

APPLICATION COVER SHEET

MUNICIPAL TAX INCREMENT FINANCING
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A. General Information

1. Municipality Name: Town of Fryeburg		
2. Address: 16 Lovewell Pond Road, Fryeburg, Maine 04037		
3. Telephone: 207-935-2805	4. Fax: 207-935-6008	5. Email: Townmanager@fryeburgmaine.org
6. Municipal Contact Person: Sharon Jackson, Town Manager		
7. Business Name: n/a		
8. Address:		
9. Telephone:	10. Fax:	11. Email:
12. Business Contact Person:		
13. Principal Place of Business: n/a		
14. Company Structure (e.g. corporation, sub-chapter S, etc.):		
15. Place of Incorporation:		
16. Names of Officers:		
17. Principal Owner(s) Name:		
18. Address:		

B. Disclosure

1. Check the public purpose that will be met by the business using this incentive (any that apply):		
(job creation)	(job retention)	(capital investment)
training investment	(tax base improvement)	(public facilities improvement)
other (list):		
2. Check the specific items for which TIF revenues will be used (any that apply):		
real estate purchase	(machinery & equipment purchase)	training costs
debt reduction	other (list): Infrastructure improvements	

C. Employment Data

List the company's goals for the number, type and wage levels of jobs to be created or retained as part of this TIF development project (<i>please use next page</i>).
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SECTION A. Acreage Caps		
1. Total municipal acreage;		42,169
2. Acreage of proposed Municipal TIF District;		758
3. Downtown-designation ¹ acres in proposed Municipal TIF District;		--
4. Transit-Oriented Development ² acres in proposed Municipal TIF District;		--
5. Total acreage [=A2-A3-A4] of proposed Municipal TIF District counted toward 2% limit;		758
6. Percentage [=A5÷A1] of total acreage in proposed Municipal TIF District (CANNOT		.018%
7. Total acreage of all <u>existing/proposed</u> Municipal TIF districts in municipality including Municipal Affordable Housing Development districts: ³	Existing	0
	Proposed	758
	Total:	758
30-A § 5223(3) EXEMPTIONS⁴		
8. Acreage of an <u>existing/proposed</u> Downtown Municipal TIF district;		--
9. Acreage of all <u>existing/proposed</u> Transit-Oriented Development Municipal TIF districts: District Name/Acreage District Name/Acreage		--
10. Acreage of all <u>existing/proposed</u> Community Wind Power Municipal TIF districts: District Name/Acreage District Name/Acreage		--
11. Acreage in all <u>existing/proposed</u> Municipal TIF districts common to ⁵ Pine Tree Development Zones per 30-A § 5250-1 (14)(A) excluding any such acreage also factored in Exemptions 8-10 above: District Name/Acreage District Name/Acreage District Name/Acreage District Name/Acreage District Name/Acreage District Name/Acreage		0
12. Total acreage [=A7-A8-A9-A10-A11] of all <u>existing/proposed</u> Municipal TIF districts counted toward 5% limit;		758
13. Percentage of total acreage [=A12÷A1] of all <u>existing/proposed</u> Municipal TIF districts (CANNOT EXCEED 5%).		.018%
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.	758	1.8%
TOTAL (except for § 5223 (3) exemptions a., b. OR c. must be at least 25%)		1.8%

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

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

³ For AH-TIF acreage requirement see 30-A § 5247(3)(B). Alternatively, Section B. must exclude AH-TIF valuation.

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

⁵ PTZ districts approved through December 31, 2008.

