

Mayes County-MidAmerica Industrial Development Project Plan

A Project Plan under the Oklahoma Local Development Act, 62 O.S. §§ 850-869

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REVIEW COMMITTEE ALTERNATE 6 DRAFT

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Mayes County-MidAmerica Industrial Development Project Plan

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Mayes County-MidAmerica Industrial Development Project Plan

I. Description of Project

This Project Plan, adopted under the Local Development Act, 62 O.S. § 850, *et seq.* (“Act”), is designed to provide the economic and funding structure to construct needed public improvements and stimulate private investment and industrial development within MidAmerica Industrial Park (“Park”) and its immediately surrounding area (“Project”). Using the tools of the Act—specifically, the creation of an ad valorem increment district covering undeveloped parcels within the Park—Mayes County (“County”) aims to work with the Oklahoma Ordnance Works Authority (“OOWA”), a state-beneficiary public trust that oversees the operations and development of the Park, and other local government entities to foster public-private partnerships to create a stimulus for economic development by attracting a major industrial manufacturing operation representing a potential \$6 billion in new investment (given the code name “Project Ocean”), the creation of 6,000 new, permanent high quality-jobs at its facility, and the indirect creation of several thousand other permanent jobs. The Project aims to help the County to grow economically and to increase the quality of life for its residents. Stimulating new private investment by providing needed infrastructure, public improvement upgrades, and direct financial assistance for Project Ocean will provide a revenue stream to pay public costs to support those goals, while the private development associated with Project Ocean will stimulate additional investment both inside and outside of the Park. The County believes that, through a committed adherence to this Project Plan and related efforts, and a deliberate application of resources, continued and sustainable progress toward creating a truly vibrant local economy and higher quality of life.

The strategies in this Project Plan will require the funding and construction of public infrastructure and public improvements to attract and support Project Ocean and other future industrial recruitment, growth and expansion with an accompanying increase in quality employment opportunities in the community. The industrial growth and expansion may include innovative businesses, high-technology businesses, and light industrial as well as manufacturing.

One of the principal benefits of the Project is the accelerated pace of new business enterprise, new investment and new jobs, the kind of activities that are most beneficial to the generation of new property taxes outside of an increment district which provide revenues to local school districts and career technology centers. In addition to funding the critical public infrastructure and incentives to support development, this Project Plan authorizes the allocation of revenue streams to provide a specific revenue source to the affected taxing jurisdictions.

II. Project Area and Increment District Boundaries

- A. The Project Area is the area in which Project activities will take place. Due to the extent of the impacts and the proposed project costs and revenue sources to address many of those impacts, the Project Area will consist of all of the Park.
- B. The Increment District, as defined in Section VII.A., is the area where increment revenue will be collected. Its boundaries are generally described as an approximately 588-acre (more or less) tract of land situated in portions of Sections 8 and 17, in Township 20 North, Range 19

East of the Indian Base and Meridian, in unincorporated Mayes County, consisting of currently undeveloped land within the Park.

- C. Illustrations of both the Project Area and Increment District are included in Exhibit A to this Project Plan. A more detailed description of the boundaries of the Project Area and Increment District is included in Exhibit B to this Project Plan.

III. Eligibility

- A. The Project Area and Increment District qualify as an “enterprise area,” as defined by 62 O.S. § 853(6), due its location within an enterprise zone designated by the Oklahoma Department of Commerce.

IV. Objectives

The principal objectives of this Project and the Increment District are:

- A. To attract Project Ocean and other major new industrial businesses to locate in the Park, which would not occur without the apportionment of incremental tax revenues described in this Project Plan.
- B. To provide funding through apportioned tax increments for the construction of public infrastructure improvements necessary to attract and support Project Ocean in the Park.
- C. To advance economic development strategies that create a competitive market for new industry in the state of Oklahoma, generally, and in Mayes County and northeast Oklahoma, more specifically.
- D. To retain local jobs and/or increase the number and diversity of jobs.
- E. To attract the caliber of employers that will offer stable employment and attractive wages.
- F. To provide the authorized development incentives to support specific project developments.
- G. To defray essential implementation and administrative costs.
- H. To allocate funds to all affected taxing jurisdictions as an accommodation for the anticipated growth resulting from the Project.
- I. To preserve and enhance the tax base of Mayes County and make possible investment, development, and economic growth that would otherwise be difficult without the Project and the apportionment of incremental tax revenues.
- J. To attract new business development outside of Increment District which will generate additional ad valorem tax growth for local jurisdictions in the community.

V. Statement of Principal Actions

Implementation actions for the Project, including all necessary, appropriate and supportive steps will consist principally of the following:

- A. Construction, maintenance, and repair of public improvements, including without limitation, site preparation, utilities, water treatment, water distribution and storage, wastewater treatment, water and wastewater collection, gas, electric, roads, roadway improvements and amenities, and other infrastructure and utilities as may be needed to support Project Ocean, to be funded in whole or in part by apportioned ad valorem increment revenues.
- B. Funding authorized Project Costs in support of development activities and investment to retain, attract, and expand quality employment within the Project Area.
- C. Enhancement of existing industrial business and stimulation of new major industrial businesses.
- D. Negotiation, preparation, execution, and implementation of development agreements, including agreements for financing and construction by Project Ocean and other private developers, as authorized by the Act.
- E. Distribution of a portion of the ad valorem increment to affected taxing entities.

VI. Budget of Estimated Project Costs and Specific Revenue Sources

- A. Fifty percent (50%) of the increment from the Increment District established under Section VII below shall be apportioned to OOWA to pay Project Costs. Project Costs shall mean the public costs authorized to be paid by apportioned tax increments pursuant to this Section VI. Any and all Project Costs will be funded by the apportionment of tax increments from the Increment District established under Section VII below. Project Costs do not include any financing costs, costs of issuance, necessary or appropriate reserves, and interest on repayment of Project Costs, nor do they include the Specific Revenue Sources for affected taxing jurisdictions described in Section VI.B. below
- B. Fifty percent (50%) of the increment from the Increment District established under Section VII below shall be apportioned to affected taxing jurisdictions in proportion to their ad valorem levies on an ongoing basis as Specific Revenue Sources for public entities in the area, in accordance with Article X, § 6C, of the Oklahoma Constitution and 62 O.S. § 853(9) of the Act. As Specific Revenue Sources for the public entities in the area under Article X, Section 6C, of the Oklahoma Constitution, the expenditure of such funds is not limited to the Increment District or the Project Area.
- C. The total increment revenue projected to be generated by the Increment District established under Section VII below is \$300,000,000. The allocation of those increment revenues toward the budget of estimated Project Costs and Specific Revenue Sources are as follows:

