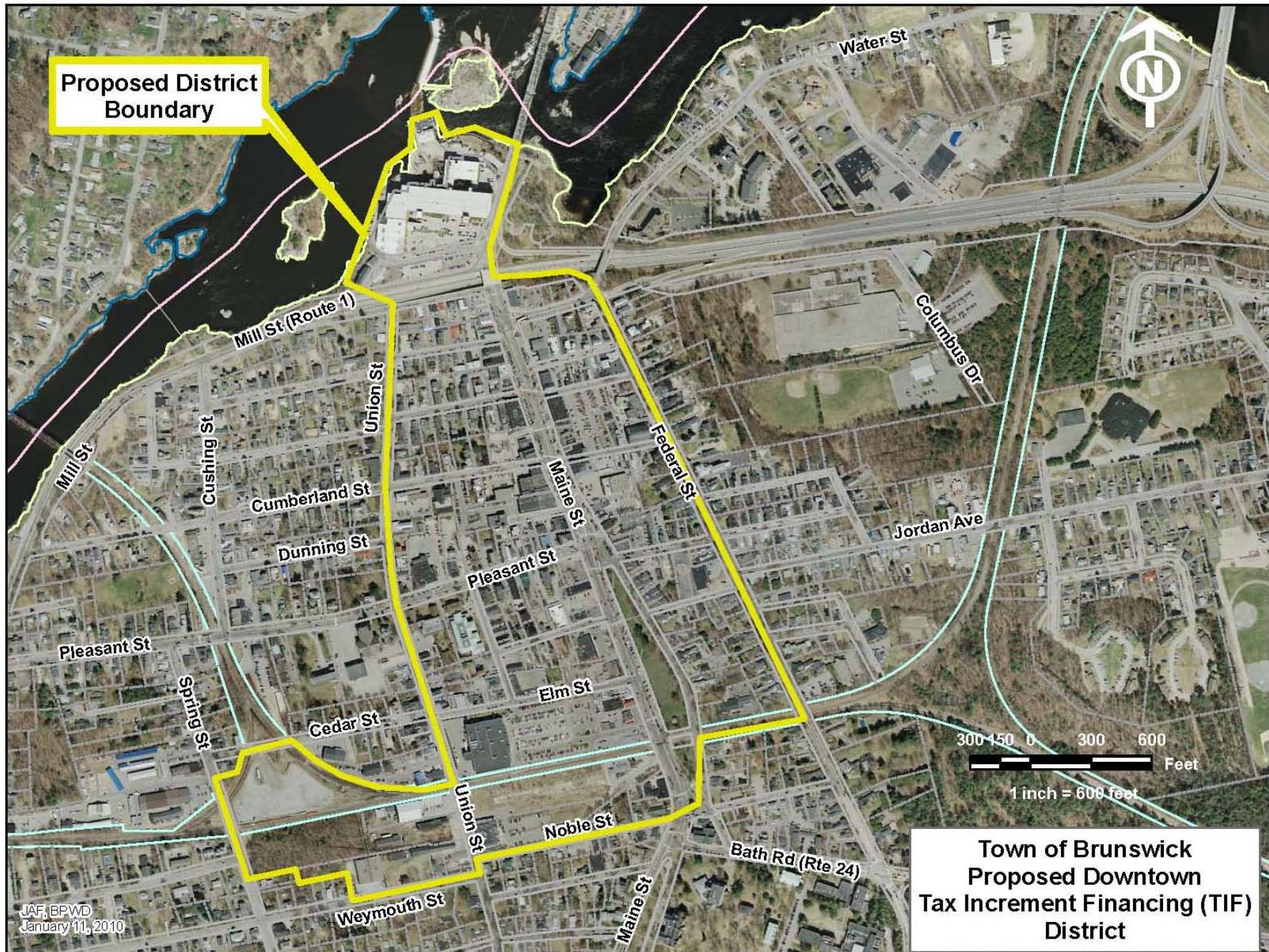


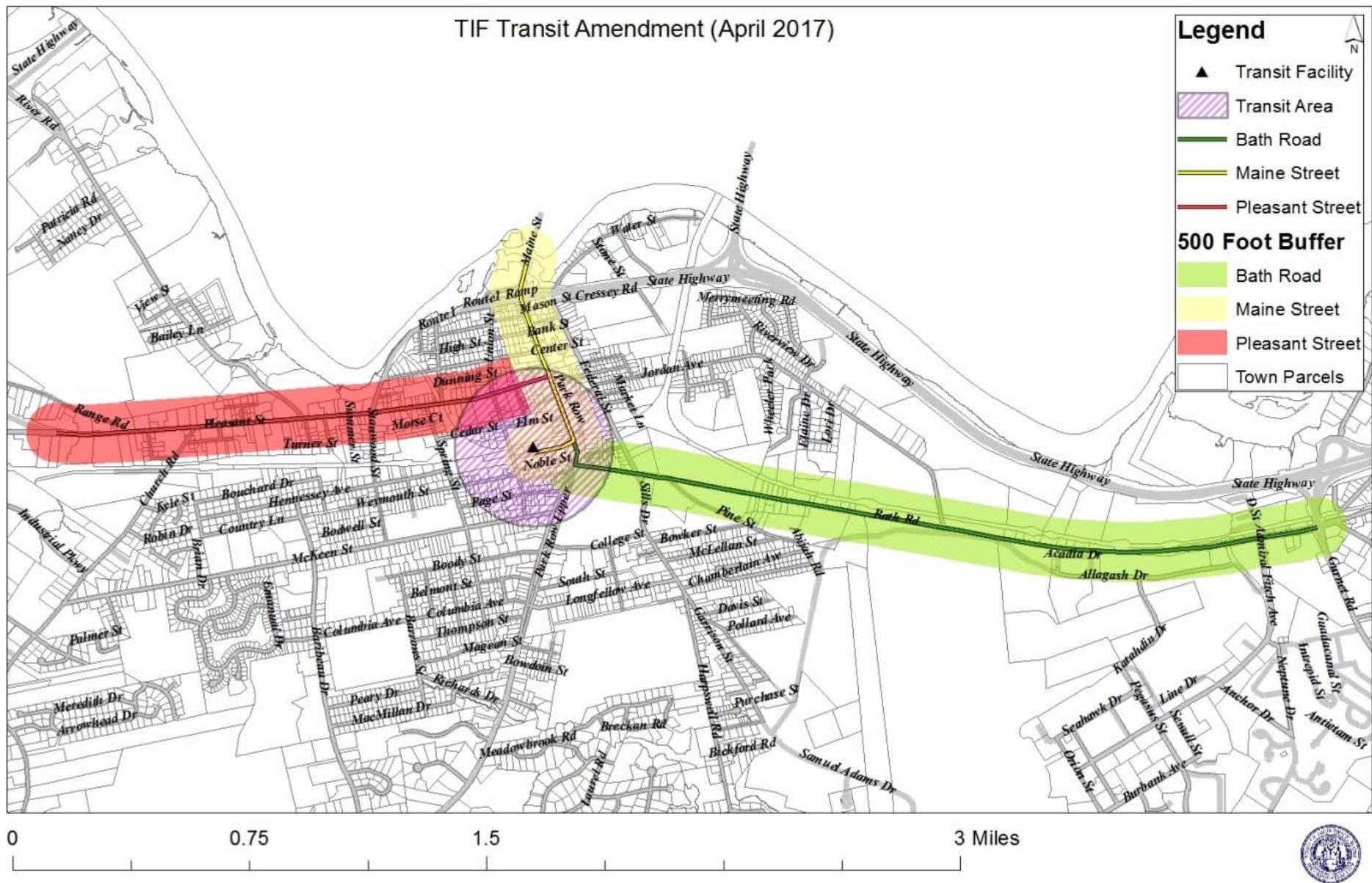
Town of Brunswick

Tax Increment Financing (TIF) Districts
and Development Programs

Downtown Transit Oriented TIF District



The Brunswick Downtown Transit Oriented TIF District First Amendment Map – Transit Area and Transit Corridors



