

**TAX INCREMENT FINANCING PLAN**  
**for the establishment of the**  
**SOUTHPORT RECYCLING ECONOMIC DEVELOPMENT**  
**TAX INCREMENT FINANCING DISTRICT**

**PORT AUTHORITY**  
**of the**  
**CITY OF SAINT PAUL**  
**RAMSEY COUNTY**  
**STATE OF MINNESOTA**

**Adopted by the Port Authority:**  
**April 23, 2013**

**Approved by the City Council:**  
**August \_\_, 2013**

## PORT AUTHORITY OF THE CITY OF SAINT PAUL

### TAX INCREMENT FINANCING PLAN FOR THE SOUTHPORT RECYCLING ECONOMIC DEVELOPMENT TAX INCREMENT FINANCING DISTRICT

#### I. Introduction

##### A. **Background**

In 1960, the Port Authority of the City of Saint Paul (the “**Port Authority**”) created an Industrial Development District covering substantially all of the land abutting the Mississippi River in Saint Paul. In 1982, the land in and around the Southport Terminal was further refined from the larger 1960 Industrial Development District and renamed the Southport Industrial Development District.

Gerdau SA is a 100-year old steel company based in Brazil with mills/subsidiaries throughout the world. Gerdau Ameristeel US Inc. (**Gerdau**) is a wholly owned subsidiary of Gerdau SA. Gerdau SA is the leading producer of long steel in the Americas and is one of the world’s largest suppliers of specialty long steel. The Saint Paul Mill located in the Red Rock Terminal is one of Gerdau’s electric steel mini-mills and employs an estimated 377 individuals. Gerdau serves customers throughout the U.S. and Canada, offering a diverse and balanced product mix of merchant steel, rebar, structural shapes, fabricated steel, flat rolled steel and wire rod.

Gerdau was contemplating a \$50 million investment in a new caster and building to house it. Other existing mills in the U.S. were competing for this investment, and if another one was chosen, the Saint Paul mill’s future would be uncertain. In 2011, the State of Minnesota in conjunction with the City of Saint Paul and Port Authority made a proposal to Gerdau, including the possibility of Port Authority assistance, to bolster the likelihood of the investment being made in Saint Paul. As part of this proposal, assistance was offered in developing a recycling facility that would serve as a drop off location for all types of steel products including cars, appliances and other scrap from both commercial and residential customers. The products would be cut into manageable pieces at a new recycling facility and then transferred to Red Rock for heavy processing and shredding. A location has been identified at the Southport terminal that appears suitable to meet the needs of Gerdau for such a recycling facility.

##### B. **Creation of Economic Development Tax Increment District.**

There exist areas within the City of Saint Paul, Minnesota (the “**City**”) where public involvement is necessary to cause development to occur. To this end, the Port

Authority has certain statutory powers pursuant to Minnesota Statutes Section 469.174 through 469.1799 (the “Tax Increment Financing Act” or “TIF Act”), to assist in financing eligible costs related to a development project.

**C. Need and Public Purpose**

The Tax Increment Financing District (the “**District**”) consists of one parcel of land and adjacent rights-of-way. The District is being created to facilitate the development of a recycling facility (the development “**Project**”) to collect steel to supply the company’s steel mill at the Red Rock terminal. The tax increment financing plan (the “**Plan**”) is expected to achieve the objectives outlined in the Redevelopment Plan for the Redevelopment Project Area by the development of the facility.

It is necessary that the Port Authority exercise its port authority powers under state law to develop, implement, and finance a program designed to encourage, ensure and facilitate the redevelopment of the parcel to be included in the District. This development will further accomplish the public purposes specified in the TIF Act as follows:

1. Create and Retain Jobs. The Project will create 12 new jobs at the Project as well as assist in retaining the 377 jobs at the Red Rock Terminal. Construction would not occur without the proposed tax increment financing assistance.
2. Redevelop Underused Property. In order to encourage new development and the expansion of existing business in the area, and prevent the emergence of blight and blighting influences, tax increment financing must be used to encourage the expansion and development on the site.
3. Expand the Tax Base of the City of Saint Paul. It is expected that the taxable market value of parcel in the District will increase by approximately \$800,000 as a result of the new development.

**D. Redevelopment Plan Overview.**

1. Property to be Acquired. The Port Authority does not intend to acquire any property in the District.
2. Relocation. The Port Authority does not anticipate any relocation will be necessary.

The activities contemplated in this Plan do not preclude the undertaking of other qualified development or redevelopment activities. These activities are anticipated to occur over the life of the District and within the Redevelopment Project Area.

## **II. Objectives of the Port Authority for Creation of the District.**

### **A. Provide job opportunities for Saint Paul residents.**

The Port Authority's goal is to create jobs at this site and retain jobs in the City. The \$800,000 investment by Gerdau ensures the ongoing viability of the Saint Paul mill whose existing work force is 377 and an estimated 12 new jobs at the Project.

### **B. To discourage manufacturing from moving their operations to another state or municipality.**

Gerdau was contemplating an investment of approximately \$50 million in a state-of-the-art caster in one of its North American mills. Gerdau has other mills in North America which could support the proposed investment; at least one of these mills has operating component costs which are significantly lower than at the Saint Paul mill. In the summer of 2011, a partnership was formed including the State of Minnesota, the City, the Port Authority, and various Chambers of Commerce and related entities, and a joint assistance package was created to support the investment in Saint Paul, as well as develop a recycling drop off site for obtaining steel for the mill. The objective was to assist in making the Saint Paul mill a viable economic facility for the foreseeable future.

### **C. Expand the industrial tax base of the City of Saint Paul.**

It is expected that the taxable market value of parcel in the District will increase by approximately \$800,000 once the proposed recycling facility is placed in service. This value will come from the construction of an approximately 5,000 square feet of new building and a remodeling of an existing 5,000 square foot building to house administrative, storage and related ancillary facilities for the drop off and light processing facility.

## **III. Classification of the District.**

The District is an economic development district established pursuant to Minnesota Statutes, Section 469.174, Subd. 12, for the reasons stated above. In addition, the resulting tax increment revenues may be used for the development project described herein, in accordance with the TIF Act, because no more than 15% of the buildings and facilities which will benefit from the tax increment will be used for purposes other than (A) the manufacturing or production of tangible personal property, including processing resulting in the change in condition of such property; or (B) space necessary for and related to such activities.

Based upon Gerdau's representations, the Port Authority and the City have determined that the proposed Project would not reasonably be expected to occur solely through private investment within the reasonably foreseeable future and that the increased market value of the site that could reasonably be expected to occur without the use of tax increment

financing would be less than \$659,131, which is the increase in the market value estimated to result from the proposed development (\$800,000) less the present value of the projected tax increments for the maximum duration of the Tax Increment Financing District permitted by the Tax Increment Financing Plan (\$140,869). Attached as Exhibit D-2 is a market value analysis report.