SECTION B. Valuation Cap		
1. Total TAXABLE municipal valuation—use most recent April 1;	417,632,460	
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.	\$20,268,454	
3. Taxable OAV of all <u>existing/proposed</u> Municipal TIF districts in municipality excluding Municipal Affordable Housing Development districts: District Name/OAV District Name/OAV District Name/OAV District Name/OAV District Name/OAV District Name/OAV	Existing	0
	Proposed	\$20,268,454
	Total:	\$20,268,454
30-A § 5223(3) EXEMPTIONS		
4. Taxable OAV of an <u>existing/proposed</u> Downtown Municipal TIF district;	--	
5. Taxable OAV of all <u>existing/proposed</u> Transit-Oriented Development Municipal TIF districts: District Name/OAV District Name/OAV	--	
6. Taxable OAV of all <u>existing/proposed</u> Community Wind Power Municipal TIF districts: District Name/OAV District Name/OAV	--	
7. Taxable OAV of all <u>existing/proposed</u> Single Taxpayer/High Valuation ⁶ Municipal TIF districts: District Name/OAV District Name/OAV	--	
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: District Name/OAV District Name/OAV District Name/OAV District Name/OAV District Name/OAV District Name/OAV	?	
9. Total taxable OAV [=B3-B4-B5-B6-B7-B8] of all <u>existing/proposed</u> Municipal TIF districts counted toward 5% limit;	\$20,268,454	
10. Percentage of total taxable OAV [=B9÷B1] of all <u>existing/proposed</u> Municipal TIF districts (CANNOT EXCEED 5%).	.5	

COMPLETED BY	
NAME:	Mathew Eddy
DATE:	August 10, 2017

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

EMPLOYMENT GOALS
Company Goals for Job Creation and Job Retention

<i>A. Job Creation Goals</i>			
<i>Occupational Cluster*</i>	<i>Full-time</i>	<i>Part-time</i>	<i>Wage Level</i>
1. Executive, Professional & Technical	10	0	\$24.00
2. Administrative Support, inc. Clerical	5	0	\$15.00
3. Sales & Service			\$
4. Agriculture, Forestry & Fishing			\$
5. Maintenance, Construction, Production, & Transportation	65		\$20.00
<i>B. Job Retention Goals</i>			
<i>Occupational Cluster*</i>	<i>Full-time</i>	<i>Part-time</i>	<i>Wage Level</i>
1. Executive, Professional & Technical			\$
2. Administrative Support, inc. Clerical			\$
3. Sales & Service			\$
4. Agriculture, Forestry & Fishing			\$
5. Maintenance, Construction, Production, & Transportation			\$
<i>*Please use the Occupational Cluster descriptions on the next page to complete this form.</i>			

INSTRUCTIONS

A. Job Creation Goals. Please list the number, type and wage level of jobs created as a result of the economic development incentive. **NOTE:** For this form, “full-time” employment means 30 hours or more; “part-time” employment means less than 30 hours. “Wage level” means the average annual wage paid for jobs created within an occupational cluster, e.g. either their annual salary, or their hourly wage times their annual hours. Also, “type” means “occupational cluster” which refers to the 12 categories defined below. Please include the number of your employees (both full-time and part-time) working within the category that most closely reflects their job duties.

C. Job Retention Goals. Please list the number, type and wage level of jobs retained as a result of the economic development incentive. Part B should be completed using same definitions in Part A.

OCCUPATIONAL CLUSTERS

1. EXECUTIVE, PROFESSIONAL & TECHNICAL

Executive, administrative and managerial. Workers in executive, administrative and managerial occupations establish policies, make plans, determine staffing requirements, and direct the activities of businesses and other organizations. Workers in management support occupations, such as accountant and auditor or underwriter, provide technical assistance to managers.

Professional specialty. This group includes engineers; architects and surveyors; computer, mathematical, and operations research occupations; life, physical, and social scientists; lawyers and judges; social, recreational, and religious workers; teachers, librarians, and counselors; health diagnosing, assessment, and treating occupations; and communications, visual arts, and performing arts occupations.

Technicians and related support. This group includes health technologists and technicians, engineering and science technicians, computer programmers, tool programmers, aircraft pilots, air traffic controllers, paralegals, broadcast technicians, and library technicians.

2. ADMINISTRATIVE SUPPORT, INCLUDING CLERICAL

Administrative support, including clerical. Workers in this group prepare and record memos, letters and reports; collect accounts; gather and distribute information; operate office machines; and handle other administrative tasks.

3. SALES AND SERVICE

Marketing and sales. Workers in this group sell goods and services, purchase commodities and property for resale, and stimulate consumer interest.

Service. This group includes a wide range of workers in protective, food and beverage preparation, health, personal, private household, and cleaning and building services.

4. AGRICULTURE, FORESTRY AND FISHING

Agriculture, forestry and fishing. Workers in these occupations cultivate plants, breed and raise animals, and catch fish.

5. MAINTENANCE, CONSTRUCTION, PRODUCTION & TRANSPORTATION

Mechanics, installers, and repairers. Workers in this group adjust, maintain, and repair automobiles, industrial equipment, computers, and many other types of machinery.