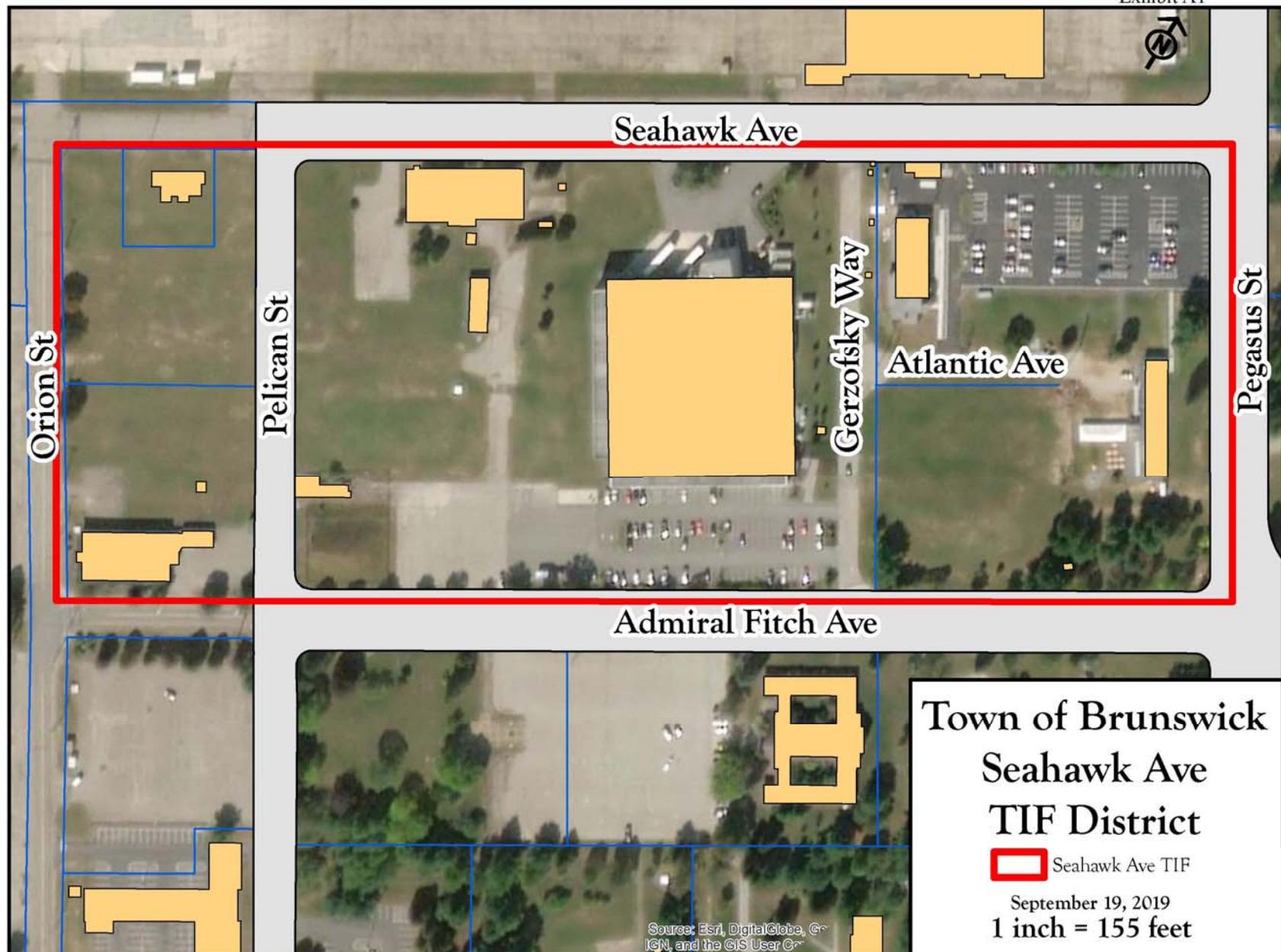
**Town of Brunswick Downtown and Transit-Oriented Development TIF District
Project Development Costs**

| | Project | Cost Estimate | Statutory Cite |
|----|---|---------------------------|--|
| 1. | <p>Debt Service and Capital Contribution</p> <p>The Town seeks to capture TIF revenues and apply them to pay the Town the notional purchase price of the Town Property and to pay the debt service payments associated with the Maine Street Station and People Plus Projects.</p> <p>In addition to the bonds authorized, the Town conveyed approximately three acres of land, together with related buildings and other improvements (the “Town Property”) to JHR Development (“JHR”) as part of the Joint Development Agreement (“JDA”) for the Maine Street Station Project. The Town will retain a portion of the TIF revenues in payment of the notional cost of the Town Property conveyed to JHR.</p> | \$2,400,000 (30 years) | 30 - M.R.S.A. §5225(A)(2), §5225(A)(3), §5225(C) and §5225(A)(6) |
| 2. | <p>Credit Enhancement Agreement</p> <p>The Town and JHR Development have negotiated a 10-year credit enhancement agreement that would return to JHR a portion of the TIF revenues generated by the Inn Project as set forth in the “FINANCIAL PLAN” section of the original Development Program included in Exhibit G.</p> | \$900,000 (30 years) | 30-A M.R.S.A. § 5225(A)(1) |
| 3. | <p>Downtown Master Plan</p> <p>The Town will apply TIF revenues and other resources to the following projects within the District, critical to successful redevelopment of the downtown:</p> <ol style="list-style-type: none"> a. <i>Infrastructure</i> - sidewalk extensions, pedestrian amenities, lighting extensions, parking lot and parking garages, bikeways, traffic flow and traffic calming improvements, crosswalk upgrades; b. <i>Minor Capital</i> - Gazebo reconstruction, tree replacements, sidewalk repairs, signage improvement; c. <i>Business Assistance</i> - Grant and/or loan programs for façade and signage improvements, lighting, downtown location incentives. <p>See details in the amended Downtown Master Plan.</p> | \$5,000,000 (30 years) | 30 - M.R.S.A. §5225(A)(1), and §5225(C)(3) |