#### **IV. Description of the Development Program for the Southport Site.**

In 2011, assistance was offered to Gerdau in developing a recycling facility that would serve as a drop off location for all types of steel products including cars, appliances and other scrap from both commercial and residential customers. The products would be cut into manageable pieces at the Southport recycling facility then transferred to Red Rock Mill for heavy processing and shredding.

Investment in the Southport site is described in more detail below:

- A. **Site preparation.** Existing utilities, facilities and structures will need to be removed and/or relocated to make room for the scales, buildings and storage of materials. Soil work will be undertaken to support the Project.
- B. **Site improvements.** Roads, walkways, grading and other site improvements will be undertaken to support the new facilities necessary to efficiently serve as a drop off, light processing, and storage facility. The construction of a new building and the remodeling of an existing structure will be undertaken to house operations.
- C. **Undertake abandonment of existing utilities and install other public utilities.** Utilities will be relocated and upgraded to support the Project.
- D. **Contracts for professional services.** Professional services will be employed to design and oversee the planning, bidding, installation and operation of the building, utilities and related facilities.

#### **V. Description of Contracts Entered Into at the Time of Preparation of the Plan**

The following, as required by Section 469.175, Subd. 1(3), is a list of development activities that are proposed to take place within the District for which contracts have been entered into at the time of the preparation of this plan, including the names of the parties to the contract, the activity governed by the contract, the cost stated in the contract, and the expected date of completion of that activity.

No contracts have been awarded.

**VI. Description of Other Types of Development Activities Which Can Reasonably be Expected to Take Place Within the Gerdau Site.**

The Port Authority does not anticipate that other future development in the District will occur.

**VII. Cost of the Project and Description of the District.**

The following, as required by Section 469.175, Subd. 1(5), are estimates of the (i) cost of the Project, including administration expenses; (ii) amount of indebtedness to be incurred; (iii) sources of revenue to finance or otherwise pay eligible costs; (iv) the most recent net tax capacity of taxable real property within the District; (v) the estimated captured net tax capacity of the District at completion; and (vi) the duration of the District's existence.

**A. Cost of the project, including administrative expenses.**

The Port Authority has determined that it will be necessary to provide assistance for certain costs of the Project. To facilitate the construction of the Project within the District, this Plan authorizes the use of tax increment financing to pay for a portion of the cost of certain eligible expenses of the Project. The estimate of the uses of funds associated with District is outlined on Exhibit C.

Estimated costs associated with District are subject to change and may be reallocated between line items by a resolution of the Port Authority. The cost of all activities to be financed by the tax increment will not exceed, without formal modification, the budget for the tax increments set forth on Exhibit C.

**B. Amount of indebtedness to be incurred.**

The expenditures authorized by this Plan will be paid on a pay-as-you-go basis. The principal amount of the pay-as-you-go indebtedness is estimated to be approximately \$125,000, including simple interest at 2.5% per annum, as evidenced by a promissory note in customary form.

**C. Sources of revenue to finance or otherwise pay eligible costs.**

The costs outlined in Section A above will be financed on a pay-as-you-go basis through the annual collection of tax increments. Other sources of revenues to pay the costs of the Project include internal company financing. The market value of the elements of the Project that are subject to real estate tax, upon completion of the Project in 2013 is estimated to be approximately \$800,000.

The following are the likely sources for funding the total project, including the tax increments, which will be pledged initially to the bonded indebtedness:

i. Tax Increments

Tax increments, including up to 10% for administrative expenses, are anticipated to equal \$17,673 annually. All tax increments will be first pledged to the payment of administrative costs, with all remaining funds pledged to the repayment of the pay-as-you-go note. It is further anticipated that tax increments in excess of those needed to pay this debt will be used to reimburse the eligible costs incurred in the District, to the extent not paid from any of the aforementioned sources.

ii. Investment income

It is expected that all funds will be expended shortly after being received, therefore interest earnings will be minimal. In aggregate over the life of the District, they are estimated at \$1,000.

**D. The Most Recent Net Tax Capacity of Taxable Real Property Within the District.**

At January 1, 2013, Ramsey County's estimated market value of the parcels to be included in the District was \$1,018,600. The market value attributable to the land is assumed to remain constant at \$946,200. One of the two structures on the site is anticipated to be retained with the other structure being demolished. The original tax capacity and Tax Rate are calculated in accordance with Minnesota Statutes, Section 469.174, Subd. 7 and Section 469.177, Subd. 1.

**E. The Estimated Captured Net Tax Capacity of the District at Completion.**

The District is approximately 7.24 acres of land with an aggregate assumed market value of \$1,018,600 for the land and existing buildings. The proposed construction is estimated to add an additional \$800,000 in value to the property. The 2.00% tax capacity rate, net of the fiscal disparity adjustment would result in estimated captured tax capacity of approximately \$10,981 at January 2, 2015, the year following expected completion of construction of facility. This captured tax capacity is calculated in accordance with Minnesota Statutes, Section 469.174, Subd. 4, 469.177, Subd. 2, and 469.177, Subd 3 paragraph b.

**F. The original tax capacity.**

At January 31, 2013, Ramsey County's estimated market value of the parcel to be included in the District was \$1,018,600. The property is now owned by the Port Authority, which is not subject to property taxes, but it is anticipated that the parcel will be leased to Gerdau.

**G. The duration of the tax increment financing district's existence.**

The duration of the District will be 8 years from the receipt of the first tax increment. It is anticipated that the Port Authority will receive the first increment in 2015. Attached as Exhibit D-2 is the projected receipt of tax increments from the District.

**VIII. Alternate Estimates of the Impact of the Tax Increment Financing on the Net Tax Capacities of All Taxing Jurisdictions.**

The taxing jurisdictions in which the District is located in whole or in part are as follows:

- a. Independent School District #625, whose boundaries are coterminous with those of the City of Saint Paul.
- b. The County of Ramsey, the total market value of which the City of Saint Paul.
- c. The Housing and Redevelopment Authority of the City of Saint Paul, Minnesota whose boundaries are coterminous with those of the City of Saint Paul and whose powers to levy and use property taxes are limited.
- d. The Port Authority, the requesting authority, whose boundaries are coterminous with those of the City of Saint Paul and whose powers to levy and use property taxes are limited.
- e. Metropolitan authorities, such as the Metropolitan Council, Metropolitan Airports Commission, Metropolitan Waste Control Commission, and the Metropolitan Mosquito Control District. Of these, only the Metropolitan Council and the Metropolitan Mosquito Control District currently levy taxes on real estate.