Construction trades and extractive. Workers in this group construct, alter, and maintain buildings and other structures or operate drilling and mining equipment.

Production. These workers set up, adjust, operate, and tend machinery and/or use hand tools and hand-held power tools to make goods and assemble products.

Transportation and material moving. Workers in this group operate the equipment used to move people and materials. This group also includes handlers, equipment cleaners, helpers, and laborers who assist skilled workers and perform routine tasks.

I. Introduction: Fryeburg Development Program Narrative

A. Eastern Slope Regional Airport TIF District

The community, in advance of both new development opportunities and the possibilities of future expansions to existing developments, has identified a series of infrastructure deficiencies that must be addressed for development to proceed. Among others, the critical needs are sewer upgrades/extensions, road improvements to Lyman and Porter Roads, cell phone communication expansion, three phase power and improvements to the broadband system.

Parts of these improvements are spurred by a potential Poland Spring (Nestle Waters North America) opening a new bottling facility adjacent to the Eastern Slope Regional Airport. The airport land is owned by the Town of Fryeburg. The facility may employ approximately 40 people at an average salary of \$20.00 per hour. The value of the facility is estimated at \$50,000,000 and includes a manufacturing facility that will include water processing, bottle blow-molding, bottling, warehousing and office space. But the sewer expansion, as conceived, could also serve existing businesses that are presently all septic and sitting upon an identified town water supply/aquifer. The introduction of sewer could eliminate potential negative impacts to that water system and provide long term, safe, environmental stability.

The 250,000 square foot site for Poland Spring could be located somewhere on the Eastern Slope Airport property. The land within the proposed TIF includes undeveloped land for the airport, the abandoned Bailey Manufacturing property which is in significant decline, and existing businesses along the Route 5 corridor. Present property values will not be removed from the existing general revenue fund flow; however, new development could be captured by this TIF and be used to retire debt and investments associated with new infrastructure.

To establish a successful project Fryeburg, through the creation of a new airport based Tax Increment Financing District, plus Route 5 properties, will include the entire development site that is projected to increase the overall value of the property by \$50 million.

Fryeburg proposes to create the district and complete certain infrastructure improvements, both inside and outside the district. The project will achieve the following:

- Make public infrastructure improvement necessary to directly support the project;
- Make public infrastructure and capital investments to support the project and surrounding airport;
- Stabilize the community's tax rate, while also increasing existing tax revenues in the general fund;
- Make improvements to infrastructure outside the district to support in district improvements and in turn make improvements that may serve the downtown area, particularly around Fryeburg Academy and the Fryeburg Fairgrounds.

- Create up to 40 new jobs at an average of \$20 per hour; and;
- Stabilize the existing manufacturing and business base in the area, providing for improved expansion capacity (sewer and telecommunication being some of the most important improvements).

The creation of the TIF will result in sheltering a small percentage of the increased valuation. This will protect the community from some negative impact of new value on the General Purpose Aid to Education, Municipal Revenue Sharing, and County assessments, while establishing a substantial new payment to the general fund.

I. Development Program Narrative

Poland Spring (Nestle Waters North America) intends to construct a water bottling facility in the community of Fryeburg. The facility will include water processing, bottle blow-molding, bottling, warehousing, and office space. Poland Spring will also construct exterior parking, loading, and operational systems as part of its overall project. The Company, in conjunction with the community, will make necessary improvements to local infrastructure, including, in particular, necessary road and infrastructure investments in the project area and throughout the community, where appropriate.

The community of Fryeburg will focus, with TIF funds, on road improvements related to the development of the new plant and assisting in other future business expansion in the Industrial District that include the Eastern Slope Regional Airport. Those road improvements will center primarily on Porter and Lyman Roads. Other capital investments to be made as part of this TIF program shall potentially include:

- Any fire suppression equipment (combined pumper/ladder truck) required for airport area expansions that can assist in their safety projection as well as serving other community facilities (i.e. Fryeburg Academy)
- Any other supporting safety equipment
- Broadband improvements
- Community Sewer systems/expansion in the Airport area
- Environmental cleanups (anywhere in the community)
- Trail/biking system/linkages (anywhere in the community)
- Cell Phone Towers Expansion (Verizon/U.S Cellular)
- Three Phase Power: CMP (to be established with review by CMP).