Specific Project Costs

Direct Financial Incentives to attract Project Ocean to locate at the Park (“Assistance in Development Financing”)	\$100,000,000
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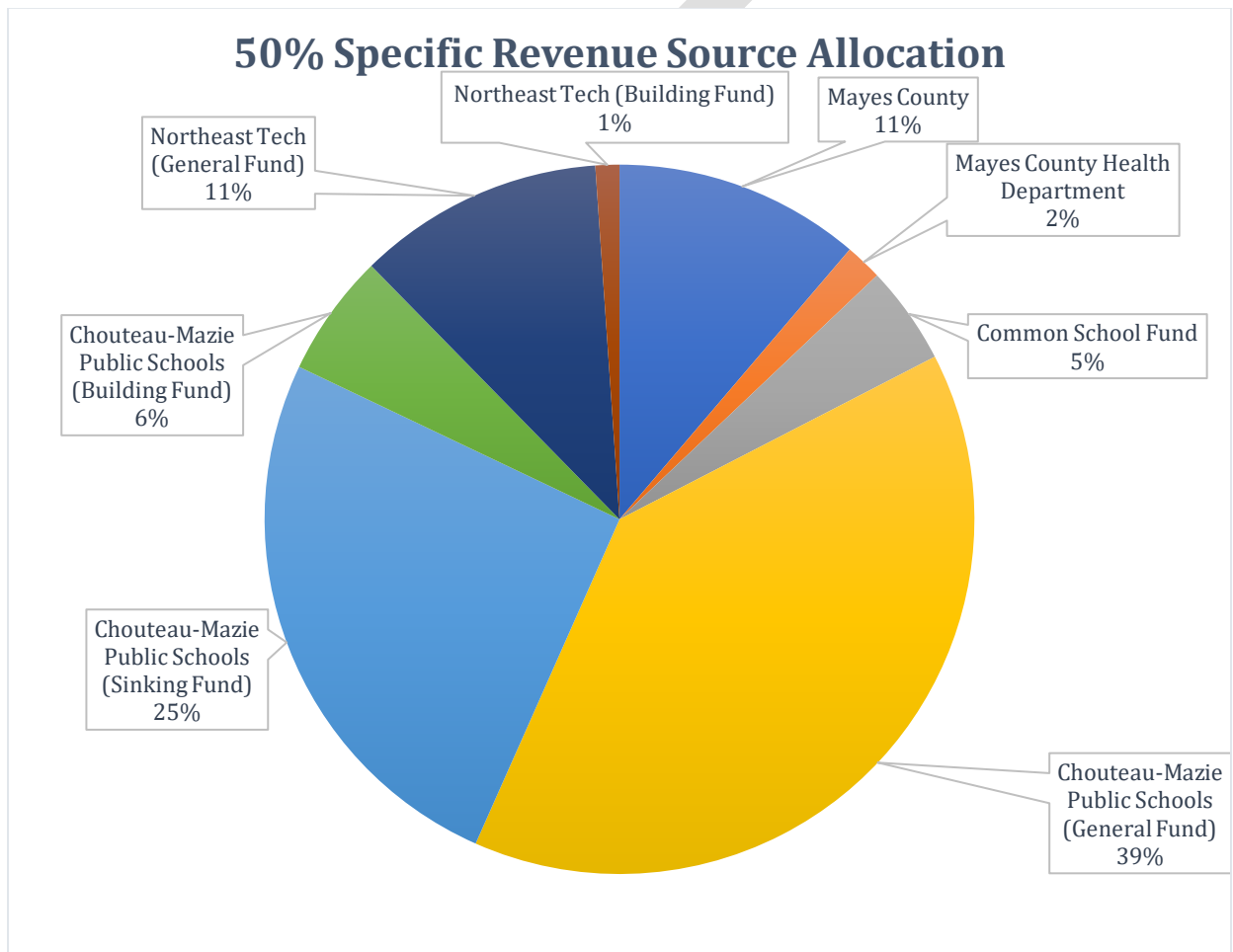
Public Infrastructure & Facilities \$ 50,000,000

Specific Revenue Sources

Apportioned to Affected Taxing Entities* \$ 150,000,000

Total Budget **\$ 300,000,000**

* Assuming no changes in ad valorem levies, the distribution of this \$150 million amongst the affected taxing entities would be as follows:



- D. Additional costs necessary or appropriate to implement this Project Plan that are to be funded by other than apportioned tax increments may be approved by the County or OOWA at any time. The provisions of this Section VI are not a limitation on Project Costs to be funded by other than apportioned tax increments.
- E. Assistance in Development Financing payments will be provided only for Project Ocean, and only in such amounts that are determined, in OOWA’s discretion: (1) to meet the OOWA’s approved development goals and objectives for the Park, as expressed from time to time in the OOWA’s plans and policies, and (2) to provide adequate consideration and public benefit

in return for the public investment pursuant to an approved development or redevelopment agreement. Any funds not distributed by OOWA as “Assistance in Development Financing” may be allocated to the “Public Infrastructure & Facilities” budget category.

- F. OOWA’s expenditures of Project Costs will be incurred on a priority basis determined first by which costs are critical to support Project Ocean and second by costs which are likely to generate additional business and development. The “Public Infrastructure & Facilities” category is intended to contribute to the funding for the projects listed in Exhibit D, the estimated costs of which significantly exceed the \$50,000,000.00 budgeted under this Project Plan to be paid with increment revenue, and which include, without limitation, roads, roadway improvements and amenities, site preparation, utilities, water treatment, water distribution and storage, wastewater treatment, water and wastewater collection, utilities, public facilities, and other infrastructure as may be necessary or required for Project Ocean or to account for impacts of Project Ocean. In the unanticipated event that the public contracts entered into by OOWA for “Public Infrastructure & Facilities” costs amount to less than \$50,000,000.00, any funds not distributed by OOWA as “Public Infrastructure & Facilities” shall be allocated to affected taxing entities in proportion to their ad valorem levies.

VII. Establishment of Increment District

- A. This Project Plan creates Increment District No. 1, Mayes County, an ad valorem tax increment district (“Increment District”). The Increment District will be effective at a future date to be determined by resolution of the Board of County Commissioners, immediately prior to OOWA conveying the property for Project Ocean.
- B. The ad valorem increment from the Increment District shall be those ad valorem taxes from the Increment District in excess of the taxes produced by the base assessed value of the Increment District, as determined by the Mayes County Assessor in accordance with 62 O.S. § 862.
- C. The ad valorem increment from the Increment District shall be apportioned to pay Project Costs (as defined in Section VI of this Project Plan) for a period not to exceed twelve (12) fiscal years, or the period required for the payment of such authorized Project Costs, whichever is less.
- D. During the period of apportionment:
 - 1. Fifty percent (50%) of the increment in the apportionment fund, in an amount not to exceed \$150,000,000, shall constitute special funds of OOWA for the purposes of paying the specific Project Costs described in Section VI above.
 - 2. Fifty percent (50%) of the increment in the apportionment fund, in an amount not to exceed \$150,000,000, shall constitute special funds of the County or, at the County’s discretion, a County-beneficiary public trust, for distribution to affected taxing entities as Specific Revenue Sources in proportion to each taxing entity’s ad valorem levies; and

3. All increment generated from the Increment District, whether allocated for payment of Project Costs or distributed as Specific Revenue Sources, shall not be subject to annual appropriation as a part of the general fund of the County.
- E. In the event of any litigation filed challenging directly or indirectly the validity of this Project Plan or the Increment District, or any apportionment or disbursement, the time period for the Increment District or any apportionment or disbursement shall be tolled for a period of time equal to the pendency of such litigation, as permitted by 62 O.S. § 861(A).