| | Project | Cost Estimate | Statutory Cite |
|----|---|---------------------------|--|
| 4. | Train Station and Visitors Center Operation The Town will apply TIF revenues to the lease and operational cost related to a train station and visitors center at Maine Street Station. The center will be a multi-modal facility serving passenger rail, bus, taxi, and rental car services. | \$3,000,000 (30 years) | 30 - M.R.S.A. §5225(C)(1) |
| 5. | Other Economic Development Certain activities related to the Development District will require substantial involvement by the Town's economic development staff as well as professional services including by not limited to economic, design and engineering, traffic and marketing studies. This component would also cover additional costs that may relate to the development at, or near, Maine Street Station, including traffic improvements, parking garages and other surface parking. | \$2,500,000 (30 years) | 30 - M.R.S.A. §5225(C)(1) |
| 6. | Public Transit Costs associated with a route expansion of the Brunswick Explorer, MetroBreeze, or any other new or expanded new transit service, including capital costs and on-going costs for transit operator salaries, transit vehicle fuel and transit vehicle parts replacement. | \$5,000,000 (30 years) | 30 - M.R.S.A. §5225(1)(A)(8) and §5225(1)(C)(7) |
| 7. | Road Improvements Improve and maintain roads and streets that form the transportation routes most directly impacted by the creation of the District. Road construction and paving improvements within the TIF District, including but not limited to engineering and design work, sidewalk and pedestrian crossing safety improvements, culvert repair, and catch basin and storm water infrastructure work: Including but not limited to: Bank Street; Cabot Street; Center Street; Dunlap Street; Elm Street; Everett Street; Gilman Street; Lincoln Street; Maine Street; Mason Street; Middle Street; Mill Street; Noble Street; (inner) Pleasant Street; Station Avenue; Townhall Place; Union Street; and Weymouth Street. | \$2,000,000 (30 years) | 30 - M.R.S.A. §5225(1)(A)(1), §5225(1)(A)(4) and §5225(1)(A)(5) And 30-A M.R.S.A. § 5225(B) |

Seahawk TIF District

Exhibit A1





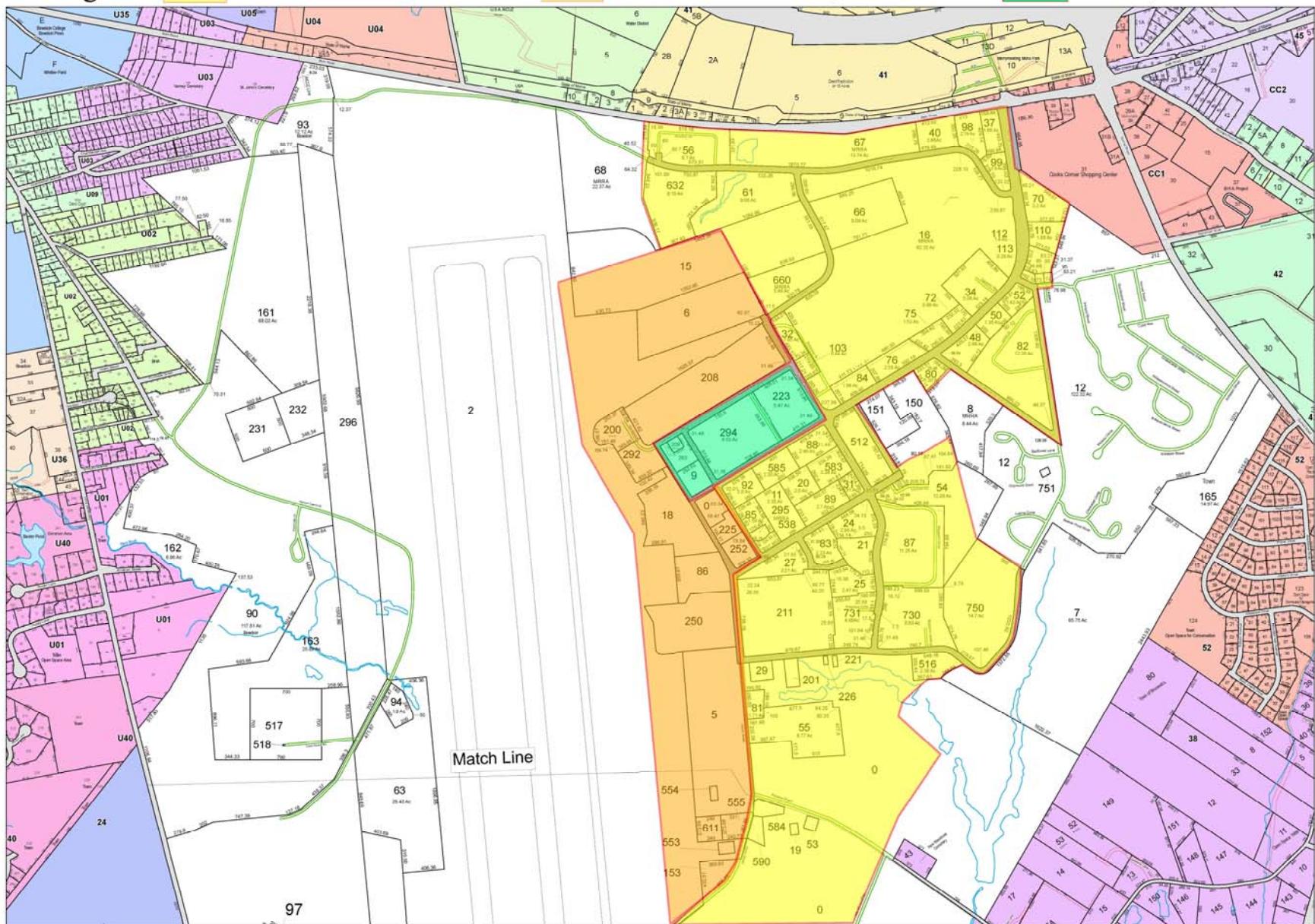
**Town of Brunswick Seahawk TIF District
Project Development Costs**