The Port Authority is required by Minnesota Statutes Section 469.175, Subd. 1(a)(6) to make statements relative to the alternate estimates of the impact of the tax increment financing on the net tax capacities of all taxing jurisdictions in which the District is located in whole or in part. The impact of the District on the Taxing Jurisdiction is set forth on Exhibit C.

On the alternate assumption, that none of the estimated captured tax capacity would be available to these taxing jurisdictions without the District, there would be no effect on the other taxing jurisdictions, but upon the expiration or earlier termination of this portion of the Tax Increment District, each taxing jurisdiction's tax capacity would be increased by the captured tax capacity, as it may be adjusted over that time period.

The estimated amount of tax increment that will be generated over the life of the District is approximately \$159,056. The estimated amount of tax increment attributable to the School District and County levies is estimated to be approximately \$41,778 and \$59,778 respectively. It is not expected that the District will have any impact on the need for new or improved public infrastructure, other than the infrastructure paid for by tax increments or from other public and private funds currently appropriated. The impacts on City provided services such as police and fire protection are anticipated to increase only slightly as a result of the District since the Project is an expansion of an existing business.



**IX. Studies and Analysis Used to Determine Need for Tax Increment Financing.**

The Port Authority has determined that the proposed development of the District would not reasonably be expected to occur solely through private investment within the reasonably foreseeable future and that the increased market value of the District that could reasonably be expected to occur without the use of tax increment financing would be less than the increase in the market value estimated to result from the proposed development after subtracting the present value of the projected tax increments for the maximum duration of the District permitted by the Plan.

The Port Authority has studied the District and concluded that due to economic realities, the proposed investment in a state-of-the-art center and related facilities in the District would not reasonably be expected to occur solely through private investment.

**X. Identification of All Parcels to be Included in the District.**

A list of the Property Identification Numbers for all properties to be included in the District, a map showing the Project area, the District and the existing properties, and a legal description identifying the boundaries of the District are attached as Exhibits A and B.

The District includes all interior and adjacent public streets and rights of way.

**XI. District Administration, Annual Disclosure, and Financial Reporting Requirements.**

Administration of the District will be the responsibility of the Port Authority and will be handled by the Chief Financial Officer. The resolutions of the City and the Port Authority approving and creating the District will direct the County to forward all tax increment from the District to the Port Authority. Tax increments will be deposited into interest bearing accounts separate and distinct from other funds of the Port Authority. Tax increments will be used only for activities described in this Plan.

The Port Authority will report annually to the State Auditor regarding activities in the District as required by Section 469.175, subdivision 5 and subdivision 6 and will include information with regard to the District in the data necessary to comply with subdivision 6a.

**XII. Modifications to District**

In accordance with Minnesota Statutes, Section 469.175, Subd. 4, any reduction or enlargement of the geographic area of the District; increase in amount of bonded indebtedness to be incurred, including a determination to capitalize interest on debt if that determination was not a part of the original plan, or to increase or decrease the amount of interest on the debt to be capitalized; increase in the portion of the captured tax capacity to be retained by the Port Authority; increase in total estimated tax increment expenditures; or designation of additional property to be acquired by the Port Authority shall be approved

only upon the notice and after the discussion, public hearing and findings required for approval of the original plan. The geographic area of a tax increment financing district may be reduced, but shall not be enlarged after five years following the date of certification of the original tax capacity by the county auditor.

### **XIII. Administrative Expenses**

In accordance with Minnesota Statutes, Section 469.174, Subd. 14; and Minnesota Statutes, Section 469.176, Subd. 3 administrative expenses means all expenditures of an authority other than amounts paid for the purchase of land or amounts paid to contractors or others providing materials and services, including architectural and engineering services, directly connected with the physical development of the real property in the project, relocation benefits paid to or services provided for persons residing or businesses located in the project or amounts used to pay interest on, fund a reserve for, or sell at a discount bonds issued pursuant to Section 469.178. Administrative expenses also include amounts paid for services provided by bond counsel, fiscal consultants, and planning or economic development consultants. Administrative expenses of the District will be paid from tax increments; provided that no tax increment shall be used to pay any administrative expenses for the project which exceeds ten percent of the total tax increment expenditures authorized by the tax increment financing plan or the total tax increment expenditures for the project, whichever is less.

Pursuant to Minnesota Statutes, Section 469.176, Subd. 4h, tax increments may be used to pay for the county's actual administrative expenses incurred in connection with the District. The county may require payment of those expenses by February 15 of the year following the year the expenses were incurred.

### **XIV. Necessary Improvements in the District**

Pursuant to Minnesota Statutes, Section 469.176, Subd. 6,

*if, after four years from the date of certification of the original tax capacity of the tax increment financing district pursuant to Minnesota Statutes, Section 469.177, no demolition, rehabilitation or renovation of property or other site preparation, including qualified improvement of a street adjacent to a parcel but not installation of utility service including sewer or water systems, has been commenced on a parcel located within a tax increment financing district by the authority or by the owner of the parcel in accordance with the tax increment financing plan, no additional tax increment may be taken from that parcel and the original tax capacity of that parcel shall be excluded from the original tax capacity of the tax increment financing district. If the authority or the owner of the parcel subsequently commences demolition, rehabilitation or renovation or other site preparation on that parcel including improvement of a street adjacent to that parcel, in accordance with the tax increment financing plan, the authority shall certify to the county auditor in the annual disclosure report that the activity has commenced. The county auditor shall certify the tax capacity thereof as most recently certified by the commissioner of revenue and add it to the*

*original tax capacity of the tax increment financing district. The county auditor must enforce the provisions of this subdivision. For purposes of this subdivision, qualified improvements are limited to (1) construction or opening of a new street, (2) relocation of a street, and (3) substantial reconstruction or rebuilding of an existing street.*

#### **XV. Use of Tax Increment**

The Port Authority hereby determines that it will use 100 percent of the captured net tax capacity of taxable property located in the District for the following purposes:

1. to pay the principal of and interest on bonds used to finance a project;
2. to finance, or otherwise pay the capital and administration costs of the development project area pursuant to the Minnesota Statutes, Sections 469.001 to 469.047;
3. to pay for project costs as identified in the budget;
4. to finance, or otherwise pay for other purposes as provided in Minnesota Statutes, Section 469.176, Subd. 4;
5. to pay principal and interest on any loans, advances or other payments made to the Port Authority or for the benefit of development project area by the developer;
6. to finance or otherwise pay premiums and other costs for insurance, credit enhancement, or other security guaranteeing the payment when due of principal and interest on tax increment bonds or bonds issued pursuant to the Plan or pursuant to Minnesota Statute, Chapter 462C and Minnesota Statutes, Sections 469.152 to 469.1651, or both; and
7. to accumulate or maintain a reserve securing the payment when due of the principal and interest on the tax increment bonds or bonds issued pursuant to Minnesota Statutes, Chapter 462C and Minnesota Statutes, Sections 469.152 to 469.1651, or both

These revenues shall not be used to circumvent any levy limitations applicable to the Port Authority nor for other purposes prohibited by Minnesota Statutes, Section 46.6, Subd. 4.

