

Metro Regional Coalition

2020 Housing Choice Progress Report

The Greater Portland Council of Government's Metro Regional Coalition (MRC) was formed for the purpose of "finding, exploring, and implementing opportunities for regional cooperation in the provision of municipal services and infrastructure." The MRC has worked on issues of regional significance like the coordination of Fire/EMS services, homeless services and policy, opioid misuse and most recently, the rising costs of housing in the Greater Portland region.

As a regional planning organization, GPCOG has developed research and recommendations to address the social and economic challenges surrounding the region's rapidly changing housing market. The MRC, composed of members from the seven municipalities in and around Portland, can share these strategies with its member communities and apply them as best fits the local landscape.

***MRC Member
Municipalities***

*Cape Elizabeth
Falmouth
Gorham
Portland
Scarborough
South Portland
Westbrook*

Building on Progress

This inaugural report aims to assess the steps taken in 2020 by MRC members to expand housing choices in our region, a particularly challenging year due to the COVID-19 pandemic. This goal was officially adopted in the MRC FY 2018-2019 Work Plan and since then the MRC has taken multiple steps in that effort, including:

- December 2018 - Town Managers participated in an initial survey assessing existing conditions for housing options in their communities including:
 - available incentives, such as density bonuses or a Housing Trust Fund,
 - existing barriers, such as lack of basic infrastructure or zoning ordinance restrictions on density,
 - current community attitudes towards diverse housing, and
 - best practices currently used by their municipalities.
- January - March 2019 - Members learned from private and public sector experts and practitioners about challenges and trends in housing production and preservation.
- May - September 2019 - MRC members worked with their Councils on the MRC

Joint Resolution on Housing Choice through various approaches, such as Housing Committees and Council Workshops.

- October 2019 - Cape Elizabeth, Gorham, Portland, South Portland, and Westbrook passed the MRC Joint Resolution to expand the supply and diversity of housing in the region by 10% by 2025 (Appendix A).
- December 2019 - The MRC approved the FY 2019-2020 MRC Work Plan, which included “Expanding Housing Choices” goals, deliverables, and actions, as well as integration of local and regional action with Governor Mills’ State Economic Development Plan and PACTS’ work on Transit Tomorrow, a regional plan for transit (Appendix B).

A Baseline for Future Growth

This annual report quantifies the yearly growth of new housing development that contributes to the MRC’s effort to “diversify housing options and increase the supply of workforce housing in MRC communities by expanding housing choices for low- and middle-income households in the region by 10% by 2025.” This report is intended to create a baseline against which to measure improvements to help communities reach the MRC Work Plan goal by 2025.

Additional research is needed to establish that baseline and calculate the projected number of units that would be needed to meet it.

Methodology

Quantitative Data

The collection of housing data typically falls to local government offices, such as the Planning Department, Housing and Community Development Department or sometimes to a single Code Enforcement Officer (CEO). The CEO is charged with interpreting and enforcing the local, state and federal regulations that apply to building and inspecting construction and development.

Many code enforcement offices work with their municipal planning or community development offices to provide research and technical support on zoning and land use in their communities. When it pertains to housing data, there is basic information that multiple divisions of local government may utilize at various stages of the development process (Figure 1).

Figure 1. Typical Review Process



This report asked each of the MRC municipalities for basic quantitative data on market-rate and affordable units built or in construction in 2020.

Due to the variable length of time (months or longer) that it can take for a project to move through a municipal review process, approximate numbers from the municipalities were used.

“Built” = Received Certificates of Occupancy and ready for residents

“In Construction” = Received Planning Board approval and construction permits issued

“Market Rate” = a housing unit that has no income or rent restrictions, or is available for sale or occupancy at the prevailing market value for the area

“Affordable” = A broad definition that includes housing affordable to someone paying less than 30% of their income towards housing, or units or a development that receives some form of government subsidy to keep rents low, and is generally accessible to low or moderate-income households.

Qualitative Data: Best Practices

In 2019, the MRC discussed successful strategies being used by each member municipality to expand housing choices, which included but were not limited to:

- growth and density studies,
- updates to the comprehensive plan and zoning code to allow more density,
- inclusionary zoning, and
- building working relationships with affordable housing developers.