| | Cost Estimate | Statutory Cite |
|---|--|----------------------------------|
| <p><u>Road Improvements:</u> 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"> 1. River Road (5.01 miles) 2. Bath Road (4.75 miles) 3. Federal Street (.59 miles) 4. McKeen Street (1.59 miles) 5. Maine Street (2.22 miles) 6. Pleasant Hill Road (4.12 miles) 7. Jordan Avenue (1.55 miles) 8. Mere Point Road (5.46 miles) 9. Middle Bay Road (1.16 miles) 10. Durham Road (3.44 miles) 11. Casco Road (1.92 miles) 12. Union Street (.77 miles) 13. Church Road (1.93 miles) 14. Bunganuc Road (2.04 miles) | \$640,000/year \$19,200,000 (total 30 years) | 30-A M.R.S.A. § 5225(1)(B)(1) |

| | <i>Cost Estimate</i> | <i>Statutory Cite</i> |
|--|---|--|
| <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) |
| <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) |
| <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) |
| <u>Professional & 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 the credit enhancement agreement with Mölnlycke Health Care Company, 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) |

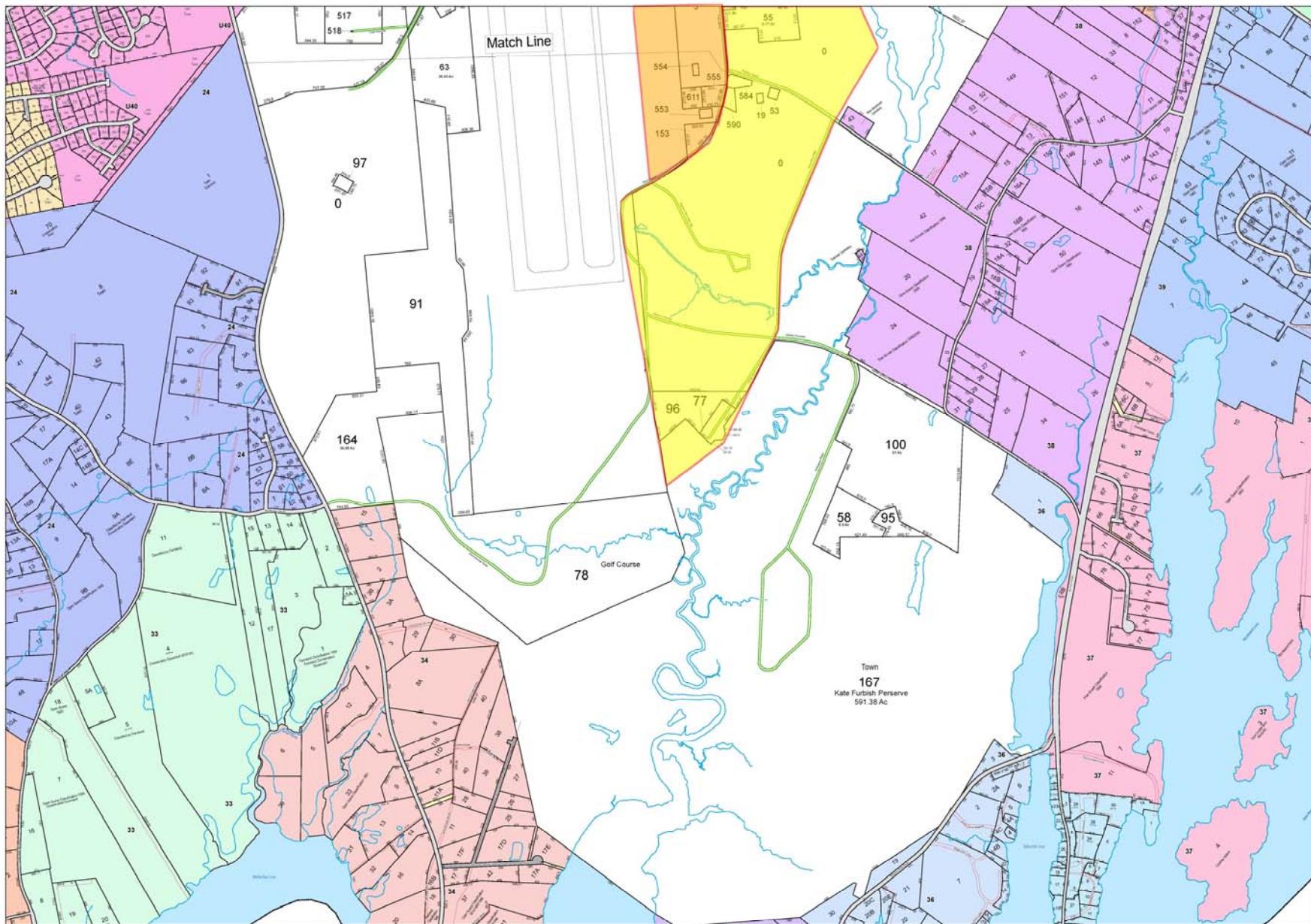
Brunswick Landing TIF and Brunswick Executive Airport TIF