#### **XVI. Notification of Prior Planned Improvements**

Pursuant to Minnesota Statutes, Section 469.177, Subd. 4, the Port Authority has reviewed the area to be included in the District and has not found properties for which building permits have been issued during the 18 months immediately preceding approval of the Plan by the Port Authority.

## **XVII. Excess Tax Increments**

Pursuant to Minnesota Statutes, Section 469.176, Subd. 2, in any year in which the tax increment exceeds the amount necessary to pay the costs authorized by the tax increment plan, including the amount necessary to cancel any tax levy as provided in Minnesota Statutes, Section 475.61, Subd. 3, the Port Authority shall use the excess amount to do any of the following:

1. prepay the outstanding bonds;
2. discharge the pledge of tax increment therefor;
3. pay into an escrow account dedicated to the payment of such bonds; or
4. return the excess to the County Auditor for redistribution to the respective taxing jurisdictions in proportion of their tax capacity rate.

In addition, the Port Authority may, subject to the limitations set forth herein, choose to modify the Plan in order to finance additional public costs in the Tax Increment Financing District or Redevelopment Project Area.

## **XVIII. Fiscal Disparities**

Because this is an Economic Development District, the Fiscal Disparities contribution for the District will be computed in accordance with Section 469.177, subdivision 3, paragraph b.

## **XIX. Other Limitations on the Use of Tax Increment.**

1. General Limitations. All revenue derived from tax increment shall be used in accordance with the Tax Increment Financing Plan. The revenues shall be used to finance, or otherwise pay the capital and administration costs of the Industrial Development District pursuant to the Port Authority Law;

These revenues shall not be used to circumvent existing levy limit law. No revenues derived from tax increment shall be used for the acquisition, construction, renovation, operation or maintenance of a building to be used primarily and regularly for conducting the business of a municipality, county, school district, or any other local unit of government or the state or federal government, or for a commons area used as a public park, or a facility used for social, recreation or conference purposes. This provision shall not prohibit the use of revenues derived from tax increments for the construction or renovation of a parking structure.

2. Pooling Limitations. Except as otherwise provided, at least eight percent (80%) of tax increments from the District must be expended on activities in the District or to pay bonds, to the extent that the proceeds of the bonds were used to finance activities within said district or to pay, or secure payment of, debt service or credit enhanced bonds. Not more than 20 percent of said tax increments may be expended, through a development fund or otherwise, on activities outside of the District except

to pay, or secure payment of, debt service on credit enhanced bonds. For purposes of applying this restriction, all administrative expenses must be treated as if they were solely for activities outside of the District.

3. Five-Year Limitation on Commitment of Tax Increments. Tax increments derived from the District shall be deemed to have satisfied the 20 percent test set forth in paragraph (2) above only if the five-year rule set forth in Minnesota Statutes, Section 469.1763, Subd. 3, has been satisfied; and beginning with the sixth year following certification of the District, 80 percent of said tax increments that remain after expenditures permitted under said five-year rule must be used only to pay previously committed expenditures or credit enhanced bonds as more fully set forth in Minnesota Statutes, Section 469.1763., Subd. 5.

## **XX. County Road Costs.**

Pursuant to Minnesota Statutes, Section 469.175, Subd. 1a, the county board may require the Port Authority to pay for all or part of the cost of county road improvements if, the proposed development to be assisted by tax increment will, in the judgment of the county, substantially increase the use of county roads requiring construction of road improvements or other road costs and if the road improvements are not scheduled within the next five years under a capital improvement plan or other county plan.

In the opinion of the Port Authority and consultants, the proposed development outlined in this Plan will have little or no impact upon county roads. If the county elects to use increments to improve county roads, it must notify the Port Authority within thirty days of receipt of this Plan.

## Appendix A

### **Southport Economic Development Tax Increment Financing District Property Identification Numbers within the District**

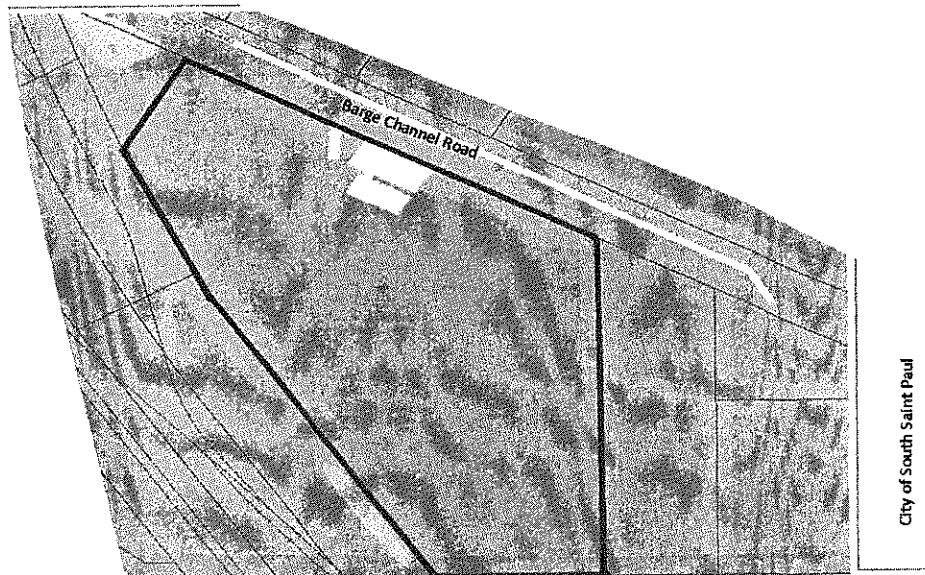
**County Parcel #**  
09.28.22.34.0025

#### **Legal Description**

Plat – The W St Paul Re & imp Synd 3  
Vac Sts & Alleys Accruing And Fol Parts Of Lots 6,7,8,9,11,12 & Lot 13 & Lots  
20 Thru 24 All Of Lots 14 Thru 19 Blk 51 West St Paul Real Estate And  
Improvement Syndicate No.4 And In Sd West St Paul Real Estate And  
Improvement Syndicate No.3 Parts Of Lots 13 And Lot 26 All Of Lots 14 Thru  
Lot 25 Blk 45 Parts Of Lots 13,14 And Lot 18 Blk 48 And All Of Blk 49 Desc As  
Comm At The Se Cor Of Sw 1/4 Of Sec 9 Tn 28 Rn 22 Thence N On E Line Of  
Sd 1/4 Dist 248.1 Ft Thence N 60 Deg 11 Min W 640.51 Ft To The Pob Thence  
Continue N 60 Deg 11 Min W 612.25 Ft Thence S 29 Deg 49 Min W 175.22 Ft  
To The Intersection Of A Line Of A Curve Concave To The Ne Rad 3806.62 Ft  
Then Continue Sely On Sd Curve To The Intersection With The Centerline Of  
Vacated Versailles Ave Continu Sely On Sd Centerline To The Intersection With  
The Centerline Of Cacated Annapolis St Which Is Also The South City Limits  
Border Thence On Sd Centerline 216.95 Ft Thence N To The Pob