MRC members were also asked to include any recent qualitative progress made in 2020, such as the passage of new legislation or municipal programs that would help support new or maintain existing affordable housing stock.

Known Constraints

In 2020, some municipalities pursued strategies to expand housing choice. However, the COVID-19 pandemic impacted municipal offices in many ways, such as staff attrition, reductions in organizational capacity, and the frustrations of technological barriers. One year after the first lockdown, municipal governments continue to be affected, which sometimes hindered data collection. COVID aside, municipal offices vary in size, resources, and have varying capacities to collect and provide data.

National data collection also faced challenges. Throughout the year, the US Census Bureau faced numerous setbacks related to the mobilization, implementation and analysis of the 2020 Decennial Census (Jarmin, 2021). While local data is essential, it is corroborated by decennial population counts and the annual estimates of the American Community Survey.

Evolving migration trends resulting from the COVID-19 pandemic also impact data collection.

“...low interest rates for mortgages, coupled with Maine’s rural geography and controlled handling of COVID-19 outbreaks relative to the rest of the country, made the state an attractive place to buy a home. The emergence of remote work and the state’s abundant recreational opportunities also contributed to increased demand (Jordan, 2021).”

While awaiting federal data, the media and real estate industry told the story of high demand and limited supply of housing stock in the region fueled by out-of-state residents. Looking forward, it’s anticipated that real pressure on the housing market will continue to limit housing choices for low- and middle-income homebuyers and tenants in the region unless there are interventions.

Key Findings

2020 Regional Data

Available Census data for the year 2020 shows an annual decrease in the number of new building permits in the Metropolitan Statistical Area (MSA) in all categories of residential building permits except for those of 3 and 4 units. However, the MSA extends beyond the 7 municipalities in the MRC, and includes Sagadahoc County, as well as Cumberland and York counties (Appendix C).

In the same time frame, data from the real estate industry continues to show upward growth both in the number of single-family home sales and the median sale price in Cumberland County, reflecting a continued trend of demand exceeding supply (Maine Association of Realtors, 2020).

A startling indicator from 2020 is that 65% of single-family homes sold at or over asking prices in Cumberland County in 2020 (Davin, 2021).

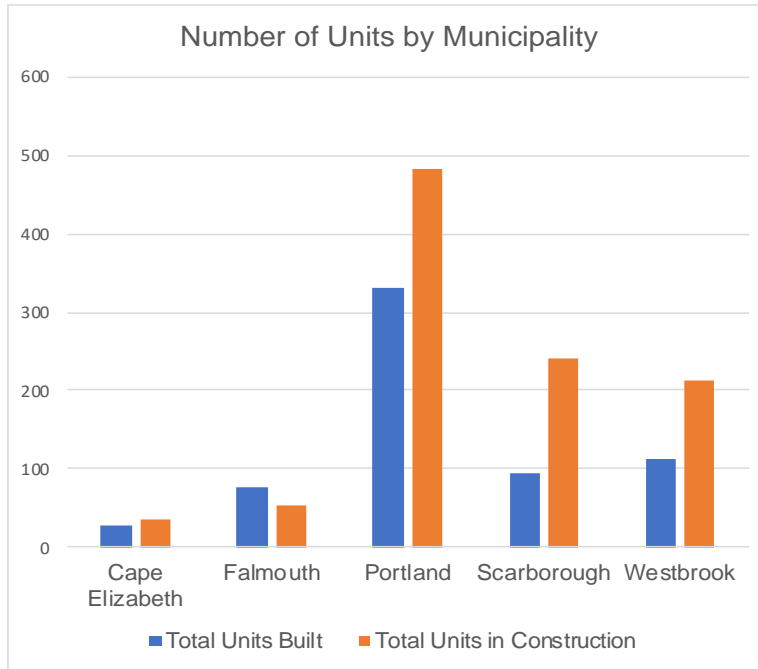
Notable locations for new multi-family construction are in Westbrook and outside of the MRC, including Biddeford-Saco and Brunswick (Vitalius, 2021).