Legend: = Brunswick Landing TIF District = Brunswick Executive Airport TIF District = Molnlycke TIF District



Town of
BRUNSWICK
Maine





Town of
BRUNSWICK
Maine



MAP
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Revised To: April 1, 2015
Maps Prepared by:
Town of Brunswick

**Brunswick Landing TIF and Brunswick Executive Airport TIF
Project Development Costs**

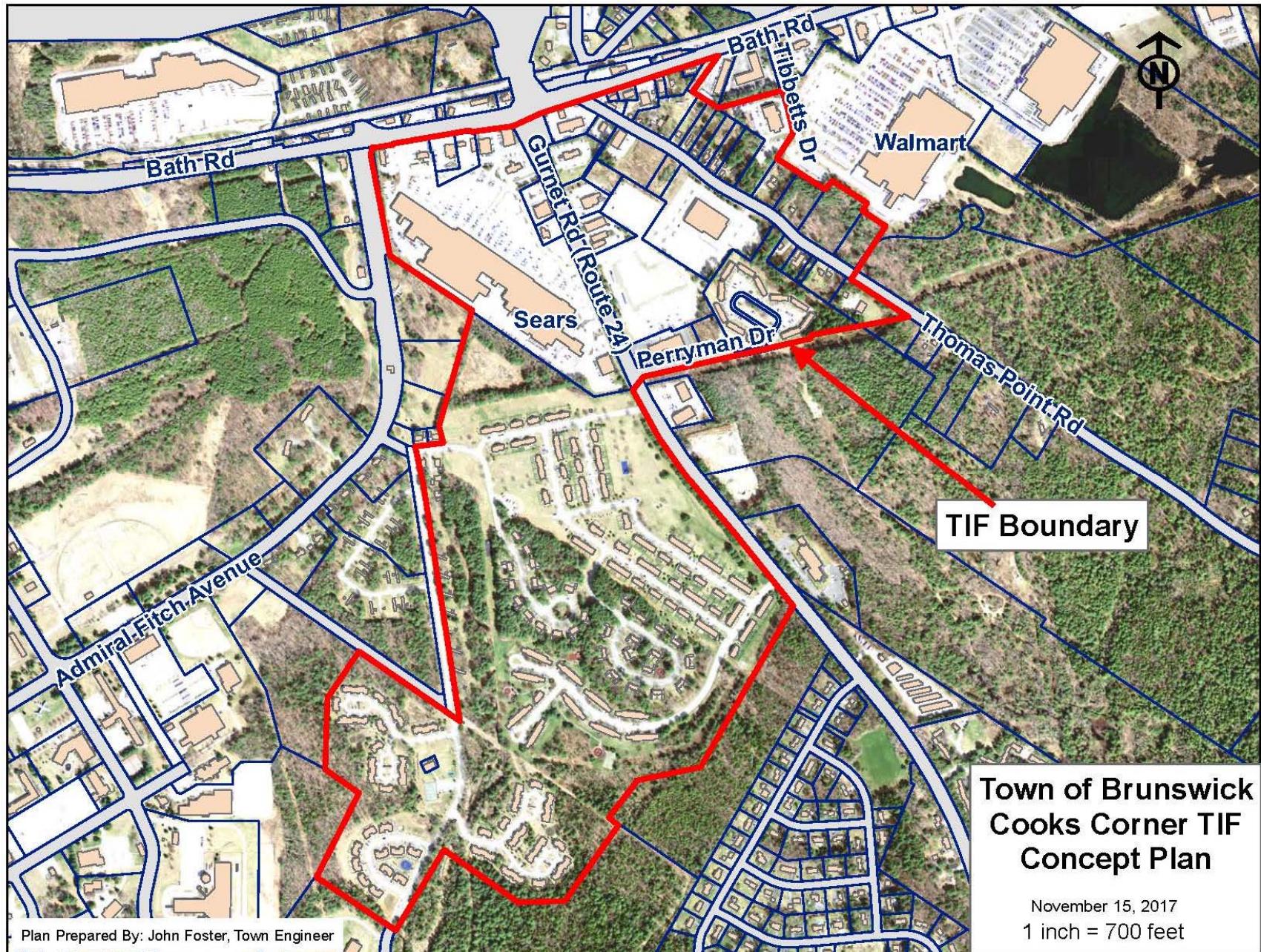
| | Project | Cost Estimate | Statutory Cite |
|----|--|--|--|
| 1. | <p><u>Road Improvements:</u> The Town will use TIF funds to improve and maintain Town-owned roads and streets (improvements and maintenance includes but is not limited to paving, reconstruction and storm water work) that form the transportation 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.</p> <p>1. River Road (5.01 miles) 2. Bath Road (4.75 miles) 3. Federal Street (.59 miles) 4. McKeen Street (1.59 miles) 5. Maine Street (2.22 miles) 6. Pleasant Hill Road (4.12 miles) 7. Jordan Avenue (1.55 miles) 8. Mere Point Road (5.46 miles) 9. Middle Bay Road (1.16 miles) 10. Durham Road (3.44 miles) 11. Casco Road (1.92 miles) 12. Union Street (.77 miles) 13. Church Road (1.93 miles) 14. Bunganuc Road (2.04 miles)</p> | \$640,000/year \$19,200,000 (total 30 years) | 30-A M.R.S.A. § 5225(1)(B)(1) & (B)(2) |
| 2. | <p><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.</p> | \$130,000/year \$3,900,000 (total 30 years) | 30-A M.R.S.A. § 5225(1)(B)(2) |