VIII. Project and Increment District Authorizations

- A. The County is designated and authorized as the principal public entity to carry out and administer the provisions of this Project Plan and exercise all powers necessary or appropriate thereto pursuant to 62 O.S. § 854, including those powers indicated in 62 O.S. § 854, paragraphs 1, 4, and 7.
- B. OOWA is authorized to enter into appropriate development agreements under which public support will be provided to generate private development. OOWA is also authorized to: (1) incur specific Project Costs, pursuant to Section VI of this Project Plan, with respect to funds designated as special funds of OOWA under Sections VII.D.1 above; (2) provide funds to or reimburse OOWA for the payment of Project Costs and other costs incurred in support of the implementation of the Project; and (3) make multiyear contractual commitments of increment revenue toward payment of Project Costs. Project Costs shall mean the specific public costs authorized to be paid with OOWA's apportionment pursuant to Section VI of this Project Plan.
- C. The County is authorized to: (1) incur and pay Project Costs, pursuant to Section VI of this Project Plan; (2) provide funds to or reimburse other public entities for the payment of all Project Costs and other costs incurred in support of the implementation of the Project; and (3) make multiyear contractual commitments of increment revenue toward payment of Project Costs, subject to constitutional restrictions. Project Costs shall mean (a) the public costs authorized to be paid pursuant to Section VI of this Project Plan, and (b) costs necessary or appropriate to implement this Project Plan other than costs authorized by Section VI, which may be authorized without amendment to this Project Plan.
- D. Additionally, the County is authorized to carry out the provisions and objectives of this Project Plan and to exercise any powers necessary or appropriate thereto, including those powers reserved by the County as indicated in Section VII.A., as provided in the Act, 62 O.S. § 854.
- E. The County may designate and authorize additional public entities to assist with carrying out and administering the provisions of this Project Plan and to exercise any powers it believes necessary or appropriate thereto, including any powers described in 62 O.S. § 854 except for those powers indicated in 62 O.S. § 854, paragraphs, 1, 4, and 7, which are reserved to the County.
- F. Mayes County Commissioner, Darrell Yoder, his successor in office, or his designee shall be the person in charge of implementation of the Project Plan in accordance with the provisions,

authorizations, and respective delegations of responsibilities contained in this Project Plan. Mayes County Commissioner, Darrell Yoder, his successor in office, or his designee is authorized to empower one or more designees to exercise responsibilities in connection with Project implementation.

- G. The County reserves the right to approve minor amendments as provided in the Act and intends to consider such amendments where desirable and appropriate to implement and achieve the objectives of this Project Plan. Any change to the allocations to the affected taxing jurisdictions, as provided in this Project Plan shall be deemed a major amendment, approval of which shall be in compliance with the requirements of the Act, including a public hearing by the governing body.

IX. Financing Plan and Revenue Sources

A. Financing Plan.

The authorized public costs of the Project will be funded by the increment generated from private development within the Increment District.

B. Financing Authorizations.

The implementation of the Project Plan shall be accomplished in accordance with financial authorizations, including both fund and asset transfers, authorized from time to time by the County, OOWA, and other public entities designated in or under Section VIII above.

C. Financing Revenue Sources.

The revenue sources expected to fund Project Costs authorized by Section VI are the portion of the increments attributable to investment and development within the Increment District. Project Costs will be paid by OOWA, the County, or another public entity as designated in or under Sections VII and VIII above.

D. Financial Reports and Audits.

The development activities undertaken by OOWA, the County, or another public entity designated pursuant to this Project Plan shall be accounted for and publicly reported by the appropriate and necessary annual fiscal year audits and reports. Annual reports on the operation of the Increment District shall be prepared and a summary mailed to each affected taxing jurisdiction and published in a newspaper of general circulation, as required by the Act.

E. Other Necessary and Supporting Costs.

OOWA, the County, and other public entities designated in or pursuant to Section VIII, are authorized to apply for and obtain grants from other sources for costs incurred or to be incurred in connection with the Project and the construction of improvements in addition to Project Costs to be financed pursuant to Section VI.

X. Private and Public Investments Expected for the Project, and Associated Financial Impacts

A. Projected Public and Private Investment

The total estimated private investment for Project Ocean is expected to be up to \$6,000,000,000 over the course of the Increment District's effective life, not including the estimated public investment. Private investment in the area is expected to consist of industrial and commercial development. Public investment will include the Project Costs described in Section VI above.

B. Projected Public Revenues

The estimated incremental increase in tax revenue, which will serve as the revenue source for funding the Project Costs authorized by Section VI, is the public revenue directly attributable to the Project described herein. Both the County and the State will experience increases in tax revenues that are not a part of the Increment District. Ad valorem taxing entities will experience additional revenues from increasing values in the area surrounding but outside of the Increment District. Such revenues will subject to normal ad valorem apportionment processes.

Incremental ad valorem revenues from the Increment District are estimated to range between \$16,000,000 annually in the early years of the Project, up to \$47,000,000 annually in the middle years of the Project, and, after depreciation, down to \$39,000,000 annually toward the later end of the Project. Total incremental revenues estimated to be generated over the 12-year lifespan of the Increment District are more than \$300,000,000.

C. Financial Impacts on Taxing Jurisdictions

Assuming Project Ocean is established in the Park, adding private investment of \$6,000,000,000 over the course of the Increment District's effective life, creating up to 6,000 new direct jobs and 1,200 indirect jobs, a total population increase of 18,000 (2.5 people per job including spouse and one child) within a 45-minute commute area of the Park, construction of over 16,000 new housing units,¹ and assuming that the Mayes County assessment ratios and the ad valorem levies remain constant during that period, it is anticipated that affected taxing jurisdictions will experience the following financial impacts²:

1. Chouteau-Mazie Public Schools

With an increase in student population resulting from an estimated 628 new residents within the Chouteau-Mazie Public School district boundaries, Chouteau-Mazie Public Schools will experience financial impacts as a result of the Project. To offset the increased demands, approximately 35.01% of the total increment generated by Project Ocean (70.00% of the apportioned specific revenue source

¹ Source: MidAmerica Industrial Park.

² Anticipated investment is expected to be \$6,000,000,000. Actual investment levels may vary, which would result in the reduced financial impacts commensurate with actual investment levels.

allocations, based on current ad valorem levies, estimated to be approximately \$105,000,000 over the life of the Increment District, will be allocated to the Chouteau-Mazie Public Schools as a Specific Revenue Source. Upon expiration of the Increment District, ad valorem taxes will be distributed consistent with standard statutory procedures, resulting in approximately \$17,000,000 in net new non-sinking fund revenue annually, not accounting for State School Aid revenue offsets or additional sinking fund revenue potential. As an additional offset to any potential negative impacts from new students, it is estimated that Chouteau-Mazie Public Schools will gain an additional 251 housing units within its service area, generating additional ad valorem revenue.

It is important to note that increment revenues provided to Chouteau-Mazie Public Schools will not cause a reduction in the calculation of state school aid. The Oklahoma State School Aid formula specifically excludes any incremental valuation within active increment districts in calculating chargeable income in both Foundation Aid and Salary Incentive Aid. Therefore, these payments may be more valuable than revenues subject to school aid efforts.

Furthermore, the anticipated growth in new business, development, and employment outside of the Increment District as a result of the Project will create additional tax revenues for the Chouteau-Mazie Public Schools.

2. Mayes County

A demand for increased services from Mayes County is anticipated to result from the Project. To offset the increased demands, 5.67% of the total increment generated by Project Ocean (11.33% of the apportioned specific revenue source allocations, based on current ad valorem levies), estimated to be approximately \$17,000,000 of the life of the Increment District, will be allocated to Mayes County for County purposes. Projections currently show new revenue to the County upon expiration of the Increment District of approximately \$4,300,000 annually, not including amounts earmarked for the Mayes County Health Department or the Countywide School Fund. Additional ad valorem revenues for the County will be generated by the 3,300 new housing units anticipated to be constructed within Mayes County to house a share of the new residents employed at the Park.

3. Mayes County Health Department

Demand for increased services from the Mayes County Health Department is anticipated to result from Project Ocean are not quantifiable at present. To offset the increased demands from the projected population increase, however, 0.85% of the total increment generated by Project Ocean (1.70% of the apportioned specific revenue source allocations, based on current ad valorem levies), estimated to be \$2,500,000, will be allocated to the Health Department over the life of the Increment District. In addition, Mayes County Health Department should anticipate receiving additional operational ad valorem revenue approximating \$646,000 per year upon expiration of the Increment District, not including the ad valorem revenue growth

from new residential construction in Mayes County that will occur outside of the Increment District.