Local Findings

At the local level, we found a pandemic-related slowdown in almost every category of 2020 new home construction, as compared to 2019 (see Appendix D).

Notably, Portland continued to lead the MRC region in new housing, utilizing creative approaches towards expanding housing stock and publishing its own annual report on housing data and policy implementation (Figure 2).

Figure 2. Ratio of Affordable to Market-Rate New Construction in the MRC Region



Source: MRC member municipal data, 2020

*Data was currently unavailable on the number of units built and in construction in Gorham and South Portland

As shown in Figure 3, the regional ratio of market rate to affordable housing in 2020 (Figure 3) was aligned with existing research on the impact of barriers to creating housing affordable to a range of incomes (Levine, 2021). The friction that the Levine report identifies correlates with the small gains that some of our communities are experiencing. The barriers to multi-family housing development contribute to the dearth of housing choices in the MRC region beyond the status quo of the single-family, detached dwelling on large lots.

Figure 3. Ratio of Affordable to Market -Rate New Construction in the MRC Region, 2020

2020	Cape Elizabeth	Falmouth	Gorham	Portland	Scarborough	South Portland	Westbrook
Total Units Built	27	77	N/A	332	95	N/A	112
<i>Market Rate</i>	26	77	N/A	265	95	N/A	112
<i>Affordable</i>	1	0	N/A	67	0	N/A	0
Total Units in Construction	35	54	N/A	482	242	N/A	214
<i>Market Rate</i>	34	54	N/A	362	163	N/A	123
<i>Affordable</i>	1	0	N/A	120	79	N/A	91
Ratio of Affordable:Market Rate Units	3%	0%	N/A	30%	31%	N/A	39%

Source: MRC Members municipal data, 2020.

* Data was currently unavailable on the number of units built and in construction in Gorham and South Portland

In the scope of undertaking this research, we found notable gaps in the data that would reflect the housing marketplace. Knowing, for example, how each municipality tracks their own residential construction permits and whether they categorize them by number of residential units (i.e. single-family vs. multi-family) and affordability (market rate vs. other), would be helpful for future research. Regional coordination on the MRC housing goals would be supported by accessible and standardized tools for data collection.

It would also further each municipality’s efforts to quantify and plan for reaching the MRC goal of increasing the supply of housing stock for low and middle-income households by 10% by 2025. Based on the 2019 ACS estimated housing data and the 2020 numbers provided by the member municipalities, a much higher rate of growth will be needed in the affordable housing sector to achieve the workplan goals (Figure 4).

Figure 4. Estimated Units Needed to Reach MRC Goals

		MRC Member Municipalities						
	5 Year ACS Estimates	Cape Elizabeth	Falmouth	Gorham	Portland	South Portland	Scarborough	Westbrook
2019	Total Housing Units	4,167	1,005	2,489	34,075	11,706	2,097	8,748
2020	Estimated Total Additional Units Built	27	77	N/A	332	N/A	95	112
	10% Affordable from 2020 Estimated Total Units	419	108	249	3,441	1,171	219	886

Source: US Census Bureau (2019). Selected Housing Characteristics, 2019 ACS 5-Year Estimates. Retrieved from <https://data.census.gov/cedsci/>

MRC Member Reports

The following MRC member reports illustrate the basic data gathered for this report. When local data was unavailable, alternative qualitative data, such as Planning Board approval, was acceptable to show progress made towards expanding housing choices in the community.



Cape Integrative Health & Townhouses. WBRC Architects and Engineers, 2020. Rendering.

2020 MRC Housing Choice Progress Report Cape Elizabeth

“One of the ten state goals established in the Growth Management Law is to “encourage and promote affordable, decent housing opportunities for all Maine citizens.” Affordable housing is defined as a decent, safe and sanitary dwelling, apartment or other living accommodation for a household whose income does not exceed 80% of the median income for the region (Cumberland County). The comprehensive plan state rule requires that comprehensive planning policies strive to achieve that at least 10% of new units, or whatever greater percentage is necessary to meet the need, shall be affordable to households earning less than or equal to 80% of the area’s median household income.”

