Florida Job Growth Grant Fund
Public Infrastructure Grant Proposal

Proposal Instructions: The Florida Job Growth Grant Fund Proposal (this document) must be completed by the governmental entity applying for the grant and signed by either the chief elected official, the administrator for the governmental entity or their designee. Please read the proposal carefully as some questions may require a separate narrative to be completed.

Governmental Entity Information

Name of Governmental Entity: Washington County Board of County Commissioners

Government Federal Employer Identification Number: ______________

Contact Information:
Primary Contact Name: Ted Everett
Title: Executive Director, Washington Co. Economic Development Council
Mailing Address: P.O. Box 457
Chipley, FL 32428
Phone Number: 850-638-4157
Email: Ted@washcomall.com

Public Infrastructure Grant Eligibility

Pursuant to section 288.101, F.S., the Florida Job Growth Grant Fund was created to promote economic opportunity by improving public infrastructure and enhancing workforce training. Eligible governmental entities that wish to access this grant fund must submit public infrastructure proposals that:

- Promote economic recovery in specific regions of the state, economic diversification or economic enhancement in a targeted industry. (View Florida’s Targeted Industries here.)
- Are not for the exclusive benefit of any single company, corporation or business entity.
- Are for infrastructure that is owned by the public and is for public use or predominately benefits the public.
1. Program Requirements:

Each proposal must include the following information describing how the project satisfies eligibility requirements listed on page 1.

A. Provide the title and a detailed description of the public infrastructure improvements.
   Highway 79 Corridor Authority Project (Please see attachment and notebook included)

B. Is this infrastructure owned by the public?  
   ✔ Yes  ☐ No

C. Is this infrastructure for public use or does it predominately benefit the public?  
   ✔ Yes  ☐ No

D. Will the public infrastructure improvements be for the exclusive benefit of any single company, corporation or business entity?  
   ☐ Yes  ✔ No

E. Provide a detailed explanation of how the public infrastructure improvements will connect to a broader economic development vision for the community and benefit additional current or future businesses.

Once this entire project is completed, all three jurisdictions named in the Interlocal Agreement (which are all designated as Rural Areas of Economic Opportunity) will reap the benefits of this new infrastructure that will replace the need for future wells and septic systems, and eliminate existing ones. This infrastructure is expected to bring new businesses to the corridor, as well as an estimated creation of 219 new jobs. Highway 79 is currently being widened to four lanes by the Florida Department of Transportation and is the major north/south route to Panama City Beach.
F. Provide a detailed description of, and quantitative evidence demonstrating, how the proposed public infrastructure project will promote:

- Economic recovery in specific regions of the state;
- Economic diversification; or
- Economic enhancement of a Targeted Industry (View Florida’s [Targeted Industries here.](#))
  
  - As part of this response, describe how the project will promote specific job growth. Include a description of the number of jobs that will be retained or created, the average wages of such jobs, and in which industry(ies) the jobs will be created using the North American Industry Classification System (NAICS) codes. Where applicable, you may list specific businesses that will retain or grow jobs or make capital investment.
  - Further, include the economic impact on the community, region, or state and the associated metrics used to measure the success of the proposed project.

Washington and Holmes Counties have been repeatedly designated by the Governor of Florida as Areas of Rural Opportunity due to a continued decline in population, income, and Ad Valorem tax rolls. This development activity is the precursor for an economic development recovery. At the conclusion of this project, it is anticipated that 219 new jobs will be created within the corridor by year eight. The types of jobs to be created are typical of interstate interchanges and include retail, manufacturing, and distribution.

Using the North American Industry Classification System Codes, these prospective jobs include: Convenience Food Stores with Fuel (445120); Commercial Banks (522110); Fast Food (722513); Distribution-General (4230); Manufacturing (33XX); Restaurants-full service (722511); and Retail-General (44XX – 4599).

With the Corridor Authority’s 1,525-acres, we will actively be recruiting larger distribution, manufacturing, and service industries nationwide. Economic impact on the community will be measured by the increase in all tax bases for all three entities, and will be measured by Chipola Career Source Demographics and Statistics.
2. Additional Information:

A. Is this project an expansion of an existing infrastructure project?
   ☑ Yes     ☐ No

B. Provide the proposed commencement date and number of days required to complete construction of the public infrastructure project.
   Commencement date = 180 days after all funding is secured; 6 mo. to complete.

C. What is the location of the public infrastructure? (Provide the road number, if applicable.)
   Florida Highway 79, south of Bonifay, FL

D. Who is responsible for maintenance and upkeep? (Indicate if more than one are applicable.)
   ☐ Federal  ☐ State  ☐ County  ☐ City  ☑ Other Special Auth.

E. What permits are necessary for the public infrastructure project?
   Environmental, federal, state, and local permits will be required.

F. Detail whether required permits have been secured, and if not, detail the timeline for securing these permits. Additionally, if any required permits are local permits, will these permits be prioritized?
   The required permits will be secured upon the activation of the Corridor Authority, or 180 days after funding is secured. Local permits will be prioritized.

G. What is the future land use and zoning designation on the proposed site of the infrastructure improvements, and will the improvements conform to those uses?
   Commercial/Industrial/ Mixed Use. The planned improvements will conform to these uses.
H. Will an amendment to the local comprehensive plan or a development order be required on the site of the proposed project or on adjacent property to accommodate the infrastructure and potential current or future job creation opportunities? If yes, please detail the timeline.

☑ Yes ☐ No

Please see attached.

I. Is the project ready to commence upon grant fund approval and contract execution? If no, please explain.

☑ Yes ☐ No

This project will be ready to commence upon the activation of the Corridor Authority, or 180 days post funding award.

J. Does this project have a local match amount?

☐ Yes ☑ No

If yes, please describe the entity providing the match and the amount.

Washington and Holmes County are RAO Counties and are eligible for a match waiver.

K. Provide any additional information or attachments to be considered for this proposal.

Please see notebook with detailed project plan accompanying this application.
3. Program Budget

Estimated Costs and Sources of Funding: Include all applicable public infrastructure costs and other funding sources available to support the proposal.

A. Public Infrastructure Project Costs:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>$1,988,648.00</td>
</tr>
<tr>
<td>Reconstruction</td>
<td>$0</td>
</tr>
<tr>
<td>Design &amp; Engineering</td>
<td>$556,000.00</td>
</tr>
<tr>
<td>Land Acquisition</td>
<td>$0</td>
</tr>
<tr>
<td>Land Improvement</td>
<td>$444,000.00 (wetland)</td>
</tr>
<tr>
<td>Other</td>
<td>$___________</td>
</tr>
<tr>
<td><strong>Total Project Costs</strong></td>
<td><strong>$2,988,648.00</strong></td>
</tr>
</tbody>
</table>

B. Other Public Infrastructure Project Funding Sources:

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>City/County</td>
<td>$0</td>
</tr>
<tr>
<td>Private Sources</td>
<td>$0</td>
</tr>
<tr>
<td>Other (grants, etc.)</td>
<td>$1,000,000.00</td>
</tr>
<tr>
<td><strong>Total Other Funding</strong></td>
<td><strong>$1,000,000.00</strong></td>
</tr>
</tbody>
</table>

**Total Amount Requested** $1,988,648.00

Note: The total amount requested must equal the difference between the public infrastructure project costs in 3.A. and the other public infrastructure project funding sources in 3.B.