## Appendix B

### Southport Economic Development Tax Increment Financing District Map of District



**Appendix C**  
**Southport Economic Development**  
**Tax Increment Financing District**  
**Budget**

	<b>Total</b>	<b>TIF Activity</b>	<b>Other Activity</b>
<b>SOURCES OF FUNDS</b>			
Tax Increments - Economic Development	159,056	159,056	0
Interest earnings	1,000	1,000	0
Debt (internal & external funds):			
Pay as you go note	125,000	125,000	0
Interfund loan	0		0
State Auditor fees	(576)	(576)	0
Total Sources of Funds	<u>284,480</u>	<u>284,480</u>	<u>0</u>
<b>USES OF FUNDS</b>			
Site acquisition (1)	0	0	0
Site improvements (2)	125,000	125,000	0
Parking facilities (3)	0	0	0
Public utilities (3)	0	0	0
Contingency (4)	880	880	0
Pay as you go principal	125,000	125,000	0
Pay as you go interest	13,700	13,700	0
Interfund loan principal	0	0	0
Interfund loan interest	0	0	0
County fees	4,500	4,500	0
Administration	15,400	15,400	0
Total Sources of Funds	<u>284,480</u>	<u>284,480</u>	<u>0</u>
<b>NET SOURCES OF FUNDS OVER USES</b>	<u>0</u>	<u>0</u>	<u>0</u>

- (1) Includes direct cost of site, title work, relocation & other.
- (2) Includes direct costs, plus costs of RAP plan & monitoring, and
- (3) None anticipated.
- (4) Miscellaneous eligible costs.



**Appendix D-1**  
**Southport Recycling Economic Development**  
**Tax Increment Financing District**  
**Summary of Project Data**

Name of Project	Southport Recycling (\$500K Added Value)
Name of Developer	Gerda Ameristeel
Type of TIF District	Economic Development
Maximum Duration	8 years after 1st collection
Est. Date of Certification Request	9/1/2013
Elect First Year	No
Est. First Year of Increment	2015
Final Year of Increment (Max)	2023

<u>Tax Rates</u>	<u>Final Pay 2013*</u>
City of St. Paul	47.434%
Ramsey County	60.487%
ISD #625	42.273%
Miscellaneous	10.748%
<b>Total Local Rate</b>	<b>160.942%</b>

Watershed Name/No.	Lower Mississippi/154
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Fiscal Disparity (In or Out)	Inside TIF (Clause B)
Sharing Factor	31.3692%
FD Tax Rate	153.4910%
State General Tax Rate	52.5230%
Market Value Based Tax Rate (ISD #625)	0.19564%

Assess year values for base	2013
Pay year values for base	2014

\* Estimated for Pay 2014

**Appendix D-2**  
**Southport Recycling Economic Development**  
**Tax Increment Financing District**  
**Projected Tax Increment**

Assess Year (1)	Collect Year (2)	Total Est. Market Value (3)	Total Net Tax Capacity (4)	Less Original Net Tax Capacity (5)	Less FD Tax Capacity 31.3692% (6)	Captured Net Tax Capacity (7)	Est. Local Tax Rate* (8)	Projected Tax Increment (9)
2013	2014	\$1,018,600	19,622	(19,622)	0	0	160.942%	\$0
2014	2015	\$1,818,600	35,622	(19,622)	(5,019)	10,981	160.942%	\$17,673
2015	2016	\$1,818,600	35,622	(19,622)	(5,019)	10,981	160.942%	\$17,673
2016	2017	\$1,818,600	35,622	(19,622)	(5,019)	10,981	160.942%	\$17,673
2017	2018	\$1,818,600	35,622	(19,622)	(5,019)	10,981	160.942%	\$17,673
2018	2019	\$1,818,600	35,622	(19,622)	(5,019)	10,981	160.942%	\$17,673
2019	2020	\$1,818,600	35,622	(19,622)	(5,019)	10,981	160.942%	\$17,673
2020	2021	\$1,818,600	35,622	(19,622)	(5,019)	10,981	160.942%	\$17,673
2021	2022	\$1,818,600	35,622	(19,622)	(5,019)	10,981	160.942%	\$17,673
2022	2023	\$1,818,600	35,622	(19,622)	(5,019)	10,981	160.942%	\$17,673
								\$159,056

\* Final Pay 2013 Tax Rates Estimated for Pay 2014

Assess Year (1)	Collect Year (2)	Projected Tax Increment (9)	Est. TI Attributable to City Levy* (10)	Est. TI Attributable to County Levy* (11)	Est. TI Attributable to School (12)	Less State Auditor Deduction 0.360% (13)	Annual TI to Port (14)
2013	2014	\$0	\$0	\$0	\$0	\$0	\$0
2014	2015	\$17,673	\$5,209	\$6,642	\$4,642	(\$64)	\$17,609
2015	2016	\$17,673	\$5,209	\$6,642	\$4,642	(\$64)	\$17,609
2016	2017	\$17,673	\$5,209	\$6,642	\$4,642	(\$64)	\$17,609
2017	2018	\$17,673	\$5,209	\$6,642	\$4,642	(\$64)	\$17,609
2018	2019	\$17,673	\$5,209	\$6,642	\$4,642	(\$64)	\$17,609
2019	2020	\$17,673	\$5,209	\$6,642	\$4,642	(\$64)	\$17,609
2020	2021	\$17,673	\$5,209	\$6,642	\$4,642	(\$64)	\$17,609
2021	2022	\$17,673	\$5,209	\$6,642	\$4,642	(\$64)	\$17,609
2022	2023	\$17,673	\$5,209	\$6,642	\$4,642	(\$64)	\$17,609
		\$159,056	\$46,878	\$59,778	\$41,778	(\$573)	\$158,484

**Appendix D-3**  
**Southport Economic Development**  
**Tax Increment Financing District**  
**Market Value Analysis**

Assess 2013-Pay 2014			
Proposed TIF Parcels	Est. Market Value	Current Class	Current TC
09.28.22.34.0025	1,018,600	C/I Non-Preferred	19,622
	1,018,600		19,622