4. Northeast Technology Center

Northeast Technology Center is likely to experience impacts from Project Ocean. Demand for services is likely to increase. Therefore, to offset the increased demands, 6.22% of the total increment generated by Project Ocean (12.43% of the apportioned specific revenue source allocations, based on current ad valorem levies), estimated to be \$18,600,000 of the life of the Increment District, will be allocated to the Northeast Technology Center. Additional opportunities for complementary job training programs (including, but not limited to construction and engineering-related trades) may be utilized through the public and private construction projects anticipated. In addition, Northeast Technology Centers should anticipate receiving additional ad valorem revenue approximating \$4,700,000 per year upon expiration of the Increment District, not including additional ad valorem revenue growth from new residential construction within Northeast Technology Centers’ service area that will occur outside of the Increment District.

D. Impacts on Business Activities

The impacts of this growth will affect the Park as well as all surrounding communities. Measuring the specific impacts of the Project on business activities within the Project Area and the greater community is difficult, but a projection of temporary employment may be made based on anticipated public and private construction. Based on an anticipated private investment of \$6,000,000,000, the following temporary construction employment may be supported (in aggregate, over the life of the Project):

<i>Projected Development</i>	<i>Temporary Jobs Supported³</i>	<i>Temporary Annual Payroll Supported During Construction⁴</i>
\$6,000,000,000	89,400	\$4,487,880,000

The increased presence of individuals visiting, working, and recreating in the Project Area will further stimulate demand for development and expand patronage of existing establishments.

Additionally, the permanent employment from the Project can be expected to support the following new payroll, a significant portion of which will be expended within Mayes County:

<i>Permanent Jobs</i>	<i>Permanent Payroll⁵</i>
7,200	\$408,960,000

Impacts on Communities.

³ 10 FTEs / \$1 million new investment; 1.49 impact multiplier. [Source: Oklahoma Department of Commerce]

⁴ Average salary of supported job = \$50,200. [Source: Oklahoma Department of Commerce]

⁵ Average salary of supported job = \$56,800. [Source: Oklahoma Department of Commerce]

The following table provides the projected residential impacts that major industrial development in the Park would have on the local municipalities, their population, and their housing. The population disbursement would mirror the current workforce distribution with 50% of the population settling within the 23-minute commute area to the Park and the remaining in the 45-minute commute area.⁶

	City	Population (2020)	Estimated Population Absorption	Existing Housing Units	Proposed Housing Units	Current Available Lot Inventory	2023 Forecasted Lots
20 Minute Cities	MAIP	0	4,090	0	1,636	0	1,036
	Pryor	9,444	2,887	4,350	1,155	160	440
	Chouteau	2,059	628	824	251	100	250
	Salina	1,390	427	556	171	0	180
	Locust Grove	1,383	422	553	169	0	170
	Inola	1,793	550	750	220	10	200
45 Minute Cities (Green Country)	Claremore	19,580	266	8,325	584	210	374
	Owasso	38,240	518	13,342	903	353	550
	Broken Arrow	112,458	1,526	42,168	3,359	2,198	2,239
	Tulsa	413,066	5,603	164,000	5,550	3,783	4,303
	Catoosa	6,885	94	3,171	149	50	149
	Wagoner	9,453	128	3,443	300	25	300
	Coweta	10,206	139	3,773	923	100	1,538
	Muskogee	36,878	500	17,960	1,126	226	1,126
	Siloam Springs, AR	16,715	226	5,382	175	125	360
	Subtotals	679,550	18,004	268,597	16,671	7,340	13,215

XI. Miscellaneous Provisions

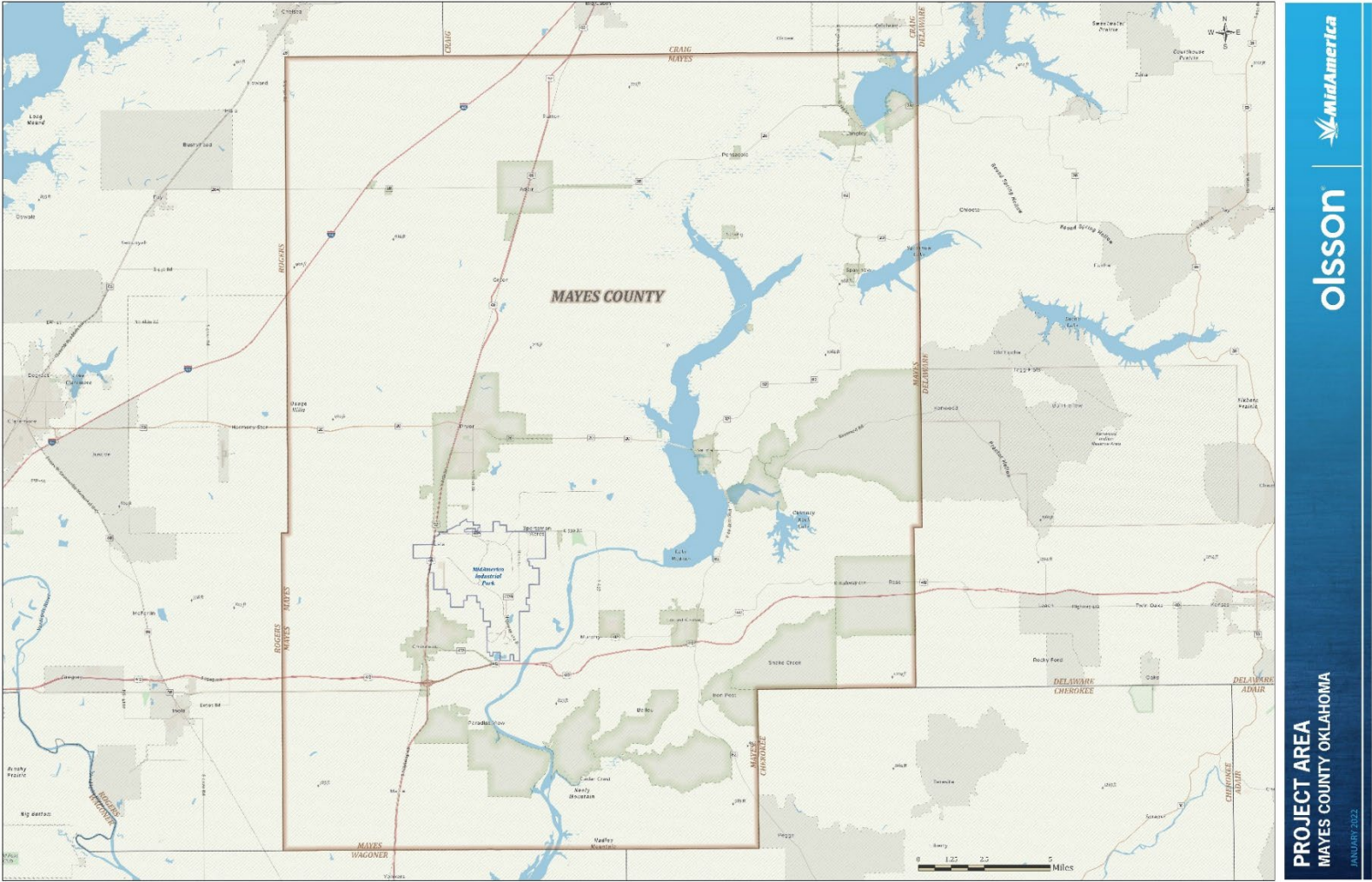
Current land uses and conditions of real property in the Park (including the Increment District) are shown on the map attached as Exhibit C, “Existing Uses and Conditions.” The proposed land uses and a short description of the proposed improvements in the Park (including the Increment District) are shown on Exhibit D, “Proposed Improvements and Uses.” No changes in zoning are required to accommodate this Project.