C. Provide a detailed budget narrative, including the timing and steps necessary to obtain the funding and any other pertinent budget-related information.

Please see attached notebook.
4. Approvals and Authority

A. If the governmental entity is awarded grant funds based on this proposal, what approvals must be obtained before it can execute a grant agreement with the Florida Department of Economic Opportunity (e.g., approval of a board, commission or council)?

Approval by the three members of the Interlocal Agreement, including Holmes County Board of County Commissioners, City of Bonifay City Council, and Washington County Board of County Commissioners.

B. If approval of a board, commission, council or other group is needed prior to execution of an agreement between the governmental entity and the Florida Department of Economic Opportunity:

   i. Provide the schedule of upcoming meetings for the group for a period of at least six months.
      Please see attached.

   ii. State whether that group can hold special meetings, and if so, upon how many days’ notice.
       Special Meeting are allowed with a seven (7)-day notice.

C. Attach evidence that the undersigned has all necessary authority to execute this proposal on behalf of the governmental entity. This evidence may take a variety of forms, including but not limited to: a delegation of authority, citation to relevant laws or codes, policy documents, etc.
I, the undersigned, do hereby certify that I have express authority to sign this proposal on behalf of the above-described governmental entity.

Name of Governmental Entity: Washington County Board of County Commissioners

Name and Title of Authorized Representative: Charles Kent, Chairman

Representative Signature: [Signature]

Signature Date: 07/27/2017
Section 1

A. Provide the title and a detailed description of the public infrastructure improvements.

Highway 79 Corridor Authority Project

(Please see notebook included)

This Highway 79 Corridor Authority Project consists of the development of a 1,525-acre commercial/industrial/mixed use development district, including the construction of 2.3 miles of water and sewer infrastructure along the corridor, which includes property located within the Counties of Holmes and Washington, and the City of Bonifay. The three entities are committed to the project through an Interlocal Agreement (attached). Initial research reveals that this project is expected to create 219 jobs with an economic impact of about $13 million-a-year by the 7th year.

E. Provide a detailed explanation of how public infrastructure improvements will connect to a broader economic development vision for the community and benefit additional current or future businesses.

Once this entire project is completed, all three jurisdictions named in the Interlocal Agreement (which are all designated as Rural Areas of Economic Opportunity) will reap the benefits of this new infrastructure that will replace the need for future wells and septic systems, and eliminate existing ones. This infrastructure is expected to bring new businesses to the corridor, as well as an estimated creation of 219 new jobs. Highway 79 is currently being widened to four lanes by the Florida Department of Transportation and is the major north/south route to Panama City Beach.

F. Provide a detailed description of, and quantitative evidence demonstrating, how the proposed public infrastructure project will promote economic recovery, economic diversification, or economic enhancement of a Targeted Industry.

Washington and Holmes Counties have been repeatedly designated by the Governor of Florida as Areas of Rural
Opportunity due to a continued decline in population, income, and Ad Valorem tax rolls. This development activity is the precursor for an economic development recovery for our area. At the conclusion of this project, it is anticipated that 219 new jobs will be created within the corridor by year eight. The types of jobs to be created are typical of interstate interchanges and include retail, manufacturing, and distribution. Using the North American Industry Classification System Codes, these prospective jobs include: Convenience Food Stores with Fuel (445120); Commercial Banks (522110); Fast Food (722513); Distribution-General (4230); Manufacturing (33XX); Restaurants-full service (722511); and Retail-General (44XX – 4599).

With the Corridor Authority’s 1,525-acres, we will actively be recruiting larger distribution, manufacturing, and service industries nationwide. Economic impact on the community will be measured by the increase in all tax bases for all three entities, and will be measured by Chipola Career Source Demographics and Statistics.

Section 2.

H. Will an amendment to the local comprehensive plan or a development order be required on the site of the proposed project...

Land use within the Corridor has been changed to commercial/mixed use/commercial. These changes have been transmitted to the Department of Economic Opportunity for review and will be adopted upon return.

Section 4.

B. Provide the schedule of upcoming meetings for the group for a period of at least six months.
Florida Job Growth Grant Fund
Washington County, FL Application
Attachments
Page 3 of 3

Washington County BOCC meets on the fourth Thursday of each month at 9 a.m. Holmes County BOCC meets at 9 a.m. on the second Tuesday of each month. Bonifay City Council meets at 6 p.m. on the second Tuesday of each month.

C. Evidence of authority to execute proposal:

1. Washington County Board of County Commissioners Resolution No. 17-?? (Please see Attached)

2. Interlocal Agreement (Please see Notebook)
RESOLUTION 17-15

A RESOLUTION OF THE WASHINGTON COUNTY BOARD OF COUNTY COMMISSIONERS APPROVING THE APPLICATION FOR THE FLORIDA JOB GROWTH GRANT FUND

RECITALS

WHEREAS, The Florida Job Growth Grant Fund is a new economic development program designed to build on Florida’s success and economic prosperity since 2010; and

WHEREAS, The Washington County Board of County Commissioners is eligible to apply for a grant award under this program to assist with construction costs of the Highway 79 Corridor Authority Project; and

WHEREAS, The Washington County Board of County Commissioners authorizes Ted Everett, Executive Director of the Washington County Economic Development Council, OR Karen Shaw, Washington County Grants Coordinator, to file and execute any contract or documents and apply for and administer a grant on behalf of the County for the Highway 79 Corridor Authority Project.

NOW THEREFORE, be it resolved by The Board that:

1. The Washington County Board of County Commissioners is eligible to submit a grant application for the funding assistance to the Florida Job Growth Grant Fund.

2. The Washington County Board of County Commissioners supports a grant application to Florida Job Growth Grant Fund for funding assistance for the construction of water and sewer infrastructure in the Corridor.

DONE AND ORDERED in regular session at Chipley, Florida, this 27th day of July, 2017.

By:

Charles Kent
Chairman, Washington County BOCC

Attest:

Lora C. Bell
Washington County Clerk of Court
Highway 79 Corridor Authority Project

Notebook

City of Bonifay
Holmes County
Washington County

Teaming Up for Progress

GOVERNOR RICK SCOTT
Fighting for Florida’s Future
HIDWAY 79 CORRIDOR AUTHORITY

Summary Information For Activation By Interlocal Agreement Between
City of Bonifay, Holmes County, and Washington County.

Concept: that the planning for the Corridor Authority activation and
creation of the legal documents to activate the Corridor Authority as a
dependent special district will be accomplished under the initial
existing Interlocal Agreement signed February 25, 2016, and that a
final Interlocal Agreement will be approved by the three governments
when established conditions and funding to activate the Corridor
Authority have been met.

This Notebook provides an overview and not the entire plan details.

TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Tab</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Existing Interlocal Agreement</td>
</tr>
<tr>
<td>2</td>
<td>Activation Plan Outline – 14 Pages</td>
</tr>
<tr>
<td>3</td>
<td>Financial Summaries – Authority &amp; 3 Govts</td>
</tr>
</tbody>
</table>
| 4    | Funding Plan for $2,944,648 with $1,000,000
Appropriation Already Received |
| 5    | Current Planning Committee Members              |

This DRAFT document was prepared for the use of the Hwy 79 Corridor Authority Planning Committee ("Committee") and possession of a copy does not convey any right to reproduce or distribute copies to others than Committee members, or specifically designated individuals. All rights are reserved by the Committee under the provisions of the Inter-local Agreement between Holmes County, City of Bonifay, and Washington County.
INTERLOCAL MEMORANDUM OF UNDERSTANDING

This Interlocal Memorandum of Understanding ("MOU") is entered into this 23rd day of February, 2016, by and between WASHINGTON COUNTY, a political subdivision of the State of Florida, HOLMES COUNTY, a political subdivision of the State of Florida, and the CITY OF BONIFAY, a municipal corporation of the State of Florida, (collectively the "Parties").