– 2019 Cape Elizabeth Comprehensive

Plan

Progress to Expand Housing Choice

MRC Housing Choice Resolution
[Passed October 2019]

Total Units Built in 2020
[27]

Built Market Rate Units
[26]

Built Affordable Units
[1]

Total Units in Construction
[35]

Market Rate Units in Construction
[34]

Affordable Units in Construction
[1]



Collins, Kate Irish. "Meadow Wind." *Portland Press Herald*, Apex Management, LLC, 4 Feb. 2020, Rendering.

2020 MRC Housing Choice Progress Report Falmouth

State Goal:

- Maine's Growth Management Act recommends encouraging and promoting diverse housing opportunities for all Maine citizens.

Proposed Goal:

- To encourage and promote housing stock with diverse price points for all Falmouth citizens.

Proposed Policies:

- Encourage a variety of housing types and densities throughout the community.
- Promote consistency of housing types and densities within each neighborhood.

– 2013 Falmouth Comprehensive Plan

Progress to Expand Housing Choice

Total Units Built in 2020
[77]

Built Market Rate Units
[77]

Built Affordable Units
[0]

Total Units in Construction
[54]

Market Rate Units in Construction
[54]

Affordable Units in Construction
[0]

Footnote:

The numbers reflected in the report in the "Total Units Built in 2020" category are completed units (units that received occupancy permits). Some of these units were permitted in 2020, some in 2019, and possibly some issued prior to that. These numbers include single family, two family, multi family, and accessory dwelling units. Units not included in that category were replacement homes that were completed within 2020, which would not result in any additional units.

The number of "Total Units in Construction" was calculated from those permitted in the calendar year 2020 and deducted by the ones that have record of occupancy permits being issued. This number is the assumed number of dwelling unit projects issued in 2020 that are still in some stage of construction. Similarly, these numbers do not include replacement homes.



Site of Hillside at Village Square, Avesta Housing, 2020.

2020 MRC Housing Choice Progress Report Gorham

“A major focus of the Future Land Use Plan is on accommodating a diversity of housing in Gorham including an expanded supply of multi-family units. Given Gorham’s proximity to the Maine Mall and Intown Portland this makes sense from a regional perspective. However, the demand for this housing is driven by regional factors and, to some extent, the lack of housing diversity in other suburban communities. Since the provision of this type of housing may be dependent on the provision of suitable infrastructure that requires significant investments, the Town should work with other neighboring communities and regional housing organizations to share in any public costs or front-end financing for needed infrastructure including the extension of public sewers.”

– 2016 Gorham Comprehensive Plan

Progress to Expand Housing Choice

MRC Housing Choice Resolution
[Passed October 2019]

Total Units Built in 2020
[Unknown]

Built Market Rate Units
[Unknown]

Built Affordable Units
[Unknown]

Total Units in Construction
[Unknown]

Market Rate Units in
Construction
[Unknown]

Affordable Units in Construction
[Unknown]

Additional Data Points:

Building Permits Issued
[55 single family homes]

[1 multiplex/duplex]

Planning Board Approval
[27 senior apartments]



“The Goodwin.” *New Portland Condo Project Targets Middle-Income Market*, MaineBiz, 29 July 2020.

2020 MRC Housing Choice Progress Report

Portland

Local Goals:

- Increase, preserve, and modify the overall supply of housing city-wide to meet the needs, preferences and financial capabilities of all Portland residents.
- Encourage additional contextually appropriate housing density in and proximate to neighborhood centers, concentrations of services, and transit nodes and corridors as a means of supporting complete neighborhoods.
- Pursue policies to enable people who work in Portland to have the option to live in Portland.
- Collaborate with surrounding communities on regional housing solutions.
- Encourage quality, sustainable design in new housing development.

– 2017 Portland Comprehensive Plan

Progress to Expand Housing Choice

MRC Housing Choice Resolution
[Passed October 2019]

Total Units Built in 2020
[332]

Built Market Rate Units
[265]

Built Affordable Units
[67]

Total Units in Construction
[482]

Market Rate Units in Construction
[362]

Affordable Units in Construction
[120]



Bart, Catherine. "Scarborough Planning Board Approves Hayloft Apartments." *Scarborough Leader, Portland Press Herald*, 11 Sept. 2020. *Rendering.*

2020 MRC Housing Choice Progress Report Scarborough

"As part of this Comprehensive Plan update, the Scarborough Housing Alliance reviewed the applicable vision and policies established in the 2006 Plan and found that the objectives described are still relevant. The Town's vision for the future prioritizes housing that meets the needs of a wide range of household types (traditional families, younger households and singles, empty-nesters, retirees and pre-retirees, elderly, etc.) with a broad range of incomes."