II. The Development District.

The accompanying map depicts the area that will be captured within the TIF district. It is roughly described as the southwesterly end of the Eastern Slope Airport, lying between Porter and Lyman Roads and in an area along Porter Road more centrally located on the airport property, as well as industrial properties on either side of Route 5. It consists mostly of the existing industrial district previously established by the community. The district could support a Poland Spring project, expansion on the airport and expansion to existing businesses along Route 5. Improvements are likely to lead to substantial improvements in the industrial area along Route 5, some of which could generally be

described as in decline and in some cases, blight. However, the focus of this TIF is on new and expansion of existing commercial development.

As part of the project, Fryeburg will partner with Poland Spring in this investment and development opportunity. With this partnership, it is anticipated that up to 40 new jobs will be created, paying roughly on the average, \$20.00 per hour. Fryeburg will reach out to other existing businesses as well, to assess their needs and device appropriate supportive improvements.

III. Development Program

This creates a single development program within a single district comprising of a number of parcels, some separated, but all either adjacent to or on the airport property in Fryeburg. The purpose of the district is to support new and existing businesses and improve infrastructure around the project site that will support their needs.

TIF revenues allocated to this project will include road and other public infrastructure improvements that will be made to improve access and development of the Eastern Slope Airport site, as well as other eligible sites in the area. As noted above, other TIF expenditures are contemplated.

All of these improvements will occur within the development sites as defined by this TIF district.

IV. Economic Development Plan and TIF administration.

As a result of this development, Fryeburg will experience resurgence in the areas of the airport with the potential expansion of Poland Spring (Nestle Waters North America) and solidifying the existing business climate at the access points to the airport.

Staff, with appropriate assistance, will identify, beyond Poland Spring, areas for further development or enhancement within the airport area. This may extend the TIF jurisdiction, from a revenue perspective, to beyond its borders at some point and serve the surrounding business development district in the future. However, the 5% rule must be observed (once constructed and on the tax rolls, the possible value base for the TIF program will grow from around \$19 million to \$21 million under the statute requirements). Staff expenses and time will be paid for out of existing general fund accounts.

V. Operational Components

Access to the development area is along existing Route 5, with alternative access into the airport site via either Lyman or Porter Road. Porter Road is in significant need of complete reconstruction and is part of the community's capital improvement program. Lyman has an equal need for rehabilitation, particularly for load handling capacity and shoulder improvements. Porter Road serves the west side of the airport, as well as a dozen businesses that align it and would likely be the primary entrance and further development with Airport property; Lyman may serve as a secondary access.

Improvements are intended to also serve existing businesses, retaining those that are there, or attracting new ones to utilize existing properties to their maximum, or reusing a number of existing vacant facilities (i.e. the Bailey Manufacturing, among others).

- VI. Any improvements are made subject to the approval of the Planning Board. Any improvements, expansions, new developments or maintenance of existing ones are subject to the Fryeburg Land Use Ordinance, including Land Use authorization.
- VII. The Poland Spring project, within the District will at all times be owned or leased and operated by the Company, its successors or assigns while will responsible for the payment of all maintenance, expenses, insurance and taxes on said impartments.
- VIII. The Town improvements to Porter Road and Lyman Road shall be owned, improved and maintained by the town as part of this project.

During the time of this TIF district, the Board of Selectmen and staff shall be responsible for the management of this project.

IX. Financial Plan

The community shall plan on the following costs:

- 1. Road Improvements. Road improvements, in conjunction with developer construction, shall be made on the east and west side of the airport to improve the quality of access to the northern edge of the airport. Such improvements shall bring the road system to “industrial class” and assist existing and future industry, including the Poland Spring expansion. West side cost estimates are at \$750,000 for the entire 5,200 linear feet (@ \$144 a linear foot, assuming reconstruction). Estimates on the east side are assumed to be \$750,000, for total road costs of \$1.5 million.