RECITALS

WHEREAS, the Highway 79 Corridor Authority Planning Committee (the "Committee"), composed of representatives from the Holmes County Board of County Commissioners, the Washington County Board of County Commissioners, the City Council for Bonifay, the Holmes County Chamber of Commerce, the Washington County Chamber of Commerce, the Holmes County Economic Development Commission, the Washington County Economic Development Council, Opportunity Florida, and other citizens of all three jurisdictions with expertise in economic development, has been meeting for the purpose of determining the best method to provide water and sewer, and related advantageous planning and zoning strategies, south of Interstate 10, along Highway 79, to the vicinity of Douglas Ferry Road in Washington County; and

WHEREAS, the Committee is requesting that all three jurisdictions formally commit to moving forward with a plan to provide water and sewer, and related advantageous planning and zoning strategies, south of Interstate 10, along Highway 79, to the vicinity of Douglas Ferry Road in Washington County; and

WHEREAS, Section 163.01, Florida Statutes, known as the "Florida Interlocal Cooperation Act of 1969," permits local governmental units to make the most efficient use of their powers by enabling them to cooperate with other localities on a basis of mutual advantage and thereby to provide services and facilities in a manner and pursuant to forms of governmental organization that will accord best with geographic, economic, population, and other factors influencing the needs and development of local communities; and

WHEREAS, the Department of Economic Opportunity and other related State of Florida entities have continually stressed the importance of multiple governing agencies working cooperatively to provide economic opportunities and to jointly apply for funding sources and grants related to economic development and growth; and
WHEREAS, the Parties desire to set forth their general commitment to the project and the general roles and responsibilities of each Party with respect to moving forward with the project; and

WHEREAS, the Parties believe that entering into this MOU will benefit the citizens of Holmes County, Washington County, and the City of Bonifay.

NOW THEREFORE, in consideration of the mutual covenants and conditions set forth herein, and other valuable consideration, the receipt and sufficiency of which are hereby acknowledged by each Party to the other, the Parties agree as follows:

TERMS

I. Recitals.

The foregoing recitals are true and correct and are incorporated into and made a part of this MOU the same as if fully set forth herein.

II. Purpose.

The purpose of this MOU is:

a. For each jurisdiction to confirm their support for the continued pursuit of bringing water and sewer south of Interstate 10 along Highway 79, beginning in Holmes County, to the vicinity of Douglas Ferry Road, in Washington County, and to authorize, direct and empower the Committee to continue meeting and working towards a “DRAFT PLAN” for the creation of a “Highway 79 Corridor Authority” and which “DRAFT PLAN” will create appropriate inter-local agreements related to the creation thereof, and the related planning and funding thereto; and

b. To recognize the significant amount of progress that has been already accomplished by the Committee, by working together jointly, to define the concepts, potential funding sources and land use planning needed to create the economic improvements and jobs that may result from regional development.

III. Responsibilities of the Parties.

The Parties mutually agree that each Party will perform the following responsibilities and obligations in furtherance of this MOU:
a. The Parties will perform a good faith review the DRAFT PLAN, which shall be brought forward to the Parties by the Committee. The DRAFT PLAN shall include an incidental expense budget, which shall allocate responsibility for implementation of the initial phases of the DRAFT PLAN. Said incidental expense allocation shall include a loan to be collected from each County to the Highway 79 Corridor Authority, when operational, and shall be advanced to and administered by a third party (to be determined) for disbursement upon an appropriate request by the Committee and in accordance with normal disbursement administrative processes;

b. Upon completion of the DRAFT PLAN, following the vetting process by the Parties as set forth in “a” above, said DRAFT PLAN may then be formally approved by the Parties as the “Final Highway 79 Corridor Authority Plan”;

c. To work in good faith to implement the terms of this MOU; and

d. In order to support development and submission of the DRAFT PLAN, the Parties hereto undertake to perform the specified and appropriate implied and/or related actions and to provide such information and documentation to the Committee:

(1) **Responsibility of Holmes County:**

(i) Coordinate with the City of Bonifay, Washington County and the West Florida Regional Planning Council, to develop a land use map indicating mutually agreed governmental jurisdictional boundaries and current land uses. Using the existing land use map as a basis, identify the parcels that need land use changes to best apply modern planning techniques for future land uses, and planning compatibility with adjacent future land uses in contiguous jurisdictions. The objective for overlay adoption and land use changes shall be prior to submission of the DRAFT PLAN for review and initial funding so that they can be included in the adopted plan.

(ii) Develop the necessary changes to its Land Development Code and Comprehensive Plan to accommodate use of commercial/industry intent overlays, and then develop a “DRAFT” overlay for the proposed Highway 79 Corridor Authority land(s) falling within Holmes County, in
conjunction with the City of Bonifay, that will be the basis for notice(s) to land owners, neighborhood information meetings, public hearings and the adoption of a future land use map amendment(s) consistent with the Highway 79 Corridor concepts.

(iii) Establish the mechanism for the interim loan for incidental costs to complete the DRAFT PLAN when such DRAFT PLAN has been approved, subject to the completion of certain actions having a cost to complete as part of the PLAN to be adopted. Such funds loaned by the jurisdictions to the Highway 79 Corridor Authority, after approval of the DRAFT PLAN, shall be held and disbursed by a to-be-determined third party, which entity shall be approved by each loaning jurisdiction and such monies shall be held and disbursed as reasonably requested by the Committee.

(iv) Appoint a representative from the County staff to officially perform as a jurisdictional liaison with the Committee so that the Committee receives inputs from the County on a timely basis, and which liaison will assist the Committee advising the County periodically about Committee progress.

2. Responsibility of the City of Bonifay:

(i) Coordinate with Holmes County, Washington County and the West Florida Regional Planning Council, to develop a land use map indicating mutually agreed governmental jurisdictional boundaries and current land uses. Using the existing land use map as a basis, identify the parcels that need land use changes to best apply modern planning techniques for future land uses, and planning compatibility with adjacent future land uses in contiguous jurisdictions. The objective for overlay adoption and land use changes shall be prior to submission of the DRAFT PLAN for review and initial funding so that they can be included in the adopted plan.

(ii) Develop the necessary changes to its Land Development Code and Comprehensive Plan to accommodate use of commercial/industry intent overlays, and then
develop a “DRAFT” overlay for the proposed Highway 79 Corridor Authority land(s) falling within the City of Bonifay, in conjunction with Holmes County, that will be the basis for notice(s) to land owners, neighborhood information meetings, public hearings and the adoption of a future land use map amendment(s) consistent with the Highway 79 Corridor concepts.

(iii) Research and advise the Committee about sewer and water capacities of existing services and any needed upgrades to provide sewer and water services to the proposed Highway 79 Corridor Authority end user(s) that may develop facilities within the Corridor. Consider and make recommendations about any special rates that might be applied to the Corridor sewer and water customers such as initial impact fees, line tap fees, monthly service fees and surcharges unique to Corridor customers.