*Property is currently tax-exempt, but expected to be valued/classed as shown above*

**Proposed Project**

Increased Market Value\* \$800,000

	Est. Market Value	Tax Capacity
Commercial Units	\$1,818,600	\$35,622
<b>Total Project</b>	<b>\$1,818,600</b>	<b>\$35,622</b>

Project Timing  
 Construction Start 10/1/2013  
 Construction Complete 12/31/2013  
 Percent Value By Year  
     Assess 2014/Pay 2015 100%

**\* Increased Market Value provided by Developer**

# **Appendix E** **Southport Recycling Economic Development** **Tax Increment Financing District** **Impact on Taxing Jurisdictions**

## No Captured Net Tax Capacity Without Creation of District

Taxing Jurisdiction	Estimated* Pay 2014 Tax Capacity (a)	Estimated* Pay 2014 Local Tax Rate
City of St. Paul	168,763,928	47.434%
Ramsey County	367,782,031	60.487%
ISD #625	168,765,509	42.273%
Miscellaneous **	-	10.748%
		160.942%

## Captured Net Tax Capacity Available Without Creation of District

Taxing Jurisdiction	Estimated* Pay 2014 Taxable Net Tax Capacity (a)	Projected Captured Net Tax Capacity	New Taxable Net Tax Capacity (b)	Hypothetical Local Tax Rate	Hypothetical Decline in Local Tax	Hypothetical Tax Generated by Captured Net Tax Capacity
City of St. Paul	168,763,928	10,981	168,774,909	47.431%	0.003%	\$5,209
Ramsey County	367,782,031	10,981	367,793,012	60.485%	0.002%	\$6,642
ISD #625	168,765,509	10,981	168,776,490	42.270%	0.003%	\$4,642
Miscellaneous **	-	-	-	10.748%	0.000%	\$0
				160.935%	0.008%	\$16,493

Statement #1: If assume the estimated captured net tax capacity would be available to the taxing jurisdictions without creation of the district, the taxing jurisdictions would have increased taxable net tax capacity to tax upon thereby resulting in a hypothetical decline in the local tax rate, while producing the same level of taxes. The above hypothetical analysis indicates a total tax rate decline of 0.008%; alternatively an increase in taxable net tax capacity without a reduction in the tax rate would produce an additional \$16,493 of taxes.

Statement #2: If assume the estimated captured net tax capacity would not be available to the taxing jurisdictions without creation of the district, the projected captured net tax capacity shown above would not be available and the taxing jurisdictions would have no change to their taxable net tax capacity or tax rates.

\* The Pay 2014 tax capacity and tax rates have been estimated utilizing Final Pay 2013 tax capacities and rates.

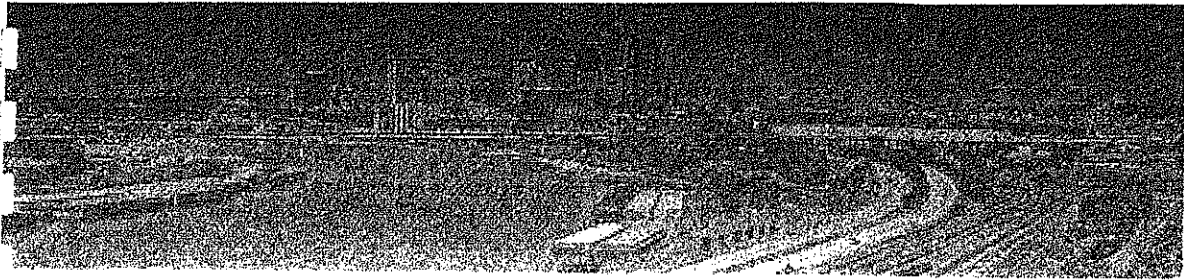
\*\* The miscellaneous taxing jurisdictions have been excluded as they represent just 6.68% of the total local tax rate.

(a) Taxable Net Tax Capacity equals the total tax capacity minus tax increment tax capacity minus fiscal disparity contribution ("Value for Local Rate")

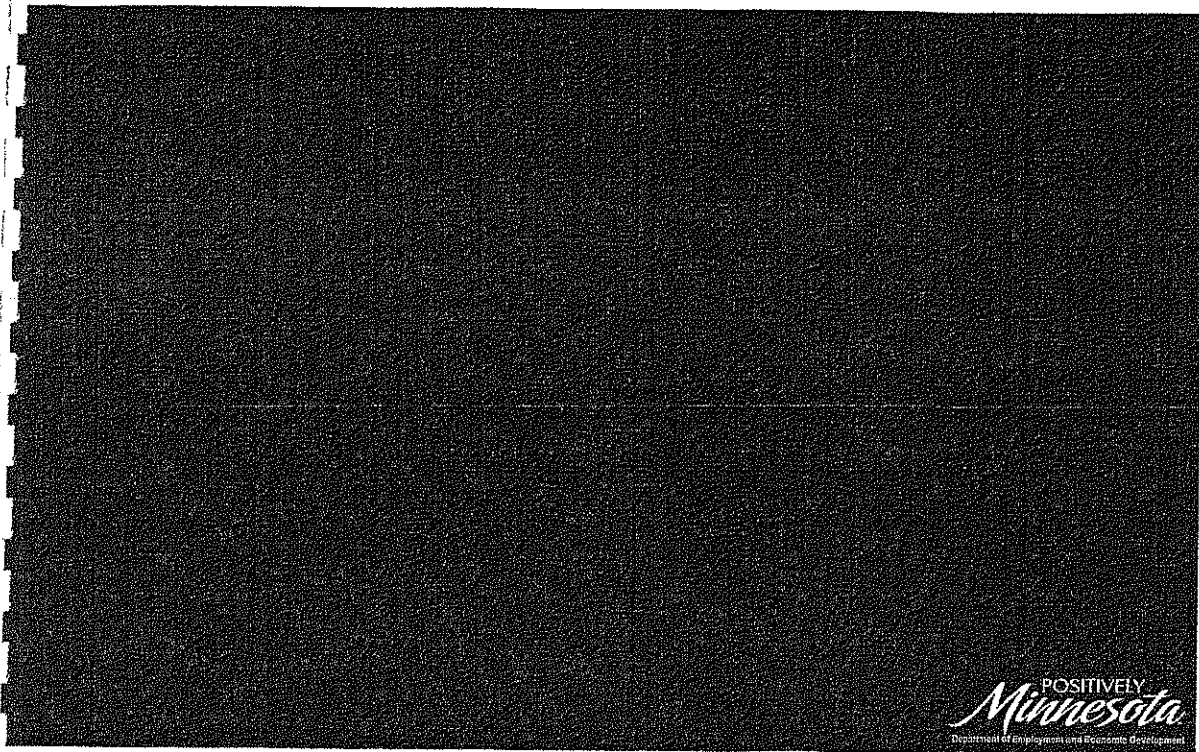
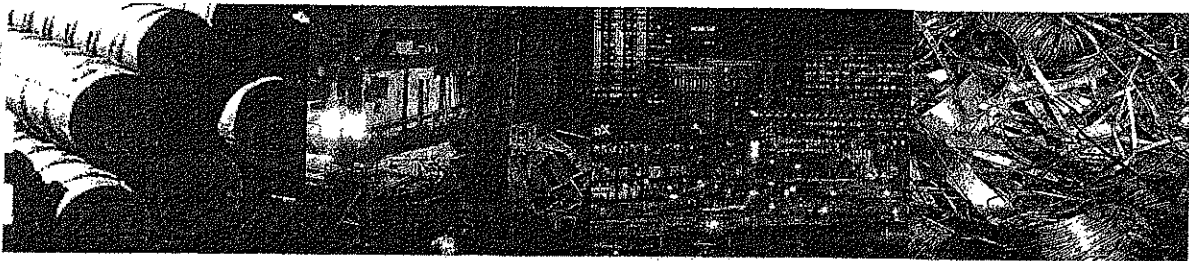
(b) New Taxable Net Tax Capacity adds Projected Captured Net Tax Capacity to Taxable Net Tax Capacity