– Scarborough Draft 2020 Comprehensive Plan Plan

Progress to Expand Housing Choice

Total Units Built in 2020

[95* estimate]

Built Market Rate Units

[95* estimate]

Built Affordable Units

[0]

Total Units in Construction

[242]

Market Rate Units in Construction

[163]

Affordable Units in Construction

[79]

PLACEHOLDER
FOR
SOUTH PORTLAND
REPORT



WBRC Milliken, Maureen. “Westbrook 91-Unit Senior Development Aims to Chip Away at Waiting List,” *Mainebiz*, 4 Oct. 2019. Robert Apartments. Anew Development. Rendering.

2020 MRC Housing Choice Progress Report Westbrook

Updated Downtown Housing Overlay Ordinance to expand the area along Main Street for high density. 01/6/20

Approved 3 subdivision projects with new density allowance to increase residential development in the urban core
Main Street Area – 68 Units

Amended Zoning District from Rural to Denser Urban Standards for a 90-acre parcel within Walking Distance of Transit/Downtown – Dec 2020 – Standards requiring 10% affordable housing included in the amendment for this parcel. Total projected units 250-300

Progress to Expand Housing Choice

MRC Housing Choice Resolution
[Passed October 2019]

Total Units Built in 2020
[112]

Built Market Rate Units
[112]

Built Affordable Units
[0]

Total Units in Construction
[214]

Market Rate Units in Construction
[123]

Affordable Units in Construction
[91 (Westbrook Housing)]

Next Steps

Building Permit Data

In early 2020, GPCOG began a research project with Levine Planning Strategies, led by former Portland Planning Director, Jeff Levine, to help MRC member communities understand how existing regulations are contributing to limiting multi-family housing development in the region. The initial steps to this study included interviews with staff from the planning offices designed to “help deepen understanding of each zoning ordinance.”

As a next step it will be useful to do additional research to understand what local building permit data is and isn't collected, and how each municipality analyzes it. For instance, Falmouth provided their method for gathering the data in their response. While other MRC municipalities likely used a similar strategy, it would be helpful for future data to be collected in a standardized way.

Qualitative Progress

Westbrook was one of the only municipalities to detail its success in adopting policy changes in 2020 designed to expand housing choices in their community. These included:

- Updating the Downtown Housing Overlay Ordinance to expand the area along Main Street for high density.
- Approved 3 subdivision projects with new density allowance to increase residential development in the urban core.
- Amended Zoning District from Rural to Denser Urban Standards for a 90-acre parcel within Walking Distance of Transit/Downtown, with standards requiring 10% affordable housing included in the amendment for this parcel.

Our next report should take a deeper look at the parcels where new policies were put in place, what success the policy changes had in expanding housing choices, and how those policies might be replicated. This research may also overlap with assessing the opportunities to reduce barriers to multi-family housing development, as suggested earlier (Levine, 2021). Successful practices used to amend a zoning district or facilitate public engagement can be shared amongst the MRC communities.

Better Baseline Data

The initial information gleaned through this report suggests that more time will be needed to collect more comprehensive housing data at the local level in MRC communities. A baseline of the existing housing stock must also be gathered for each MRC municipality. While estimates were taken from the 2019 American Community Survey, the counts from the 2020 Decennial Census will be much more concrete. Results from the 2020 Census are expected by the summer of 2021.

There remains a need to establish a more comprehensive baseline of information in order to create benchmarks for future improvement. The goals, deliverables and actions of the MRC Work Plan provide the framework, but a regional coordinated effort needs tangible metrics to

work from.

Conclusion

The expansion of housing choices remains a priority for the MRC and its individual member municipalities. Despite the pandemic and its challenges, the MRC region's housing market continues to see increasing demand and rising prices. As a result, we see greater difficulty for an increasing number of households to find housing they can afford in the community they wish to live in.