(iv) Appoint a representative from the City staff to officially perform as a jurisdictional liaison with the Committee so that the Committee receives inputs from the City on a timely basis, and which liaison will assist in the Committee advising the City periodically about Committee progress.

3. Responsibility of Washington County:

(i) Coordinate with the City of Bonifay, Holmes County and the West Florida Regional Planning Council, to develop a land use map indicating mutually agreed governmental jurisdictional boundaries and current land uses. Using the existing land use map as a basis, identify the parcels that need land use changes to best apply modern planning techniques for future land uses, and planning compatibility with adjacent future land uses in contiguous jurisdictions. The objective for overlay adoption and land use changes shall be prior to submission of the DRAFT PLAN for review and initial funding so that they can be included in the adopted plan.

(ii) Continue its overlay adoption process, which is currently before the Washington County Board of County Commissioners, and which is expected to be completed in
May, 2016 and which such process includes significant increases in the available commercial acreage along Highway 79 and Highway 77 South.

(iii) Establish the mechanism for the interim loan for incidental costs to complete the DRAFT PLAN when such DRAFT PLAN has been approved, subject to the completion of certain actions having a cost to complete as part of the PLAN to be adopted. Such funds loaned by the jurisdictions to the Highway 79 Corridor Authority, after approval of the DRAFT PLAN, shall be held and disbursed by a to-be-determined third party, which entity shall be approved by each loaning jurisdiction and such monies shall be held and disbursed as reasonably requested by the Committee.

(iv) Appoint a representative from the County staff to officially perform as a jurisdictional liaison with the Committee so that the Committee receives inputs from the County on a timely basis, and which liaison will assist in the Committee advising the County periodically about Committee progress.

IV. Responsibility of the Committee

During the preparation phase of the DRAFT PLAN and the Final Highway 79 Corridor Authority Plan, the Committee shall periodically, or upon specific request by any Party, provide progress reports to the Parties. Further, the Committee will work in good faith to apply, in good faith, the input of all Parties in the creation of a Final Highway 79 Corridor Authority Plan. Said Final Plan shall equitably weight the interest of all Parties involved and allocate resources and potential revenues in a manner that is equitable and fairly apportioned between the Parties on both a short and long term basis.

V. Term.

This MOU will remain in effect continuously until terminated as set forth herein: Each Party may provide the other Parties ninety (90) days written notice of its intent to terminate this MOU. Said termination may occur with or without cause at the sole discretion of the terminating Party.

VI. Entire Agreement and Prior Understandings. This Agreement contains the entire memorialization of mutual assent between the Parties and
is intended as a final expression of the Parties' agreement with respect to all terms included in this MOU. This MOU supersedes any and all prior agreements, negotiations, stipulations, understandings or representations.

VII. Construction and Application. The section headings or titles in this Agreement are for convenience only and not a part hereof and shall no effect upon the construction or interpretation of the Agreement. This Agreement shall not be construed against either party as the "drafter" of this Agreement, as the intent of the parties and resulting Agreement is a collaborative effort of all Parties.

VIII. Severability. Each provision of this MOU is intended to be severable. If any court of competent jurisdiction determines that any provision of this MOU is invalid, illegal or unenforceable in any respect, the rest of the MOU will remain in full force and effect.

IX. Amendment. Any alternations, amendments, deletions or waiver of any provisions of this MOU shall be done in writing and signed by all Parties. No alternation, amendment, deletion, or waiver of any provision shall become valid or effective until executed in conformity with this paragraph.

X. Notice. Unless and until changed by a Party giving written notice to the other, the addresses below shall be the addresses to which all notice required or allowed by this MOU shall be sent certified, return receipt requested:

If to Washington County:
Attn: County Manager
1331 South Blvd.
Chipley, FL 32428

If to Holmes County:
Attn: County Manager
107 E. Virginia Ave
Bonifay, FL 32425

If to the City of Bonifay:
Attn: Mayor
301 J. Harvey Ethridge St.
Bonifay, FL 32425

XI. Governing Law and Forum. This MOU shall be interpreted and construed in accordance with the laws of the State of Florida. Notwithstanding any other terms and conditions of this MOU, any Party may bring an action for the sole and limited purpose of enforcing the terms and conditions of this MOU
in court of competent jurisdiction. Venue for any Court action stemming herefrom shall be in Holmes County, Florida.

XII. **Understanding of the Agreement.** All Parties represent that they have thoroughly read this MOU, that they understand each provision, term, and condition of this MOU as well as its legal effect, and that they have signed the MOU voluntarily and of their own free will with the intention to comply with its terms. All Parties have participated in the preparation of this MOU. Therefore, the MOU shall not be construed against or in favor of any Party based upon which Party was responsible for the drafting of the MOU.

XIII. **Public Disclosure of the Agreement.** All Parties agree and acknowledge that this MOU may be subject to the Florida public records law, Chapter 119, or other provisions, and may, therefore, be subject to disclosure by and in the manner provided by law.

XIV. **Waiver.** No delay or failure to enforce any provision of this MOU shall constitute a waiver or limitation of rights enforceable under this MOU.

XV. **Assignment.** This MOU is not assignable, but shall be binding upon the heirs, administrators, personal representatives, successors, and assigns of all Parties.

XVI. **Execution and Counterparts.** This MOU may be executed in counterparts and by the Parties on separate counterparts each of which, when so executed, shall constitute but one and the same instrument.

XVII. **Drafting.** No Party shall be considered the author of this MOU since the Parties have participated in negotiations in the making of this MOU. Thus, the terms of this MOU shall not be strictly construed against one Party as opposed to the other Party based upon who drafted it.

XVIII. **Compliance with Laws.** All Parties shall comply with all applicable federal, state, and local statutes, regulations, ordinances, and other laws, including but not limited to, laws relating to nondiscrimination, equal opportunity, displacement, privacy rights of participants, and maintenance of records and/or other confidential information, Title VII of the Civil Rights Act, and the Americans with Disabilities Act.

XIX. **Sovereign Immunity.**
Notwithstanding anything set forth in any section of this MOU to the contrary, nothing in this MOU shall be deemed as a waiver of immunity or limits of liability of any Party beyond any statutory limited waiver of immunity or limits of liability and any liability of any Party for damages flowing herefrom shall not exceed the statutory limits of liability, should said limits apply, regardless of the number of nature of any claim which may arise including but not limited to a claim sounding in tort, equity or contract. Nothing in this MOU shall inure to the benefit of any third party for the purpose of allowing any claim against any Party, which would otherwise be barred under the Doctrine of Sovereign Immunity or by operation of law.

XX. Joint Administration

No separate legal or administrative entity is created by this MOU.