## Appendix F

### Gerdaul Steel Mill Economic Development Tax Increment Financing Plan Joint Incentive Proposal to retain Gerdaul Steel Mill



## MINNESOTA INCENTIVES OFFERED TO GERDAUL



POSITIVELY  
*Minnesota*  
Department of Employment and Economic Development

# Summary Table

## Minnesota Incentives Offered to Gerdau

August 15, 2011

Sales Tax Exemptions on Equipment: 10 years	\$4,200,000
Tax Exempt Project Financing: 20 years	\$8 million – \$10 million
Creation of an Economic Development District: 8 years	\$2,080,000
Southport River Terminal TIF District: 8 years	\$ 320,000
Tax Increment Forgivable Loan	\$ 500,000
State Workforce Assistance	\$ 400,000
State/City Minnesota Investment Fund Loan	\$ 200,000
<b>Potential Total Financial Package for Gerdau</b>	<b>\$15.7 million – \$17.7 million</b>



## Minnesota Incentives Offered to Gerdau

August 15, 2011

### State Sales Tax Exemptions on Capital Equipment and Waste Processing Equipment Expenditures

The State of Minnesota exempts expenditures for equipment used in the manufacturing process from state sales tax, as an incentive to invest in modernization and more productive and therefore competitive operations. When the equipment is purchased, the tax is paid, and the manufacturer applies for a refund which is processed by the Department of Revenue.

The State of Minnesota also offers an upfront sales tax exemption for waste processing equipment under Minnesota Statute Section 297A.68, sub. 24. Under that exemption, equipment used for processing solid waste at a resource recovery facility is exempt from sales tax on purchase. Resource recovery facilities include waste facilities established and used primarily for resource recovery, and resource recovery means the reclamation for sale use or reuse of materials, substances, energy or other products contained within or derived from waste. A metal recycling facility where used steel is melted and used to produce steel bars and grinding balls may qualify as a resource recovery facility. Gerdau would need to apply to the Minnesota Department of Revenue for this special exemption.

With the new caster project, it is estimated that \$33.6 million of the cost will be direct equipment expenditures, which will result in nearly \$2,600,000 in state sales tax savings; a higher number of eligible expenditures will increase the savings. Any sales tax paid for installation of capital equipment is also eligible for the refund. Further, Gerdau has ongoing equipment expenditures estimated at \$2.1 annually on average, which are subject to sales tax. The annual sales tax savings is therefore in the range of \$160,000, which can be realized each and every year, apart from the new caster project.

Some equipment expenditures may be eligible for either the capital equipment refund or the upfront exemption

for waste processing equipment. The total amount of sales tax savings would likely be the same regardless of whether they are claimed under the rebate or the upfront exemption, but the upfront exemption offers cash flow improvements.



### St. Paul Port Authority: Tax-Exempt Project Financing:

The Port Authority is willing to provide tax exempt financing to Gerdau, structured to best meet Gerdau's goals, to the full extent allowed by federal and state law. Assuming that the currently pending federal regulations are finalized, this project could be financed with the Solid Waste Facility exemption. This financing could be accomplished either with Gerdau continuing to own the building, and the Port Authority providing a loan of tax-exempt bond proceeds or, in the alternative, using a lease purchase mechanism, with the Port Authority owning the building and leasing it to Gerdau on a long term true lease basis, providing Gerdau with a purchase option. This financing could also be accomplished through the Port Authority's owning the equipment and leasing it to Gerdau.

The value of tax-exempt financing vs. taxable financing is a 1% - 1.25% interest rate savings. The approximate value to Gerdau over a 20-year bond issue would be approximately \$400-500,000 per year, or \$8-10 million total.

The Port Authority would be happy to work with Gerdau to structure the most attractive financing.

## Minnesota Incentives Offered to Gerdau

BAA HAN

August 15, 2011

### **St. Paul Port Authority: Tax Increment Financing/Creation of an Economic Development District**

The Port Authority is willing to create an Economic Development TIF District. This type of TIF District would allow Gerdau to recover construction costs from real estate tax payments up to a maximum of eight years. Assuming an increase in the taxable value equal to the construction cost of \$13 million, the approximate annual TIF generated would be \$260,000/year for eight years or a value of \$2,080,000.

Gerdau has also expressed an interest in leasing a new site from the Port Authority at our Southport river terminal. Gerdau would enter into a long-term lease and construct a building with an estimated \$2 million construction cost. As an added incentive to encourage the faster investment at the Saint Paul Mill, the Port Authority is willing to create a TIF District on this site also. The recovery of construction costs over the eight-year TIF District would be approximately \$320,000.

Under state law, city council consent is required for the Port Authority's creation of a TIF District. The City has expressed its willingness to provide that consent.

### **St. Paul Port Authority: Tax Increment Financing/Forgivable Loan from Cash Balances:**

The Port Authority is willing to contribute \$500,000 of its accumulated TIF cash balances to defray a portion of the cost of construction of this project, as a forgivable loan. These funds are available under a legislative extension through 2012. The current projected time line for this project would meet the requirements of this legislation, which are that construction begin before July 1, 2012, and all contributions are spent by December 31, 2012.