As this gap widens people will “drive until they qualify.” This results in increased traffic, congestion, and air pollution. It also reduces diversity within communities. As we seek to recover our local and regional economies and meet the challenge of resilience in the face of a changing climate, expanded housing choices remains a critical strategy.

While progress is being made, this report also points the way forward toward greater efforts to expand housing choices and meet the challenges of shaping our future communities to be as equitable, as resilient, and as prosperous as they can be.

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Appendix A

Metro Regional Coalition Council Resolution

Regarding the housing affordability crisis in the Greater Portland region

WHEREAS our region is in need of young workers and families to support our existing and future economy, and to offset our region's demographic challenges; and

WHEREAS the region is losing more and more middle income households because of the cost burden of housing; and

WHEREAS the affordability of housing throughout the Greater Portland region continues to decline according to the Maine State Housing Authority; and

WHEREAS the number and location of households in our region struggling with the costs of housing is rising as documented by the Greater Portland Council of Governments; and

WHEREAS travel between home and work in our region is becoming longer, generating more expense to commuting households and more traffic congestion and stress to our transportation systems; and

WHEREAS the cost burden of housing falls heavily on our senior population, making aging in place more difficult; and

WHEREAS these findings show a lack of adequate housing choices for current residents and future workers, and the region faces a crisis of housing affordability; and

WHEREAS our region's economic and community wellbeing depends on expanding housing choices which in turn will support all our residents as well as our current and future economy by easing the challenges detailed above; and

WHEREAS the municipalities that make up the Metro Regional Coalition share a commitment to making housing more affordable for every person no matter their income level; and

WHEREAS all the municipalities of the Metro Regional Coalition have met and jointly agreed to pursue solutions to this crisis by acting singly and together to take steps at the municipal level to encourage the expansion of the number of housing units that lower and middle income households can afford without incurring unacceptable housing costs burden;

NOW THEREFORE the _____ Council is hereby RESOLVED to work with the Greater Portland Council of Governments and the Metro Regional

Coalition:

TO EXPAND the number of housing units that can be afforded by lower and middle income households in our community by adopting and improving policies and incentives which allow our community to contribute to achieving the overall regional goal of expanding the number of housing units in our region that are affordable to lower and middle income households by at least 10% no later than 2025.

DATED this ____ day of _____, 2019

Appendix B

Metro Regional Coalition FY 2020 WORKPLAN

Below is a summary of the Coalition's goals for FY20 and its planned actions to achieve those goals.

Homelessness

Goals:

- To house more of the homeless in the Greater Portland area
- To more equitably distribute the responsibility of caring for the homeless across municipalities

FY20 Deliverables:

- A widely-supported and specific proposal to encourage Housing First developments outside of Portland
- A coordinated regional plan for responding to the next homeless shelter crisis that builds upon and improves the 2019 Expo Crisis response.
- Re-educate members on Housing First and related strategies to address homelessness

Actions:

- 1) Support policy proposals that a) increase operations funding for Housing First development and b) encourage communities outside Portland to host the developments
- 2) Advocate for additional homelessness resources and supportive policy in Augusta

Opioid Misuse

Goal:

- To prevent opioid misuse among our region's residents
- To improve the language we and our colleagues use about the epidemic to destigmatize the people who suffer from the disorder
- To expand the successful pilot program to more municipalities in our region, and beyond, as funding permits.

FY20 Deliverables:

- A third pilot project to reduce stigma and galvanize support for effective community-wide strategies

Actions:

- 1) Complete a third pilot project and explore funding options for additional program expansion.

Integrating MRC work with State Economic Development Plan and Transit Tomorrow

Goal:

- To better coordinate local land use, transportation and economic development decisions with state and regional efforts to promote workforce, economic, transportation and housing growth to create a more prosperous future for our region.

FY20 Deliverables:

- MRC will become an implementing partner with the Mills Administration's statewide

economic development plan.

MRC members will become active participants in shaping and implementing PACTS' Transit Tomorrow.