Based on a preliminary calculator, the cost of such an improvement, based on 10 and 15 years payoff is:

Years	10 years	15 years
Total Cost of Projects	\$1,500,000	\$1,500,000
Total Cost of Bond Amount	\$1,704,550	\$1,704,550
Gross Monthly payment	\$16,033	\$11,771

- 2. Other project improvements may include (with general price estimates):
 - Any fire suppression equipment (combined pumper/ladder truck) required for airport area expansions that can assist in their safety projection as well as serving other community facilities (i.e. Fryeburg academy: \$750,000
 - Any other supporting safety equipment: \$100,000
 - Broadband improvements \$200,000
 - Community Sewer systems/expansion in the Airport area \$1.5 million
 - Environmental cleanups (anywhere in the community): \$250,000

- Trail/biking system/linkages (anywhere in the community): \$250,000
- Cell Phone Towers Expansion (Verizon/U.S Cellular): \$300,000
- Three Phase Power: CMP (to be established with review by CMP) estimate: \$500,000



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Tax Year	Fryeburg Annual Expenses	2016 MTR	Total Valuation Fryeburg-Return only*	Spring	Base Valuation: New Poland	Tax Value TIF Per State 5% rule	Percentage of Total Value to Town Valuation	Percentage Captured by New TIF	Tax Rate per 1000 (based on local value)	Taxes Paid With No Adjustments	Amount Taken with TIF	Percent Received by Company	Retained Captured Value by Company	Amount for Infrastructure Improvements	Total New Base Valuation Minus TIF	New Tax Rate with New Revenue (Only Tax Revenue Included)*
1	17-18	\$7,887,905	\$417,632,460	\$0.01889	\$ 205,000	\$ -	0.05%	0.00%	\$ 3.321	\$ -	0	\$ -	\$ 328,349	\$ 447,364,006	0.01763	
2	18-19	\$7,887,905	\$417,632,460	\$0.01889	\$ 50,000,000	\$20,268,454	11.97%	4.85%	\$ 810,000	\$ 328,349	0	\$ -	\$ 328,349	\$ 447,364,006	0.01763	
3	19-20	\$7,887,905	\$417,632,460	\$0.01889	\$ 50,000,000	\$20,268,454	11.97%	4.85%	\$ 810,000	\$ 328,349	0	\$ -	\$ 328,349	\$ 447,364,006	0.01763	
4	20-21	\$7,887,905	\$417,632,460	\$0.01889	\$ 50,000,000	\$20,268,454	11.97%	4.85%	\$ 810,000	\$ 328,349	0	\$ -	\$ 328,349	\$ 447,364,006	0.01763	
5	21-22	\$7,887,905	\$417,632,460	\$0.01889	\$ 50,000,000	\$20,268,454	11.97%	4.85%	\$ 810,000	\$ 328,349	0	\$ -	\$ 328,349	\$ 447,364,006	0.01763	
6	22-23	\$7,887,905	\$417,632,460	\$0.01889	\$ 50,000,000	\$20,268,454	11.97%	4.85%	\$ 810,000	\$ 328,349	0	\$ -	\$ 328,349	\$ 447,364,006	0.01763	
7	23-24	\$7,887,905	\$417,632,460	\$0.01889	\$ 50,000,000	\$20,268,454	11.97%	4.85%	\$ 810,000	\$ 328,349	0	\$ -	\$ 328,349	\$ 447,364,006	0.01763	
8	24-25	\$7,887,905	\$417,632,460	\$0.01889	\$ 50,000,000	\$20,268,454	11.97%	4.85%	\$ 810,000	\$ 328,349	0	\$ -	\$ 328,349	\$ 447,364,006	0.01763	
9	25-26	\$7,887,905	\$417,632,460	\$0.01889	\$ 50,000,000	\$20,268,454	11.97%	4.85%	\$ 810,000	\$ 328,349	0	\$ -	\$ 328,349	\$ 447,364,006	0.01763	
10	26-27	\$7,887,905	\$417,632,460	\$0.01889	\$ 50,000,000	\$20,268,454	11.97%	4.85%	\$ 810,000	\$ 328,349	0	\$ -	\$ 328,349	\$ 447,364,006	0.01763	
11	28-29	\$7,887,905	\$417,632,460	\$0.01889	\$ 50,000,000	\$20,268,454	11.97%	4.85%	\$ 810,000	\$ 328,349	0	\$ -	\$ 328,349	\$ 447,364,006	0.01763	
12	29-30	\$7,887,905	\$417,632,460	\$0.01889	\$ 50,000,000	\$20,268,454	11.97%	4.85%	\$ 810,000	\$ 328,349	0	\$ -	\$ 328,349	\$ 447,364,006	0.01763	
13	30-31	\$7,887,905	\$417,632,460	\$0.01889	\$ 50,000,000	\$20,268,454	11.97%	4.85%	\$ 810,000	\$ 328,349	0	\$ -	\$ 328,349	\$ 447,364,006	0.01763	
14	31-32	\$7,887,905	\$417,632,460	\$0.01889	\$ 50,000,000	\$20,268,454	11.97%	4.85%	\$ 810,000	\$ 328,349	0	\$ -	\$ 328,349	\$ 447,364,006	0.01763	
15	32-33	\$7,887,905	\$417,632,460	\$0.01889	\$ 50,000,000	\$20,268,454	11.97%	4.85%	\$ 810,000	\$ 328,349	0	\$ -	\$ 328,349	\$ 447,364,006	0.01763	
16	33-34	\$7,887,905	\$417,632,460	\$0.01889	\$ 50,000,000	\$20,268,454	11.97%	4.85%	\$ 810,000	\$ 328,349	0	\$ -	\$ 328,349	\$ 447,364,006	0.01763	
17	34-35	\$7,887,905	\$417,632,460	\$0.01889	\$ 50,000,000	\$20,268,454	11.97%	4.85%	\$ 810,000	\$ 328,349	0	\$ -	\$ 328,349	\$ 447,364,006	0.01763	
18	35-36	\$7,887,905	\$417,632,460	\$0.01889	\$ 50,000,000	\$20,268,454	11.97%	4.85%	\$ 810,000	\$ 328,349	0	\$ -	\$ 328,349	\$ 447,364,006	0.01763	
19	36-37	\$7,887,905	\$417,632,460	\$0.01889	\$ 50,000,000	\$20,268,454	11.97%	4.85%	\$ 810,000	\$ 328,349	0	\$ -	\$ 328,349	\$ 447,364,006	0.01763	
20	37-38	\$7,887,905	\$417,632,460	\$0.01889	\$ 50,000,000	\$20,268,454	11.97%	4.85%	\$ 810,000	\$ 328,349	0	\$ -	\$ 328,349	\$ 447,364,006	0.01763	
21	38-39	\$7,887,905	\$417,632,460	\$0.01889	\$ 50,000,000	\$ 19,000,000	11.97%	4.55%	\$ 810,000	\$ 307,800	0	\$ -	\$ 307,800	\$ 448,632,460	0.01687	
Total					\$ 1,000,205,000	\$404,100,626			\$16,203,321	\$ 6,546,430		\$ -	\$8,948,548,574			

