

Based on [outdated](#) and misleading [DEIS](#) data—impacted communities will lose \$1.24 million in tax revenues over the 20 year design-life of 2B-2.

**3 · I-395/Route 9 Transportation Study Environmental Impact Statement**



The build alternatives would result in a reduction in tax revenue in Brewer, Holden, and Eddington because the land converted to transportation use would no longer be tax-eligible. Annual tax revenue would decrease by approximately:

- Alternative 2B-2/the Preferred Alternative
  - » Brewer: \$37,000
  - » Holden: \$7,200
  - » Eddington: \$17,800

The DEIS, issued in Mar2012, doesn't reflect current 2017 tax rates and property valuation, doesn't anticipate future tax rates and property valuation, and doesn't anticipate future abatements for property values driven down by those in close proximity to 2B-2. DEIS-data is 5 or more years out-of-date; the DEIS is misleading and the support data is invalid at best.

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- **FACT:** [Brewer tax rate @\\$17.95 per \\$1,000 valuation for the years 2009 to 2012.](#)
- **FACT:** [DEIS-stated \\$37,000 revenue decrease](#) reflects a \$2,061,282 valuation.
- **FACT:** [Brewer tax rate @\\$21.52 per \\$1,000 valuation in 2017](#)—that's an increase of \$3.57 per \$1,000 of valuation—more than the tax rate reflected in the DEIS. The [DEIS-stated \\$37,000 when corrected for the current 2017 tax rate is actually \\$44,359.](#)
- **FACT:** The [\\$7.25 million 2017 appropriation](#) funds the eminent domain process and final project design. [As early as year's end](#), those “purchased” properties will be tax exempt and [Brewer may start losing \\$44,359/year in revenues](#) @the current mill rate.
- **FACT:** The DEIS-stated-data does not reflect real estate properties impacted by close proximity to, but outside of the proposed ROW (with zero compensation) that upon abatement will further reduce tax revenues to reflect property devaluations.
- **CONCLUSION:** The DEIS-stated data is misleading at best and does not accurately reflect the real losses that will be suffered by the impacted residents and communities over the 20 year design-life of 2B-2, with zero compensation. It's not far-fetched to say that the City of Brewer will contend with lost revenues approaching \$1.0 million over 2B-2's 20 year design-life, as future tax rates and abatements are added into the equation. Impacted residents, in close proximity to 2B-2, are already feeling the loss in their home values measured in the \$tens of thousands, sparked especially by events as reported in BDN articles of [3.29.2016](#), [4.10.2016](#), and once again in [1.23 2017](#).
- **QUESTION:** How does the State of Maine intend to make up for the 20 year loss in tax revenues to our municipalities and the devaluation to property owners impacted by the proximity affect? Are we expected to absorb these real monetary losses for a connector that we do not need and vehemently do not support at a time when the state seems to relish in pushing Maine's communities to balance the state's budget? Wouldn't 2B-2's \$61 million be better spent on Maine's unmet transportation needs??