⁶ Source: MidAmerica Industrial Park.

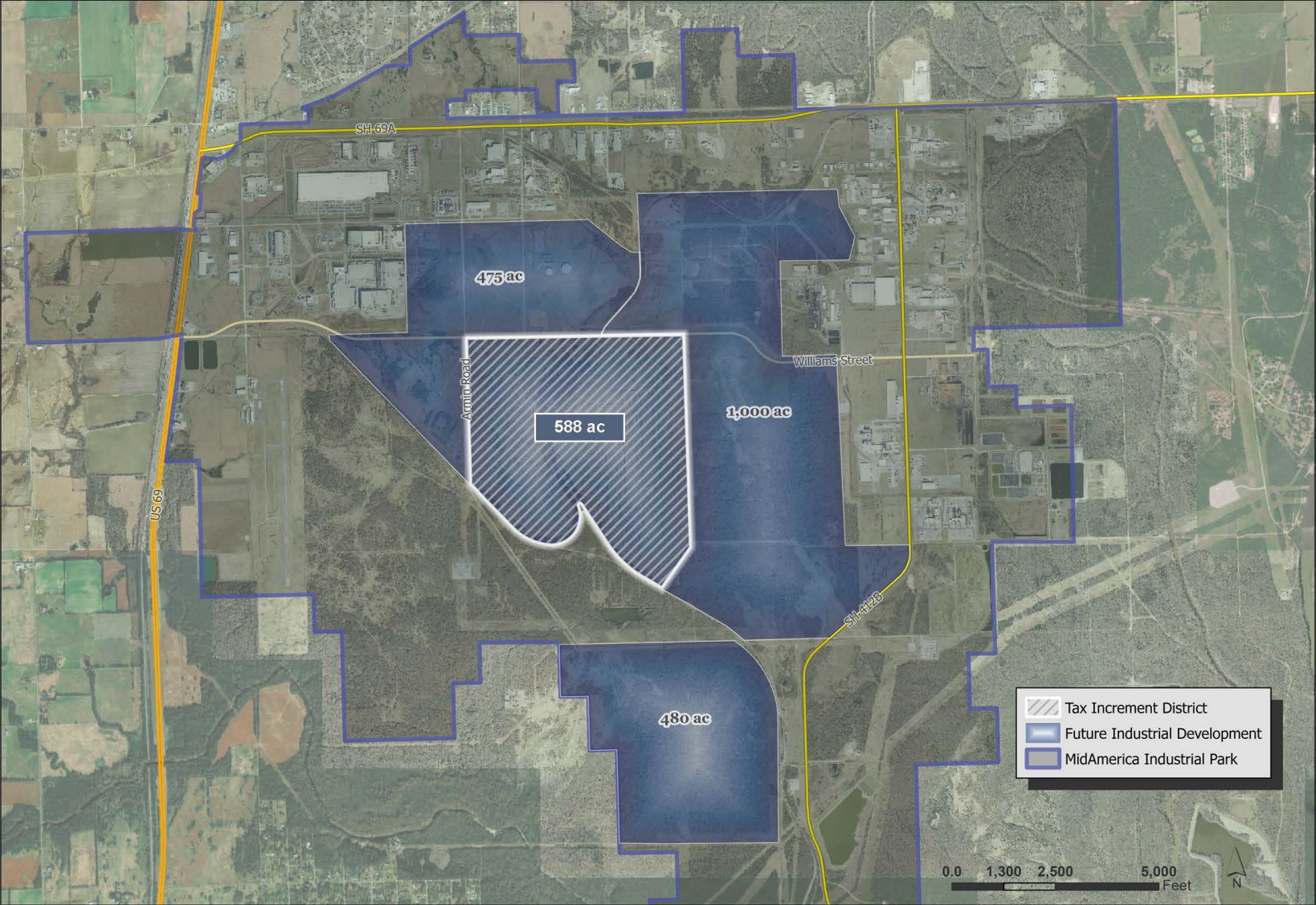
Exhibit A: Project Area and Increment District Maps

These maps depict the Project Area, which consists of all the land within the Park—the area highlighted in blue in the map below—and is the area where development activities may occur and where increment revenues may be spent, and the Increment District, which is an undeveloped 588.2223-acre area within MidAmerica Industrial Park and is the area where increment revenues will be collected.

Project Area



Increment District



MIDAMERICA INDUSTRIAL PARK

olsson

MidAmerica

FEBRUARY 2022

Exhibit B: Project Area and Increment District Legal Description

The **Project Area** shall consist of the full boundaries of the Park:

A tract of land situated in Sections 31, 32 and 33 in Township 21 North, Range 19 East, and Sections 1, 12, and 13 in Township 20 North, Range 18 East, and Section 3, 4, 5, 6, 7, 8, 9, 10, 15, 16, 17, 18, 20, 21, 28, and 29 in Township 20 North, Range 19 East of the Indian Base and Meridian, Mayes County, State of Oklahoma, being more particularly described as follows, to-wit:

Beginning at the Southeast Corner of said Section 28-20-19;

THENCE S89°21'44"W for a distance of 1323.13 feet along the South Line thereof;

THENCE N1°40'09"W for a distance of 1315.65 feet;

THENCE S89°23'16"W for a distance of 661.01 feet;

THENCE S1°38'50"E for a distance of 1315.94 feet to a point on said South Line;

THENCE S89°21'44"W for a distance of 1986.71 feet along said South Line;

THENCE N1°37'37"W for a distance of 1978.63 feet;

THENCE S89°25'16"W for a distance of 1324.03 feet to a point on the West Line of said Section 28;

THENCE S1°29'12"E for a distance of 660.26 feet along said East Line;

THENCE S88°51'12"W for a distance of 664.63 feet;

THENCE N1°38'45"W for a distance of 660.37 feet;

THENCE S88°51'39"W for a distance of 664.96 feet;

THENCE N1°37'02"W for a distance of 5281.11 feet;

THENCE N88°52'01"E for a distance of 664.38 feet;

THENCE N1°35'56"W for a distance of 1320.51 feet;

THENCE S88°53'40"W for a distance of 1322.91 feet;

THENCE N1°34'41"W for a distance of 2641.72 feet;
THENCE S88°57'08"W for a distance of 663.09 feet;
THENCE N1°38'11"W for a distance of 1322.19 feet;
THENCE S88°57'57"W for a distance of 669.82 feet;
THENCE N1°38'37"W for a distance of 1320.70 feet;
THENCE S88°57'18"W for a distance of 1983.73 feet to a point on the East Line of said Section 18;
THENCE S1°36'56"E for a distance of 1319.45 feet along said East Line;
THENCE S88°58'58"W for a distance of 662.13 feet;
THENCE S1°37'53"E for a distance of 1325.12 feet;
THENCE S89°00'26"W for a distance of 2649.22 feet;
THENCE N1°32'41"W for a distance of 2644.71 feet;
THENCE S89°00'32"W for a distance of 663.13 feet;
THENCE N1°29'30"W for a distance of 1320.26 feet;
THENCE S89°02'40"W for a distance of 1333.82 feet to a point on the East Line of said Section 13;
THENCE S88°15'20"W for a distance of 1319.20 feet;
THENCE N1°38'24"W for a distance of 3230.00 feet;
THENCE S88°21'36"W for a distance of 644.16 feet to a point on the Easterly Right-of-Way of Highway #69;
THENCE N7°10'21"E for a distance of 2749.57 feet along said Easterly Right-of-Way to a point on the South Line of said Section 1;
THENCE S88°12'32"W for a distance of 1097.36 feet along said South Line;
THENCE S88°12'30"W for a distance of 2638.42 feet along said South Line to the Southwest Corner of said Section 1;
THENCE N1°38'22"W for a distance of 2645.56 feet along the West Line of said Section 1;