IN WITNESS WHEREOF, this MOU has been executed by the parties hereto the day and year written above.
WASHINGTON COUNTY:

BOCC Chairman: Alan Bush

2/25/16 : DATE

ATTEST:

[Signature]

Clerk of Circuit Court, Washington County

HOLMES COUNTY:

BOCC Chairman: Danny Powell

February 9, 2016 : DATE

ATTEST:

[Signature]

Clerk of Circuit Court, Holmes County

CITY OF BONIFAY:

[Signature]

Mayor:

03-14-2016 : DATE

ATTEST:

[Signature]

Clerk of City of Bonifay, Florida
HIGHESTWAY 79 CORRIDOR AUTHORITY

Plan For Activation By Inter-local Agreement Between
City of Bonifay, Holmes County, and Washington County

TABLE OF CONTENTS

Section I - Introduction

A. Authorities and References.
   1. Conceptual Summary
   2. Planning Inter-local Agreement Signed
   3. Draft Activation Inter-local Agreement
   4. Legal References
   5. Planning & Activation Time-lines

B. Executive Summary of the Committee Planning Process
   1. Committee Members & Other Participants
   2. List of Consultants and Subject Matter
   3. Executive Summary Narrative

C. Maps
   1. Corridor Overlay
   2. Adopted Commercial Intent Overlays
      a. City of Bonifay
      b. Holmes County
      c. Washington County
   3. Adopted Future Land Use Maps (FLUM)
      a. City of Bonifay
      b. Holmes County
      c. Washington County

Section II - Structure of the Corridor Legal Entity

A. Entity Approval Process
   1. Actions Before Adoption of Entity
      a. Final Approval Authority (State, County/City [corridor over 1,000 acres])
      b. Identification of Coordinated Staffing Agencies

This DRAFT document was prepared for the use of the Hwy 79 Corridor Authority Planning Committee ("Committee") and possession of a copy does not convey any right to reproduce or distribute copies to others than Committee members, or specifically designated individuals. All rights are reserved by the Committee under the provisions of the Inter-local Agreement between Holmes County, City of Bonifay, and Washington County.
c. Sequence of Public Hearings & Transmittal Hearings

d. Actual Documents Required

e. Time-line

2. Preliminary Governance Concept

a. Board of Supervisors [BOS] (5 Members)
   (1) Elected Official each from Bonifay, Holmes & Washington Counties.
   (2) Community Leader each appointed by Holmes & Washington Counties.
   (3) Special Entity 3rd-party Management Firm & Operational Accounting
   (4) Retained CPA Firm For Annual Audits

b. Operational Management
   (1) BOS elects Chairman, Vice Chairman, Secretary, Treasurer
   (2) Management Firm staff can be appointed Assistant Secretary & Assistant
       Treasurer to accomplish daily operational tasks within approved job
       Descriptions.
   (3) May designate a senior management firm staff as Corridor Manager.
   (4) Planning services - West Florida Regional Planning Council on a fee basis
   (5) Retained Engineering Consultant
   (6) Retained Legal Counsel

B. Rules of Procedure Appropriate To Legal Entity.

1. Compliance with legal requirements +.

2. Proposed operational policies and procedures for operations (see Section IV)]

Section III – Financial Models & Preliminary Budgets

A. Sources of Revenue

B. Cash Requirements For Pre-activation, Activation, Construction

C. Projected Authority Funding Requirements

D. Financial Models - 10 Years & Debt Retirement

1. Expected Case
2. Break-even Case
3. Optimistic Case

This DRAFT document was prepared for the use of the Hwy 70 Corridor Authority Planning Committee (“Committee”) and possession of a copy does not convey any right to reproduce or distribute copies to others than Committee members, or specifically designated individuals. All rights are reserved by the Committee under the provisions of the Inter-local Agreement between Holmes County, City of Bonifay, and Washington County.
E. Financial Models – 10 Years Revenue To Inter-local Entities

1. Expected Case
2. Breakeven Case
3. Optimistic Case

F. Discussion of Debt Instruments and Documentation

Section IV - Coordinated Actions - Corridor Activation Inter-local Agreement

A. Land Use Planning – Corridor Level

1. Use Definitions
2. Setbacks
3. Buffers
4. Transition Uses/Zones
5. Storm Water Drainage
6. Sewer & Water
7. Impact Fees

B. Annexes Adopted by Inter-local Agreement Entities Upon Corridor Activation

1. Comprehensive Plans Coordination (Corridor & Inter-local Entities)
   a. Corridor Annex [Intergovernmental Coordination & Land Use Elements]
   b. Annex(s) for Inter-local Entities

2. Land Development Code Coordination (Corridor & Inter-local Entities)
   a. Land Use, Vegetation, Buffering
   b. Concurrency
   c. Resource Protection
   d. Development Design and Improvement Standards
   e. Subdivision
   f. Signs
   g. Hardship Relief
   h. Boards & Agencies
   i. Administration & Code Enforcement Within Corridor

3. Future Land Use Map Coordination (Corridor & Inter-local Entities)
   a. Amendments within Corridor
   b. Annual Review Cycle between Inter-local Entities to Corridor Authority
C. Development Application Process

1. Pre-application
   a. Concept presentation to Corridor Development Review Committee (CDRC) [Corridor chairman/vice chair, WFRPC representative, engineering consultant, and legal counsel, representative of legal entity that will issue development approval and building permits]

   b. Identify and solve any land use issues, and applicant achieve conditional land control.

   c. Prepare the development application package required by the Corridor and entity that will issue permits.

   d. Brief Local Planning Authority (LPA) for the permitting entity.

   e. Brief the CDRC on final plan before application.

2. Application

   a. Submit development application to Corridor, pay fees to Corridor as appropriate. CDRC will make a final review and endorse to the permitting LPA and applicant pays appropriate fees to LPA.

   b. Application processed by LPA in accordance with their established procedures, holds appropriate public hearings and transmits to DEO as required.

   c. LPA gives CDRC written notice of approval and transmits a copy of the approved full application package back to CDRC.

3. Permitting

   a. Applicant submits initial permit application, site clearing or building, to CDRC and pays impact fees to Corridor Authority.

   b. CDRC transmits permit applications to LPA/Permitting Authority certifying that impact fees have been paid.

   c. Applicant deals with all permitting agencies directly with copies of permits or approvals back to LPA as required.

   d. Applicant provides copy of Certificate of Occupancy on initial building to CDRC when received, and any other completed structures as received.
Section V - Corridor Funding Plan

A. Grants (Target 50% or > of Construction Funding)

1. Planning Grants With and Without Match.
   a. FL DEO Technical Assistance Grants.
   b. FL DEO CDBG Grants, water and sewer systems.
   c. FL DEP Clean Water State Revolving Fund Loan Program (Multiple programs tied to some Federal programs).
   d. FL NWFWMD, Water Supply Development Grants
   e. FL Legislature Water System Grants
   f. FL Legislature General Funding Support to Corridor
   g. U.S. Dept. of Commerce EDA Planning Program (<$300,000) annual: no application yet submitted.
   h. U.S. Dept. of Agriculture Rural Utilities Service Loans & Grants.
   i. Other grants to be identified as planning evolves.

B. Loans

1. Holmes & Washington Counties. Up to 1/10-mill based upon then current fiscal year ad valorem tax roll that would currently be about $60,000 from Holmes and $80,000 from Washington for a combined total of $140,000, or more, in any given fiscal year. Purpose of the loans is to provide initial working capital to activate the corridor authority through the 1st full fiscal year. Estimated total is $360,000 at 20-yr amortization with 5-year pay-off end of 7th FY and payments commencing in FY 2. A loan document for funding advances and payback will be created with each county and the corridor authority. This funding will be less than 10% of the total funds required.

2. Bank Loan. Estimated at $758,000, about 20% of total funds required, to be paid back on 20-yr amortization with pay-off end of 10th FY and payments commencing FY 2.
C. Sustained Funding.

1. Tax increment funding using the FY property assessed values in the FY the Corridor Authority is activated as base year. Over the 10-year projection will generate about 11% of total funding required. All funds generated flow to the Corridor Authority.