*This rate does not include factors such as State Revenue Sharing and other revenues (excise tax, tree growth reimbursement, bank interest, etc.) which further lower the tax rate.

TIF Available to Town Annually= \$ 328,349

Values to be used in Establishing Tax Shift Savings

2017 School Allocations by District

	SCHOOL	TOWN	ADMINISTRATIVE UNI	TOTAL ALLOCATION	LOCAL CONTRIBUTION	STATE CONTRIBUTION
MEDMS						
1264	572	061	Brownfield	\$ 2,467,381.57	\$ 1,401,316.66	\$ 1,066,064.91
1264	572	120	Denmark	\$ 1,541,792.54	\$ 1,541,792.54	\$ -
1264	572	163	Fryeburg	\$ 5,791,029.26	\$ 2,976,241.66	\$ 2,814,787.60
1264	572	248	Lovell	\$ 1,635,506.82	\$ 1,635,506.82	\$ -
1264	572	414	Stoneham	\$ 351,749.51	\$ 351,749.51	\$ -
1264	572	416	Stow	\$ 568,704.49	\$ 379,725.00	\$ 188,979.49
1264	572	423	Sweden	\$ 481,408.99	\$ 481,408.99	\$ 0.00
	572	Total		\$ 12,837,573.18	\$ 8,767,741.18	\$ 4,069,832.00

Annual County Payment

	percent of total
Total Property Value County	\$6,992,950,000
Total Property Value Fryeburg	\$417,632,460
County Tax rate (2016)	0.0008
Total Taxes collected	\$ 6,922,900.00
Fryeburg Portion	\$ 296,566.00
	4%