THENCE N88°13'31"E for a distance of 4142.65 feet to a point on said Easterly Right-of-Way;

THENCE N7°27'40"E for a distance of 70.20 feet along said Right-of-Way;

THENCE N31°11'55"W for a distance of 64.03 feet along said Right-of-Way;

THENCE N7°27'40"E for a distance of 1650.00 feet along said Right-of-Way;

THENCE N63°06'54"E for a distance of 71.20 feet along said Right-of-Way;

THENCE S82°32'20"E for a distance of 177.06 feet;

THENCE along a curve to the left having a radius of 693.78 feet for a distance of 735.87 feet, being subtended by a chord of N67°07'42"E for a distance of 701.85 feet to a point on the West Line of said Section 6;

THENCE N1°39'32"W for a distance of 487.19 feet along said West Line to the Northwest Corner of said Section 6;

THENCE N88°24'32"E for a distance of 1635.29 feet along the North Line of said Section 6;

THENCE N1°35'52"W for a distance of 300.00 feet;

THENCE S88°28'24"W for a distance of 140.00 feet to a point on the West Line of said Section 31;

THENCE N1°35'54"W for a distance of 58.01 feet along said West Line to a point on the Southerly Right-of-Way Line of the City of Tulsa Water Line;

THENCE N69°01'14"E for a distance of 783.28 feet along said Right-of-Way;

THENCE along a curve to the left having a radius of 5804.05 feet for a distance of 1281.77 feet, being subtended by a chord of N62°41'43"E for a distance of 1281.77 feet, along said Right-of-Way;

THENCE N56°22'06"E for a distance of 275.15 feet;

THENCE N88°23'37"E for a distance of 526.28 feet;

THENCE N1°14'24"W for a distance of 330.50 feet to a point on said Southerly Right-of-Way;

THENCE N55°49'04"E for a distance of 1573.06 feet along said Southerly Right-of-Way;

THENCE S1°17'16"E for a distance of 517.09 feet;

THENCE N88°24'13"E for a distance of 1320.85 feet to a point on the West Line of said Section 32;
THENCE S1°23'14"E for a distance of 660.95 feet along said West Line;
THENCE N88°22'33"E for a distance of 1322.13 feet;
THENCE S1°29'46"E for a distance of 519.22 feet;
THENCE N85°16'26"W for a distance of 419.89 feet;
THENCE S1°29'46"E for a distance of 848.47 feet to a point on the South line of said Section 32;
THENCE N88°20'19"E for a distance of 3067.38 feet along said South Line;
THENCE N1°43'35"W for a distance of 1978.73 feet;
THENCE N88°23'55"E for a distance of 1321.13 feet to a point on the West Line of said Section 33;
THENCE S1°50'53"E for a distance of 659.16 feet along said West Line;
THENCE N88°26'13"E for a distance of 1321.68 feet;
THENCE S1°44'43"E for a distance of 1318.31 feet to a point on the North Line of said Section 4;
THENCE N88°26'13"E for a distance of 1319.32 feet along said North Line;
THENCE N88°16'04"E for a distance of 1168.75 feet along said North Line to the Northwest Corner of said Section 3;
THENCE N88°23'56"E for a distance of 1471.12 feet along the North Line of said Section 3;
THENCE N88°22'12"E for a distance of 2647.60 feet along said North Line;
THENCE N88°18'35"E for a distance of 1158.12 feet to the Northeast Corner of said Section 3;
THENCE S1°33'02"E for a distance of 5334.89 feet along the East Line of said Section 3 to the Southeast Corner thereof;
THENCE S88°39'29"W for a distance of 2627.61 feet along the South Line of said Section 3;
THENCE S88°38'53"W for a distance of 1318.04 feet along said South Line;
THENCE S1°42'50"E for a distance of 298.80 feet;

THENCE N88°44'53"E for a distance of 659.55 feet;
THENCE S1°42'46"E for a distance of 1181.20 feet;
THENCE N88°39'46"E for a distance of 658.49 feet;
THENCE S1°43'11"E for a distance of 499.86 feet;
THENCE N88°39'45"E for a distance of 1315.87 feet;
THENCE S1°46'48"E for a distance of 3300.72 feet to a point on the South Line of said Section 10;
THENCE S1°45'48"E for a distance of 90.00 feet;
THENCE S88°38'14"W for a distance of 1979.27 feet;
THENCE S1°36'41"E for a distance of 2557.72 feet;
THENCE S88°36'39"W for a distance of 662.01 feet;
THENCE S1°33'38"E for a distance of 1324.01 feet;
THENCE N88°35'51"E for a distance of 663.15 feet;
THENCE S1°36'41"E for a distance of 1323.91 feet to a point on the South Line of said Section 15;
THENCE S88°35'27"W for a distance of 1992.87 feet along said South Line to the Southwest Corner of said Section 15;
THENCE S1°45'46"E for a distance of 5305.44 feet along the East Line of said Section 21 to the Southeast Corner thereof;
THENCE S1°36'52"E for a distance of 2640.09 feet along the East Line of said Section 28;
THENCE S1°40'52"E for a distance of 2638.39 feet along said East Line to the POINT OF BEGINNING.

LESS AND EXCEPT a tract of land situated in said Sections 31 and 32, being more particularly described as follows, to-wit:

Beginning at the Southeast Corner of said Section 31;
THENCE S88°25'38"W for a distance of 1783.15 feet along the South Line of said Section 31;
THENCE N1°18'53"W for a distance of 450.00 feet;

THENCE N88°26'18"E for a distance of 460.01 feet;

THENCE N1°18'51"W for a distance of 210.97 feet;

THENCE N88°25'26"E for a distance of 1322.54 feet to a point on the East Line of said Section 31;

THENCE N88°25'26"E for a distance of 402.07 feet;

THENCE S1°23'14"E for a distance of 650.00 feet to a point on the South Line of said Section 32;

THENCE S88°20'06"W for a distance of 402.07 feet along said South Line to the POINT OF BEGINNING.

Together with and subject to covenants, easements, and restrictions of record.

Contains 8905.9055 acres, more or less.