2. DOR Revenue Sharing (Sales Tax). Funds for the Corridor will be 10% of the revenue sharing generated by the businesses located within the Corridor and received by the 3 inter-local entities, and during the 10-year projection represent about 14% of total Corridor funding based upon the 7 new businesses opening 1 per year for seven years. Funds remitted to the Corridor Authority monthly in arrears after receipt from DOR.

3. Ad valorem taxes received by the 3 inter-local entities for businesses located in the Corridor will be shared with the Corridor Authority at 10% of collected with the inter-local entities retaining 90%. Paid in arrears quarterly commencing each January 1st. Estimated to be about 1.1% of total funding received by the Corridor over 10-years.

4. Tangible personal property taxes received by the inter-local entities from businesses located within the Corridor at 10% of collected with the inter-local entities retaining 90%. Paid in arrears quarterly commencing each January 1st. Estimated to be about .8 of 1% of total funding received by the Corridor over 10-years.

5. Fuel tax received by the inter-local entities from businesses located within the Corridor at 10% of payment from DOR paid monthly in arrears. Estimated to be about 4% of the total revenue received by the Corridor over the 10-year projection.

6. Development order filing fees paid to the Corridor Authority upon submission of development order application based upon .5 of 1% of total project estimated construction completion cost. Paid by applicant to Corridor Authority when the formal development application is to be submitted to the LPA after review by the CDRC, and CDRC certifies as paid when it submits the approved application to the LPA.

7. Impact fees will be paid to the Corridor Authority by the applicant based upon the Impact Fee Ordinance adopted by the Corridor Authority and the 3 inter-local entities that will apply specifically to development within the Corridor. The Corridor Authority will retain and account for the Impact Fees with up to 90% available to the inter-local entity where the funds were collected for uses prescribed by the Impact Fee Ordinance and Florida law and regulation. Impact fees represent about .9 of 1% of total funding received by the Corridor Authority during the 10-year projection.

8. Land owner marketing assessment at $500/land owner with 10 participants per year during fiscal years 1 – 5. These fees will provide certain land/locations to be featured in Corridor marketing programs during the initial years. This in no way prevents a land owner from listing property with a real estate brokerage. These fees represent
about .7 of 1% of total Corridor revenues and will be basically a “pass-through” to marketing costs.

Section VI - Financial Projections

A. Corridor Authority Projections – 10 Years [Expected Case]
   1. Main 11” X 17” Spreadsheet
   2. Revenue Methodology
   3. Construction Budget
   4. Expense & Overheads Methodology
   5. Debt Service Terms & Conditions

B. Disbursements For Inter-local Agreement Entities – 10 Years [Expected Case]
   1. Master 11” X 17” Spreadsheet
   2. Allocation Methodology

C. Revenue Segments For Corridor Before and After Debt Payoff
   1. Master Analysis Spreadsheet Through 10-years

D. Disbursements For Inter-local Agreement Entities After Debt Service
   1. Master Analysis Spreadsheet Through 10-years

Section VII - Risk Analysis For Growth (New Development) Timing

A. Corridor Authority Worst Case & Breakeven For Debt Service
   1. Master Spreadsheet Analysis
   2. Impact on Disbursements to Inter-local Agreement Entities

B. Corridor Authority Best Case With Accelerated New Development
   1. Master Spreadsheet Analysis
   2. Impact on Disbursements to Inter-local Agreement Entities

C. Comparison Between Expected Case (Section VI), Worst Case & and Best Case
   1. Master Spreadsheet Analysis
   2. Impact on Disbursements to Inter-local Agreement Entities
Section VIII - Supplemental Agreements [Concurrent With Activation Inter-local Agreement Adoption]

A. Tax Increment Financing enabling documents in approved formats.

B. Agreement Between Corridor Authority and City of Bonifay for the Corridor Authority to Make All Debt Payments for the sewer and water lines extended beyond the Bonifay Lift Station of first connection and southward to Douglas Ferry Road, whether construction is completed in 1 or more phases, and that ownership of the lines shall pass to the City of Bonifay upon receipt of Certificate of Completion from the General Contractor and/or certifying state agencies. This agreement may be necessary if the City of Bonifay must be the “applicant of record” as owner of the sewer and water system for construction funding.

C. Revenue allocation agreements between the Corridor Authority and the Inter-local Agreement Entities that cannot effectively be included in the activation inter-local agreement.

D. 1st Responder Agreements and Mutual Support Agreements for Fire and EMS services across governmental jurisdiction boundaries, and establish dispatch protocols.

E. Law Enforcement Agreements for emergency response within the Corridor, which may include out-of-normal jurisdiction response based upon availability and geographic location of patrol vehicles and the incident. Establish order of dispatch priority.

F. Copies of Impact Fee Ordinances Adopted by Inter-local Agreement Entities, if any.

1. Washington County [Existing to be updated]
2. Holmes County
3. City of Bonifay
4. City of Bonifay water and sewer impact fees if not included in 3 above; Bonifay to receive its net impact fees existing at time of corridor activation and the Corridor Authority may adopt fees 110% of the base Bonifay fee for the 10% payment to the Corridor.
5. Corridor policies for distribution of Fire, EMS, and Transportation fees collected
6. Transportation Fee Districts shall have the Corridor as a separate district as it may relate to the transportation districts of each inter-local agreement entity.
7. Residential development within the Corridor shall be exempt from any processing of development plans by the Corridor Authority, except that the appropriate approving LPA shall provide a copy of the proposed development to the CDRC when application fees are paid to the LPA. The Corridor waives collection of all residential impact fees.
Section IX - Corridor Management, Audit, Third-party Consultants

A. Third-party Corridor Management by a firm experienced with special districts and construction projects.

1. A firm shall be selected by the Board of Supervisors (BOS) after analysis of competitive proposals in accordance with the approved procurement policies of the Corridor Authority.

2. The management firm shall provide operational accounting, monthly and annual financial statements, payment of bills within delegated authorities, supervise execution of all contracts even if 3rd-party contract/project managers have primary responsibility, coordinate solicitation of bids in conjunction with the consulting engineer and legal counsel, maintain the corporate record book, prepare minutes of the BOS and/or committee meetings, and may be contracted to nominate a Corridor Authority Manager as the primary coordination point between the BOS and the management firm. Accounting records shall be based upon appropriate GAAP/GASB standards.

3. It will be preferable to have a multi-year relationship with the management firm. Additionally, it should be recognized in the management agreement fee structure that the workload for the management firm will greatly diminish after construction is completed.

B. As a special legal entity, it’s anticipated that the Corridor Authority will be required under Florida law and regulation to provide annual audited fiscal year financial statements with distribution to the Florida Auditor General, DEO, the Inter-local Agreement Entities, and such financial institutions that are lenders to the Corridor Authority.

1. The auditor shall be selected by the Board of Supervisors (BOS) after analysis of competitive proposals in accordance with the approved procurement policies of the Corridor Authority.

2. To facilitate the audit trail with payments passing between the Corridor Authority and the Inter-local Agreement Entities, consideration may need to be given that the audit firm also be the auditor for 1 or more of the Inter-local Agreement Entities.

3. The provisions for an initial partial fiscal year audit from the FL Auditor General shall prevail.

4. In the event that the Corridor Management Firm is also licensed as a CPA practice, the management firm shall not audit its own work.

