with municipal economic development activities and the City’s Economic Development Department, consultant and advertising agency fees, administrative costs, and implementation costs such as marketing and promotional efforts (e.g., electronic media such as television, radio and internet, trade shows, print advertising, and other related activities). Any municipal web site development will be limited to economic development and business support and assistance information.	§5225(1)(C)(1)	\$450,000**
Recreational Trails – City will implement a multi-year plan to maintain and improve recreational trails as an urban and rural pedestrian corridor to enhance and provide connectivity in order to promote economic development and in furtherance of public health and safety. (See Map attached as Exhibit A)	§5225(1)(C)(6)	\$200,000
	Total	\$6,940,000