The **Increment District** shall have the following boundaries:

A tract of land situated in Section 8 and the Northeast Quarter of Section 17, all in Township 20 North, Range 19 East of the Indian Base and Meridian, Mayes County, State of Oklahoma, being more particularly described as follows, to-wit:

Commencing at the Northwest Corner of said Section 8,

THENCE S1°31'01"E for a distance of 200.00 feet along the West Line thereof to the POINT OF BEGINNING, also being a point on the projected South Right-of-Way Line of the proposed 10th Street;

THENCE N89°05'35"E for a distance of 2171.43 feet along said Right-of-Way;

THENCE S84°11'57"E for a distance of 427.95 feet along said Right-of-Way;

THENCE N85°37'33"E for a distance of 826.68 feet along said Right-of-Way;

THENCE N89°05'35"E for a distance of 500.00 feet along said Right-of-Way;

THENCE S88°02'37"E for a distance of 500.63 feet along said Right-of-Way;

THENCE N89°05'35"E for a distance of 100.00 feet along said Right-of-Way;

THENCE N87°27'20"E for a distance of 700.34 feet along said Right-of-Way;

THENCE N89°05'35"E for a distance of 64.72 feet along said Right-of-Way;

THENCE S0°24'50"E for a distance of 5143.52 feet;

THENCE S29°20'34"W for a distance of 1091.98 feet to a point on the Northerly Right-of-Way of an existing railroad;

THENCE N60°39'26"W for a distance of 573.91 feet along said Right-of-Way;

THENCE along a curve to the right having a radius of 2450.00 feet for a distance of 1162.07 feet, being subtended by a chord of N47°04'09"W for a distance of 1151.21 feet along said Right-of-Way;

THENCE N33°28'51"W for a distance of 1263.11 feet along said Right-of-Way;

THENCE S56°31'09"W for a distance of 100.00 feet to a point in the Northerly Right-of-Way of another existing railroad;

THENCE along a curve to the right having a radius of 670.00 for a distance of 1339.05 feet, being subtended by a chord of S29°36'11"W for a distance of 1127.06 feet along said Right-of-Way;

THENCE along a curve to the right having a radius of 1390.00 feet for a distance of 1139.49 feet, being subtended by a chord of N65°04'41"W for a distance of 1107.85 feet along said Right-of-Way;

THENCE N44°08'36"W for a distance of 1453.64 feet along said Right-of-Way to a point on the West Line of said Section 8;

THENCE N1°31'01"W for a distance of 3424.32 feet along said West Line to the POINT OF BEGINNING.

Together with and subject to covenants, easements, and restrictions of record.

Contains 588.2223 acres, more or less.

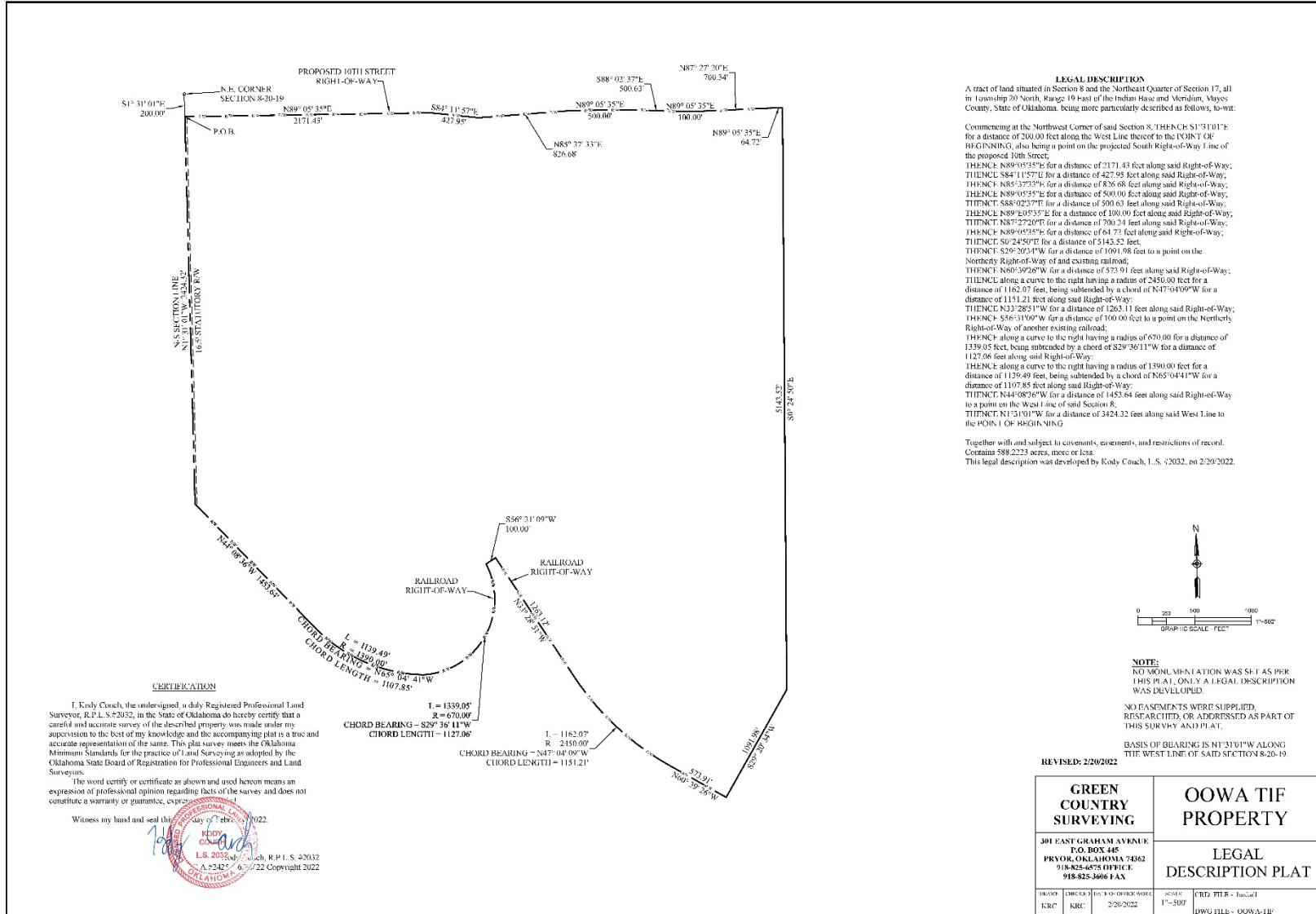
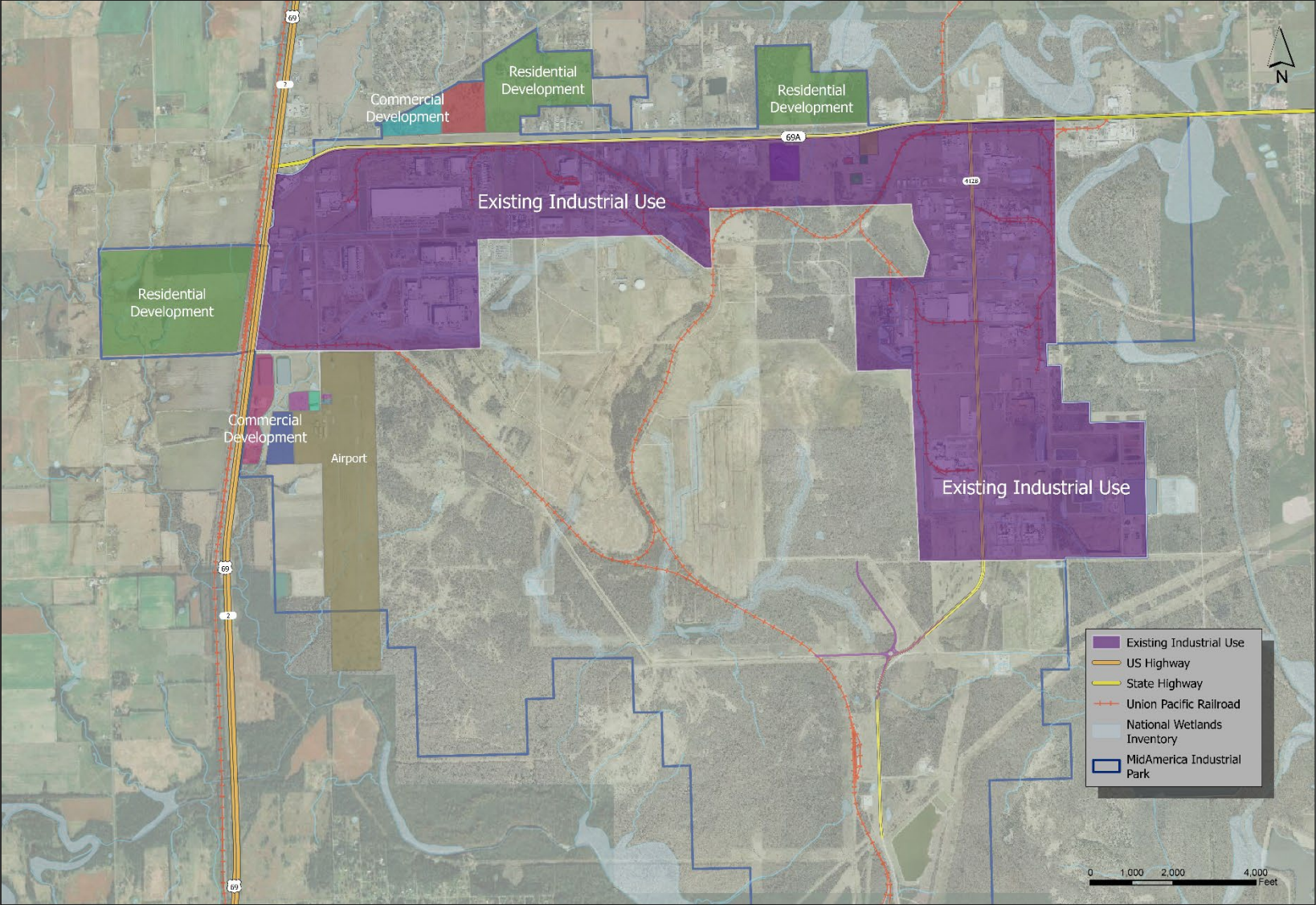