C. Legal counsel will be required in preparing the Corridor Authority legal entity selected for approvals at the state, county, and city levels, and to coordinate activation of the entity to conduct business.
1. Legal services will also be required during the planning committee phase prior to activation of the Corridor Authority that will be funded by grants or the Inter-local Agreement Entities.

2. Legal services will be required for operational support in the areas of contracts, land use, and general legal advice to the Corridor Authority.

4. Legal services shall be obtained by competitive proposals and during the planning committee phase prior to actual activation of the Corridor Authority, by review of proposals by the Planning Committee and recommendation to the Inter-local Agreement Entities for final approval. The contract for legal services shall be between the selected firm and the Planning Committee as authorized in the existing inter-local agreement to make limited disbursements of funds.

5. Legal services upon activation of the Corridor Authority shall be by competitive proposals with final selection by the BOS of the Corridor Authority in accordance with its procurement and contracting policies.

D. Engineering Services. The Planning Committee in the near-term and the BOS after activation of the Corridor Authority may need selected engineering services.

1. Currently Holmes and Washington County have the same engineering firm, Dewbury. and the City of Bonifay obtains engineering support from Mott McDonald. The Planning Committee should obtain initial support from the appropriate firm based upon the need, and if fee-based services are required in addition to the entities normal retainers arrangements, then a proposal should be obtained and submitted to the three Inter-local Agreement Entities for a cost sharing concurrence, or if such services are covered by an approved grant, then the planning committee should obtain approval from WFRPC as administrator of initial grants before corridor activation.

2. The Corridor Authority will need engineering support with preparation for construction of the sewer and water facilities, such as bidding, construction supervision, acceptance inspections, and other services, and it should be obtained by competitive proposals with final selection by the BOS in accordance with the approved Corridor Authority procurement and contacting policies and procedures.

3. After the initial construction, it’s anticipated that engineering service needs will greatly decline to a “retained basis” for new development plan review, and general engineering support to the BOS/Corridor Authority.

E. Planning services are currently being provided by WFRPC in anticipation of a planning grant for $36,000 to permit the Corridor Authority Planning Committee to obtain limited planning, legal, and engineering services on a fee basis that should permit completion of most pre-activation planning for legal, engineering, and land use needs by the Planning Committee. The final
“playbook” plan will identify the detailed legal, planning, and engineering yet needed and estimated costs.

1. Under the existing inter-local agreement, the Inter-local Agreement Entities have agreed to complete certain land use, commercial overlay intent, comp plan and LDC updates needed to have a common land use arrangement between the 3 entities before final approval of the final plan to be held for later corridor activation.

2. Planning services upon activation of the Corridor Authority shall be by competitive proposals with final selection by the BOS of the Corridor Authority in accordance with its procurement and contracting policies.

3. Planning fee-based services required in addition to the entities normal retainer arrangements with a private firm or WFRPC, then a proposal should be obtained and submitted to the three Inter-local Agreement Entities for a cost sharing concurrence, or if such services are covered by an approved grant, then the planning committee should obtain approval from WFRPC as administrator of initial grants before corridor activation.

Section X - Activation.

A. Pre-activation.

1. Completed Corridor Authority Plan (“Playbook”) approved by all three Inter-local Agreement Entities and kept current by annual review from the Corridor Authority Planning Committee.

2. Preparation of preliminary corridor marketing brochure with funding loan advance from the Inter-local Agreement Parties. Marketing and promotion through county’s EDO activities and supporting state agencies, i.e., Opportunity FL, Enterprise FL, Florida’s Great Northwest, DEO, etc.

3. Identification of prospects and signed letters of intent to develop property and create jobs in the Corridor if sewer and water services become available within a negotiated time period. Combined sewer services need to produce sufficient flow to keep sewer line above minimum flow requirements estimated at 5,000+ [?] gallons per day (gpd).

4. Corridor Planning Committee notifies Inter-local Agreement Entities with written request to take initial steps to activate the Corridor Authority, to include a loan advance to fund activities under the approved plan.

B. Interim Period.

1. Inter-local Agreement Entities adopt the Activation Inter-local Agreement and fund a $70,000 loan request, or as otherwise approved, and the Corridor Authority holds its entity organization meeting to initiate business operations.
2. Corridor Authority commences the pre-planned steps through legal counsel, corridor management firm, engineering consultants, land planning consultants, updates final feasibility and financial analysis, and establishes a definitive marketing plan.

3. Corridor Authority coordinates submission of all grant and funding requests to obtain funding for construction and other purposes per the Inter-local Agreement approved plan.

4. Corridor Authority develops and publishes the planning guidelines for fund approvals, commencement of construction, and projected activation of water and sewer lines.

5. Proposed development business principals complete land purchases, initiate any land use change planning actions, and prepare development order applications for submission to CDRC and permitting government agencies.

6. Corridor Authority receives grant, legislative, and loan funding commitments and commencing construction bidding process.

7. Corridor Authority approves construction bids and contracts for construction.

C. Initial Partial Year

1. Corridor Authority draws $1,044,000 in funding (grants, loans, prior period rollover) and commences construction. Additionally, the comprehensive Marketing Program is funded at $25,000 to continue working with site selection consultants and direct marketing in conjunction with efforts by Opportunity FL and Enterprise FL.

2. Corridor Authority continues with consultants and corridor management firm to complete final “start-up” actions and strategic marketing/feasibility studies. Engineering consultant recommends draw payments for contractors/subcontractors to Corridor Authority for payment, and coordinates with county and city engineers for acceptance of work completed.

3. Corridor Authority management firm activates the functions/actions approved in the budget to establish the administrative base for on-going operations.

4. Business #1 (CFS/small truck stop) commences construction.

5. The “initial partial year” ends September 30, 20XX.
D.  1st Fiscal Year

1. Commences October 1, 20XX.

2. Corridor Authority finishes construction Projects and assists Business #1 to get open, and works with Business #2 to clear development order application and commence construction.

3. Corridor Authority working through management company establishes normal operations and focus turns from construction to marketing.
<table>
<thead>
<tr>
<th>S.S.</th>
<th>SS#</th>
<th>SS#</th>
<th>SS#</th>
<th>SS#</th>
</tr>
</thead>
<tbody>
<tr>
<td>351</td>
<td>431</td>
<td>432</td>
<td>433</td>
<td>434</td>
</tr>
<tr>
<td>341</td>
<td>342</td>
<td>343</td>
<td>344</td>
<td>345</td>
</tr>
<tr>
<td>331</td>
<td>332</td>
<td>333</td>
<td>334</td>
<td>335</td>
</tr>
<tr>
<td>321</td>
<td>322</td>
<td>323</td>
<td>324</td>
<td>325</td>
</tr>
<tr>
<td>311</td>
<td>312</td>
<td>313</td>
<td>314</td>
<td>315</td>
</tr>
</tbody>
</table>

City of Pontiac

Homeless County

Wayne County

Intermediate School District

<table>
<thead>
<tr>
<th>School</th>
<th>SS#</th>
<th>SS#</th>
<th>SS#</th>
</tr>
</thead>
<tbody>
<tr>
<td>School A</td>
<td>123</td>
<td>124</td>
<td>125</td>
</tr>
<tr>
<td>School B</td>
<td>234</td>
<td>235</td>
<td>236</td>
</tr>
<tr>
<td>School C</td>
<td>345</td>
<td>346</td>
<td>347</td>
</tr>
<tr>
<td>School D</td>
<td>456</td>
<td>457</td>
<td>458</td>
</tr>
<tr>
<td>School E</td>
<td>567</td>
<td>568</td>
<td>569</td>
</tr>
</tbody>
</table>