| | Project | Cost Estimate | Statutory Cite |
|----|--|--|---------------------------------------|
| 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 & 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) |
| 6. | <u>School Construction/Renovation:</u> As a direct result of the closure of the Base, the Town of Brunswick's pupil count has dropped radically and precipitously, which has resulted in a massive reduction of school funding aid from the State of Maine to the Town. Additionally, with the prospect of significant future redevelopment at the Base, the Town stands to lose substantial amounts of future aid for education, which is expected to compound an already untenable funding situation for Brunswick's School Department. Because of the unique situation created by the Base closure and the regional effort to redevelop the Base, the Town stands to bear the brunt of a massive and unsustainable drop in school funding aid from the State. In light of this unique situation, 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 Base more attractive for commercial redevelopment. 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 Base 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) |

| | | | |
|----|---|---|---|
| 7. | <p><u>General Economic Development:</u> The Town will use TIF funds on a broad array of projects and programs to promote economic development throughout the Town and to fund the marketing of the municipality as a business or arts location, including:</p> <ul style="list-style-type: none"> a) Support economic development staffing and professional services at the municipal level (including salaries of economic development staff and prorated salaries of other municipal staff who may be called in to provide economic development services as well as prorated professional services costs and fees); b) Participate in regional marketing campaigns to promote Brunswick as a business destination and a tourist destination; c) Establish/support permanent economic development revolving loan funds, investment funds and grants, likely through the local economic development corporation (currently, the Brunswick Development Corporation) with business start-up and expansion costs; d) Create a discretionary reserve fund to be used as the local match for state and federal economic development grants for projects that would otherwise be permissible to be funded under this development program as well as the following: <ul style="list-style-type: none"> o Local match for grants to fund transit service capital costs associated with a new or expanded transit service (in the case of funding a contract provider of transit services, a prorated portion of such contract relating to capital costs of the services as opposed to operating costs.) o Local match for grants to fund costs of improvements made within the tax increment financing district; e) Provide funds to support the Town's business expansion and recruitment efforts through the enhancement of the Town's technology systems such as updating and improving the Town's geographic information system ("GIS"), and upgrading computers and assessing software; f) Promote the identity and branding of the Town as a place to do business and as a tourist destination through investments such as signage and streetscapes; and, g) Support economic studies and environmental studies and improvements of properties within the Town of Brunswick to determine and help realize their most effective commercial or arts district use. | <p>\$500,000/year (for 30 years)</p> <p>\$15,000,000 (total for 30 years)</p> | <p>30-A M.R.S.A. §§ 5225(1)(A)(4), (C)(1), (C)(2) & (C)(3)</p> <p>With respect to 7(d): 30-A M.R.S.A. §§ 5230, 5221(1)(A) & (C)(7)(a)</p> |
|----|---|---|---|

| | Project | Cost Estimate | Statutory Cite |
|----|---|--|---|
| 8. | <u>Recreational Trails with Significant Potential to Promote Economic Development:</u> The Town will use TIF funds for costs related to planning, design, construction, maintenance, grooming and improvements to new or existing recreational trails designed to enhance the draw to the Town, including bridges that are part of the trail corridor, used all or in part for hiking, bicycling, cross-country skiing or other uses. | \$50,000/year (for 30 years) \$1,500,000 (total for 30 years) | 30-A M.R.S.A. § 5225(1)(C)(6) |
| 9. | <u>Road Improvements within and adjacent to Brunswick Landing and the Executive Airport District:</u> (a) Currently, the roads within Brunswick Landing are owned and maintained by MRRA. MRRA has requested that the Town take over the roads within Brunswick Landing as public roads. In the event that the Town agrees to take any of the Brunswick Landing roads as public roads, the Town will use TIF funds to improve and maintain those roads. (b) The Cooks Corner area (in the vicinity of the intersection of Gurnet Road and Bath Road), adjacent to the Executive Airport District, may have various improvements made necessary by the MRRA redevelopment activities, including but not limited to road construction, improvements and maintenance including storm water or sanitary sewer lines, water lines, electrical lines and amenities on streets. Such projects are authorized only if they are made necessary by or are directly related to the District development. | \$600,000/year (for 30 years) \$18,000,000 (total for 30 years) | 30-A M.R.S.A. § 5225(1)(A), (B)(1) or (B)(2) |