### **State Workforce Development Assistance to Gerdau from DEED (Department of Employment and Economic Development)**

Minnesota Job Skills Partnership funds can assist in the technical training of existing and newly-hired Gerdau employees. This would occur through an agreement with an appropriate technical college. The maximum award by law is \$400,000, but Gerdau's actual needs will dictate the nature and level of the training assistance. Funds are awarded to the technical training institution of Gerdau's choosing, and are used to underwrite the cost of developing curriculum and delivering the training, which may occur at Gerdau's plant if that is the desired approach. Access to grant funds will be based on the specific formulation of the training package and a match by Gerdau, which may be cash or in-kind contributions. DEED's Job Skills Partnership staff will assist in connecting Gerdau to the appropriate training institution. Final approval of the award is determined by the Job Skills Partnership Board, which is chaired by the DEED commissioner.

The content of the training can be very broad, depending on Gerdau's needs and the capacity of training institutions in the state. If needed, several institutions could partner to assist Gerdau. Also, the training grant would cover a two-year period, but Gerdau would be eligible to come back to the state for additional training assistance when that project period is completed.

DEED can also assist Gerdau in its hiring and retention process. WorkForce centers in the region can be engaged to help post openings and identify qualified candidates. Also, the National Career Readiness Certificate program is available to help connect a candidate's skill sets in reading, mathematics, and understanding. These services are all free and can help reduce or eliminate time wasted in the hiring process by improving the quality of candidates considered.

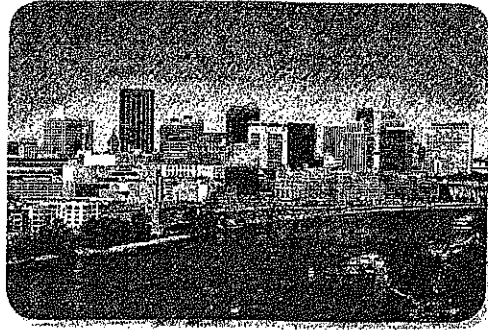


## Minnesota Incentives Offered to Gerdau

August 15, 2011

### Minnesota Department of Employment and Economic Development and City of St. Paul: Minnesota Investment Fund

The Department of Employment and Economic Development (DEED) will consider a 0% loan of \$200,000 for capital expenditures, in conjunction with the jobs that are being added to the plant in the next year as part of increased production and capacity. Based on an agreed upon number of jobs and capital expenditure, (all separate from the new caster), the City of St. Paul can process an application on Gerdau's behalf to DEED. If Gerdau chooses to take advantage of this opportunity, city staff will seek formal City Council approval to forgive the portion of the loan which would normally be retained by the city, in this case, up to \$40,000.



### City of St. Paul: Storage Needs

The current understanding is that no additional public infrastructure is needed at the Gerdau plant. If needed, DEED may be able to assist with financing of public infrastructure. However, Gerdau may need off-site storage for the caster component parts during assembly and installation. If this is the case, city staff will work to identify temporary storage space that meets Gerdau's needs.

In summary, city, state, and private partners are combining to offer Gerdau up to \$17.7 million over the next ten years to help ensure that a decision is made to install the new caster in St. Paul and the plant remains viable for many decades.

August 15, 2011

Mr. Jerry Goodwald  
Vice President Operations SBQ Wire Rod  
Gerdau Long Steel North America – St. Paul Mill  
1678 Red Rock Road  
St. Paul, MN 55119

Dear Mr. Goodwald:

On behalf of the state of Minnesota, the Department of Employment and Economic Development and our partners in St. Paul, I am pleased to offer several options and incentives to keep the St. Paul mill operating here. Our team includes the city of St. Paul, St. Paul Port Authority, Capital City Partnership, St. Paul Area Chamber of Commerce and the Minnesota Chamber of Commerce.

In July, I understand you communicated to our team that Gerdau needs to replace the steel caster at its St. Paul mill. We are aware that this device is the heart of your steel-making operation in Minnesota and has served the mill well since 1972. But now it must be replaced in order for the St. Paul mill to continue meeting the steel market's quality and price requirements.

We know the mill's future depends on investment in a new caster. We want to help you preserve 350 good-paying manufacturing jobs, as well as millions of dollars in vendor contracts and community contributions. Our proposal below represents the work of six organizations from state and local government, as well as the private sector.

We understand that replacing the caster will cost about \$50 million and that the St. Paul mill must compete for capital against Gerdau's other North American facilities. Accordingly, our proposal is aimed at minimizing the cost of making the St. Paul mill a state-of-the-art steel-making facility and operating it as such. Our goal is to allow Gerdau to take full advantage of the St. Paul mill's optimal location, relative to current customers and new ones that will fuel its growth.

The attached table details both state and local assistance for replacing the caster. As you will see, we are offering assistance during construction (e.g. indoor storage for components), financing for this and a related project (e.g. sale lease back on the caster at a favorable interest rate), and grant dollars to train workers who will operate the new machinery (e.g. Minnesota Job Skills Partnership).

While our proposal does not address the cost of electricity, we know that you have been meeting separately with Xcel Energy on this issue. We are optimistic that Xcel can make

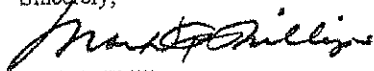
Jerry Goodwald  
August 15, 2011  
Page 2

your St. Paul electrical expenses more competitive with electrical costs at a Texas site that is also under consideration for this investment.

Our proposal demonstrates strong community and statewide support for Gerdau's St. Paul mill. It provides immediate benefits and includes our commitment to work well beyond the "ribbon cutting" to help Gerdau control and even reduce its operating costs. The St. Paul plant's location relative to its customers is a definite advantage. By assisting with worker training and with a multi-part strategy to make electrical rates more competitive, we can help Gerdau gain maximum market advantage at the site.

We look forward to working with you to secure the new caster for the St. Paul mill. Please call me with any questions or suggestions about other ways that we can help you. My number is 651-259-7119.

Sincerely,



Mark R. Phillips  
Commissioner

Attached: Assistance package details

Cc: Cecile Bedor, City of St. Paul  
Louie Jambois, St. Paul Port Authority  
Bill Blazar, Minnesota Chamber of Commerce  
Matt Kramer, St. Paul Area Chamber of Commerce  
Joel Akason, Capital City Partnership

## **Appendix G**

### **Gerdau Steel Mill Economic Development Tax Increment Financing Plan**

#### **Cross Reference to Other Related Documents**

	<b>Document Number</b>
<b>Port Authority Board of Commissioners:</b>	
Resolution 123 & 411 Creating IDD	
Resolution 4421 adopting plan (Board memo 58704)	58736
<b>Saint Paul City Council:</b>	
Public Hearing Notice	
Resolution Adopting Plan	59305
<b>Notices:</b>	
Notice to County Commissioners & School District	58652
<b>Certification:</b>	
Ramsey County Letter	
<b>Other:</b>	
Business Subsidy Agreement	