Actions:

- 1) Continue to meet with state economic development officials to define specific local and regional implementation opportunities;
- 2) Expand Transit Tomorrow engagement opportunities to ensure 'corridor' participation as growth opportunities are identified; and
- 3) Facilitate public engagement designed to educate and support new approaches to growth and development

Expanding Housing Choices

Goal:

- To diversify housing options and increase the supply of workforce housing in MRC communities by expanding housing choices for low- and middle-income households in the region by 10% by 2025.

FY20 Deliverables:

- MRC members and the public are educated on the issue
- The joint commitment of MRC communities to diversify housing options is implemented
- Housing, economic development and public transportation decisions are more closely integrated, and made in a regional context when possible

Actions:

- 1) Publish an annual report on expanded housing choices based on the individual reports of MRC member communities,
- 2) Work with individual MRC members to implement their municipal resolutions on expanded housing choices, and
- 3) Work with partners in the region, including the Portland Regional Chamber of Commerce and the United Way of Greater Portland, to expand public acceptance of well-planned housing and transportation growth.

MRC's Effectiveness

Goals:

- To increase the consistent participation in MRC activities by all seven communities
- To increase the consistent participation in MRC activities by the chief elected official, chief administrative official, and other Councilors

FY20 Deliverables:

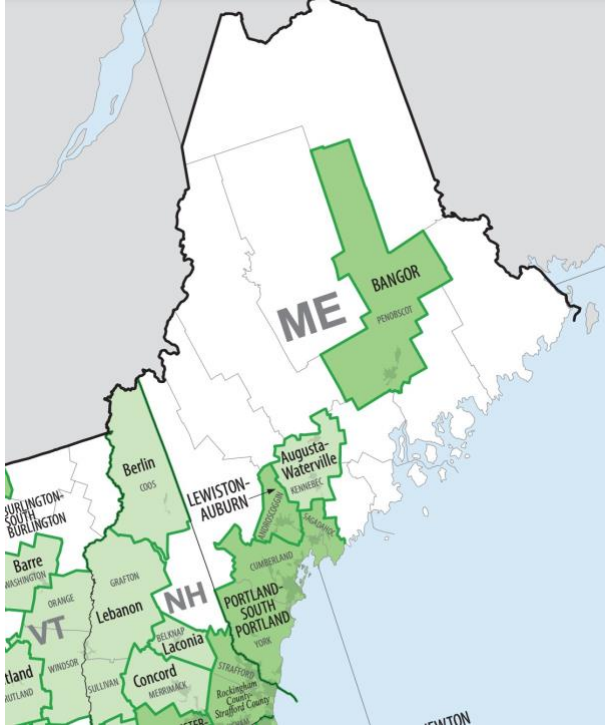
- High level officials from all communities engaged

Actions:

- 1) Focus meetings on decision-making

Appendix C

Maine Metropolitan Statistical Area Map, 2020



Source: US Census Bureau, Retrieved from <https://www.census.gov/programs-surveys/metro-micro/geographies/reference-maps.html>

Appendix D

New Privately Owned Housing Units Authorized							
Unadjusted Units for Regions, Divisions, and States							
Year	Geography	Total	1 Unit	2 Units	3 and 4 Units	5 Units or More	Num of Structures With 5 Units or More
2020	Maine	5,628	4,584	222	81	741	43
2019	Maine	4,760	3,474	196	29	1,061	50

Year	Metropolitan Statistical Area	Total	1 Unit	2 Units	3 and 4 Units	5 Units or More	Number of Structures With 5 Units or More
2020	Portland-South Portland, ME	2,210	1,484	100	26	600	33
2019	Portland-South Portland, ME	2,875	1,818	124	17	916	43

Total Change 2019-2020							
Numeric Change		(665)	(334)	(24)	9	(316)	(10)
Percent Change		-23%	-18%	-19%	53%	-34%	-23%

Source: US Census Bureau (2019 and 2020). Annual Building Permits Survey. Retrieved from <https://www.census.gov/construction/nrc/index.html>

* Universe refers to the number of permit-issuing jurisdictions canvassed for the Building Permits Survey. The Portland-South Portland MSA includes Cumberland, York and Sagadahoc Counties