Cook's Corner TIF District



**Town of Brunswick's Cook's Corner TIF District
Project Development Costs**

Note:* 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 TIF Revenues from the District. The project cost estimates are reflective of the estimated total cost for each project.

| | Project | Cost Estimate | Statutory Cite |
|----|--|---|--|
| 1. | <u>Debt Service & Capital Contribution:</u> The Town seeks to use TIF revenues for debt service associated with the Cook's Corner area development and road improvement projects. Traffic studies for the area anticipate a potential 250% growth in commercial and retail traffic in the next 10 years. The Town will use the TIF funds to create new connector and frontage roads between the former NASB / Brunswick Landing area, the Cook's Corner Mall and parcels abutting these two development centers. | \$300,000/year \$9,000,000 (total 30 years) | 30-A M.R.S.A. § 5225A)(2), §5225(A)(3), §5225(C) and §5225(A)(6) |
| 2. | <u>Credit Enhancement Agreement(s):</u> The Town may develop Credit Enhancement Agreements with companies and organizations contributing significantly to the commercial, retail and/or housing infrastructure of the Cook's Corner area. | \$100,000/year \$3,000,000 (total 30 years) | 30-A M.R.S.A. §5225(A)(1) |
| 3. | <u>Downtown TIF Projects:</u> The Town will use TIF funds to mitigate the impacts of the new Cook's Corner District on the Town's downtown area by funding projects described in the amended 2017 Brunswick Downtown Municipal Development and Tax Increment Financing District Development Program; 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) |

| | Project | Cost Estimate | Statutory Cite |
|----|--|---|--|
| 4. | <p><u>General Economic Development:</u> The Town will use TIF funds on a broad array of projects and programs to promote economic development throughout the Town and to fund the marketing of the municipality as a business or arts location, including:</p> <ul style="list-style-type: none"> a) Support economic development staffing and professional services at the municipal level (including salaries of economic development staff and prorated salaries of other municipal staff who may be called in to provide economic development services as well as prorated professional services costs and fees); b) Participate in regional marketing campaigns to promote Brunswick as a business destination and a tourist destination; c) Establish/support permanent economic development revolving loan funds, investment funds and grants, likely through the local economic development corporation (currently, the Brunswick Development Corporation) and primarily related to business start-up and expansion costs; d) Create a reserve fund to be used as the local match for state and federal economic development grants for projects that would otherwise be permissible to be funded under this development program as well as the following: <ul style="list-style-type: none"> o Local match for grants to fund transit service capital costs associated with a new or expanded transit service (in the case of funding a contract provider of transit services, a prorated portion of such contract relating to capital costs of the services as opposed to operating costs). o Local match for grants to fund costs of improvements made within the tax increment financing district; e) Provide funds to support the Town's business expansion and recruitment efforts through the enhancement of the Town's technology systems such as updating and improving the Town's geographic information system ("GIS") and upgrading computers and assessing software that support business recruitment efforts; f) Promote the identity and branding of the Town as a place to do business and as a tourist destination through investments such as signage and streetscapes; and, g) Support economic studies and environmental studies and improvements of properties within the Town of Brunswick to determine and help realize their most effective commercial or arts district use. | <p>\$500,000/year (for 30 years)</p> <p>\$15,000,000 (total for 30 years)</p> | <p>30-A M.R.S.A. §§ 5225(1)(A)(4), (1)(C)(1),(C)(2), & (C)(3)</p> <p>With respect to 7(d): 30-A M.R.S.A. §§ 5230, 5225(1)(A) & (C)(7)(a)</p> |

| | Project | Cost Estimate | Statutory Cite |
|----|---|--|--|
| 5. | <u>Recreational Trails with Significant Potential to Promote Economic Development:</u> The Town will use TIF funds for costs related to planning, design, construction, maintenance, grooming and improvements to new or existing recreational trails designed to enhance the draw to the Town, including bridges that are part of the trail corridor, used all or in part for hiking, bicycling, cross-country skiing or other uses. | \$50,000/year (for 30 years) \$1,500,000 (total for 30 years) | 30-A M.R.S.A. § 5225(1)(C)(6) |
| 6. | <u>Road and Infrastructure Improvements within and adjacent to the Cook's Corner area:</u> (a) The Cook's Corner area (in the vicinity of the intersection of Gurnet Road and Bath Road), adjacent to the Brunswick Landing District, may have various improvements made necessary by the Town and MRRA's redevelopment activities, including but not limited to road construction, improvement and maintenance of storm water or sanitary sewer lines, water lines, electrical lines and amenities on streets; and, (b) Currently, the roads within Brunswick Landing are owned and maintained by MRRA. MRRA has requested that the Town take over the roads within Brunswick Landing as public roads. In the event that the Town agrees to take any of the Brunswick Landing roads as public roads, the Town will use TIF funds to construct, improve and maintain those roads. | \$600,000/year (for 30 years) \$18,000,000 (total for 30 years) | 30-A M.R.S.A. § 5225(1)(A), (B)(1) or (B)(2) |