Exhibit C: Existing Uses and Conditions

This map reflects the current land uses of the property within the Increment District.

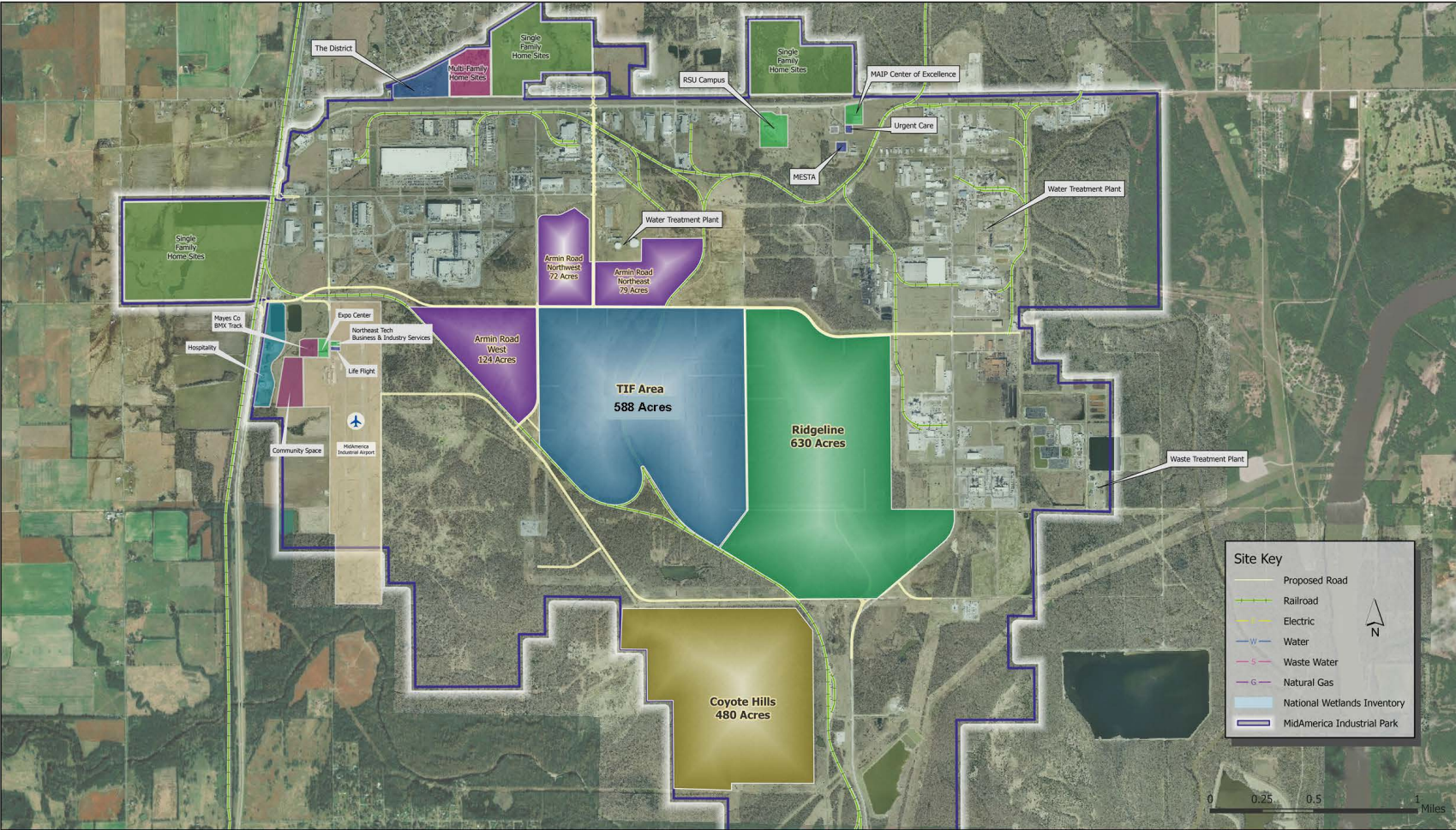


MIDAMERICA INDUSTRIAL PARK
PRYOR, OKLAHOMA
JANUARY 2022

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Exhibit D: Proposed Improvements and Uses

This map reflects the future land uses proposed for the property within the Increment District, which will be industrial and manufacturing uses. Improvements will include buildings, roads, signage, utilities, landscaping, and other related improvements consistent with industrial and manufacturing developments. The proceeding page lists anticipated specific infrastructure projects that will be undertaken.



MIDAMERICA INDUSTRIAL PARK
OVERVIEW

February 2022

olsson

MidAmerica

LIST OF INFRASTRUCTURE PROJECTS

- RAIL RELOCATION—Construction of approximately 8,700 LF of new rail and remove approximately 4,100 LF.
- NEW SOUTH PATROL ROAD—New roadway to direct traffic from SH 412B (at Roundabout) on the west side to the intersection of Armin Road Extension on the east side.
- NEW NORTH-SOUTH ROAD—New roadway to direct traffic from Roundabout to Williams St. on the southwest side to the north and a new intersection on Williams Street.
- ARMIN ROAD EXTENSION—An extension of Armin Road from Williams Street to the south to connect to the new South Patrol Road.
- WILLIAMS STREET EXTENSION—A new roadway to direct traffic from U.S. Highway 69 east to the existing Williams Street at Armin Road.
- ZARROW ROAD / ELLIOTT STREET REALIGNMENT AND WIDENING—Reconstruction of Zarrow Road to align the intersection with Elliott Street at S.H. 69A. Project includes traffic signals.
- HWY 412B RESURFACING AND ROUNDABOUT—Adding two additional lanes on S.H. 412B from the roundabout to the U.S. Highway 412 reconstruction that will be undertaken by the Oklahoma Department of Transportation.
- STREAM MITIGATION (IGLOO VALLEY)—Assistance in the relocation and mitigation of streams, including environmental consulting, legal fees, and related costs (approx. 7,000 LF).