Department of Education
Hwy 79 Corridor Authority Funding Summary

Total Project Funding $2,988,648

Appropriation
  Construction Engineering & Design, New Lines  $250,000
  Environmental Assessment  $75,000
  Wetlands Mitigation Permitting  $50,000
  Authority Activation:
    Legal  $150,000
    Corridor Comp Plan, LDC, FLUM Annexes  $31,000  $556,000

Wetlands Mitigation Purchase  $444,000

Subtotal of Funds Committed  $1,000,000

(1,000,000)

Funds To Be Identified:  $1,988,648
  Estimated construction costs  $1,473,181
  Improvements to receiving initial lift station  $170,000
  Turner Non-residential Construction Index
  May 2016 - 3/31/2017 @ 4.96%  $73,070
  General Contingency - Total Project  $272,397  $1,988,648

Total Project Funding  $2,988,648
<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ITEM</th>
<th>QTY</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.0</td>
<td>GENERAL COSTS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1</td>
<td>Mobilization (Max 3% of Bid)</td>
<td>1</td>
<td>LS</td>
<td>$14,826.00</td>
<td>$14,826.00</td>
</tr>
<tr>
<td>1.2</td>
<td>Bonds and Insurance (Max 2% of Bid)</td>
<td>1</td>
<td>LS</td>
<td>$9,884.00</td>
<td>$9,884.00</td>
</tr>
<tr>
<td>1.3</td>
<td>Maintenance of Traffic (Max 0.3% of Bid)</td>
<td>1</td>
<td>LS</td>
<td>$2,471.00</td>
<td>$2,471.00</td>
</tr>
<tr>
<td>1.4</td>
<td>Project Layout</td>
<td>1</td>
<td>LS</td>
<td>$15,000.00</td>
<td>$15,000.00</td>
</tr>
<tr>
<td>1.5</td>
<td>Record Drawings</td>
<td>1</td>
<td>LS</td>
<td>$15,000.00</td>
<td>$15,000.00</td>
</tr>
<tr>
<td>1.6</td>
<td>Project Sign</td>
<td>1</td>
<td>LS</td>
<td>$750.00</td>
<td>$750.00</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>$57,931.00</strong></td>
</tr>
<tr>
<td>2.0</td>
<td>POTABLE WATER DISTRIBUTION</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.1</td>
<td>12&quot; PVC Water Main</td>
<td>10,500</td>
<td>LF</td>
<td>$18.00</td>
<td>$180,000.00</td>
</tr>
<tr>
<td>2.2</td>
<td>16&quot; Ductile Iron Pipe</td>
<td>400</td>
<td>LF</td>
<td>$65.00</td>
<td>$26,000.00</td>
</tr>
<tr>
<td>2.3</td>
<td>14&quot; HDPE Directional Bore w/ Transition Fittings</td>
<td>650</td>
<td>LF</td>
<td>$150.00</td>
<td>$97,500.00</td>
</tr>
<tr>
<td>2.4</td>
<td>Fire Hydrant Assembly</td>
<td>12</td>
<td>EA</td>
<td>$2,600.00</td>
<td>$31,200.00</td>
</tr>
<tr>
<td>2.5</td>
<td>12&quot; MJ Gate Valve w/ Valve Box, Includes Concrete Collar</td>
<td>15</td>
<td>EA</td>
<td>$1,700.00</td>
<td>$25,500.00</td>
</tr>
<tr>
<td>2.6</td>
<td>Testing, Flushing, and Disinfection</td>
<td>1</td>
<td>LS</td>
<td>$15,000.00</td>
<td>$15,000.00</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>$384,200.00</strong></td>
</tr>
<tr>
<td>3.0</td>
<td>SEWER FORCEMAIN / PUMP STATIONS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.1</td>
<td>8&quot; PVC Sewer Force Main</td>
<td>10,500</td>
<td>LF</td>
<td>$16.00</td>
<td>$168,000.00</td>
</tr>
<tr>
<td>3.2</td>
<td>4&quot; PVC Sewer Force Main (Operating line)</td>
<td>10,500</td>
<td>LF</td>
<td>$10.00</td>
<td>$105,000.00</td>
</tr>
<tr>
<td>3.3</td>
<td>6&quot; PVC Sewer Force Main (Dry Lines)</td>
<td>10,500</td>
<td>LF</td>
<td>$13.00</td>
<td>$136,500.00</td>
</tr>
<tr>
<td>3.4</td>
<td>8&quot; HDPE Directional Bore w/ Transition Fittings</td>
<td>650</td>
<td>LF</td>
<td>$75.00</td>
<td>$48,750.00</td>
</tr>
<tr>
<td>3.5</td>
<td>6&quot; HDPE Directional Bore w/ Transition Fittings</td>
<td>650</td>
<td>LF</td>
<td>$65.00</td>
<td>$42,250.00</td>
</tr>
<tr>
<td>3.6</td>
<td>4&quot; HDPE Directional Bore w/ Transition Fittings</td>
<td>650</td>
<td>LF</td>
<td>$55.00</td>
<td>$35,750.00</td>
</tr>
<tr>
<td>3.7</td>
<td>Fire Hydrant Assembly</td>
<td>12</td>
<td>EA</td>
<td>$2,600.00</td>
<td>$31,200.00</td>
</tr>
<tr>
<td>3.8</td>
<td>12&quot; MJ Gate Valve w/ Valve Box, Includes Concrete Collar</td>
<td>8</td>
<td>EA</td>
<td>$1,700.00</td>
<td>$13,600.00</td>
</tr>
<tr>
<td>3.9</td>
<td>Lift Station with Bypass Pumps</td>
<td>1</td>
<td>EA</td>
<td>$325,000.00</td>
<td>$325,000.00</td>
</tr>
<tr>
<td>3.9a</td>
<td>Testing, Flushing, and Disinfection</td>
<td>1</td>
<td>LS</td>
<td>$15,000.00</td>
<td>$15,000.00</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>$921,050.00</strong></td>
</tr>
<tr>
<td>4.0</td>
<td>SITEWORK</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.1</td>
<td>Erosion Control/Silt Fencing</td>
<td>1</td>
<td>LS</td>
<td>$14,000.00</td>
<td>$14,000.00</td>
</tr>
<tr>
<td>4.2</td>
<td>Earthwork (Re-Grading Ditches)</td>
<td>1</td>
<td>LS</td>
<td>$20,000.00</td>
<td>$20,000.00</td>
</tr>
<tr>
<td>4.3</td>
<td>Seed and Mulch All Disturbed Areas (Contractor shall provide full stand of grass prior to final payment)</td>
<td>1</td>
<td>LS</td>
<td>$55,000.00</td>
<td>$55,000.00</td>
</tr>
<tr>
<td>4.4</td>
<td>Sodding</td>
<td>7000</td>
<td>SY</td>
<td>$3.00</td>
<td>$21,000.00</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>$110,000.00</strong></td>
</tr>
<tr>
<td><strong>Subtotal Estimated Construction Cost</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>$1,473,181.00</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Total Estimated Construction Cost</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>$1,473,181.00</strong></td>
<td></td>
</tr>
</tbody>
</table>