

Project Name:

Global Transportation and Industrial Park (GTIP)

Recipient:

Ardmore Development Authority

Address of Recipient:

410 W. Main Street Ardmore, Oklahoma 74301

Request Amount:

\$3,891,865

Project Explanation:

The Project will help drive increased and more efficient movement of agricultural and manufactured freight through the enhancement of an existing intermodal facility. The infrastructure at the airpark is 60 years old. Requested funds will be used to pay for replacing the infrastructure required to expand the airport so that it can accommodate more large aircraft for import and export of cargo. The space is available and ready to be used, it just needs a clean water supply, upgraded fire water systems, sanitary sewer, street improvements, and airside improvements that include replacement of apron and a short taxiway from the south end of the main runway. The need for cargo handling capacity at U.S. airports is greater than ever and will remain that way until e-commerce and the demand for next and second day deliveries no longer exist. The Ardmore Airpark is probably one of the nation's best available, underutilized assets to help fill this critical need. Economic and feasibility studies indicate significant job creation in an economically distressed tribal region of benefit will result.

The Ardmore Industrial Airpark is a former military airport located 16 miles northeast of Ardmore, Oklahoma, in the Chickasaw Nation sovereign territory. The airpark and surrounding land have been developed and are currently operating in a public-private partnership as an intermodal transportation hub including transload, warehousing, air, truck, and privately-owned rail facilities. The community project funding would expand the airpark's function as a hub of economic activity. Increased capacity for operations through the facilities will be a stimulus to Oklahoma's export producing industries. The direct impact of the project on exports is estimated to range from \$305.1 million to \$610.2 million with the direct impact spread across a range of industries.

The development of the Ardmore Industrial Airpark as an international port of entry will provide access for foreign imports and exports to a dedicated cargo facility with air, rail, and truck/transload access to over 20% of the U.S. population. For Oklahoma producers, the facility will provide easier access to foreign and domestic markets by providing new and needed capacity to export Oklahoma agricultural and manufactured products. The full development of the airpark and adjacent property combined with the operations of a major global logistics hub will exert economic impacts across the state.

The feasibility study commissioned in part by the U.S. Economic Development Administration included an economic analysis conducted by Dr. Russell Evans, PhD., Associate Professor of

Economics, Executive Director, Steven C. Agee Economic Research & Policy Institute, Oklahoma City University, has projected a resulting increase of up to 18,500 new jobs, a new labor income increase from \$500 million to \$1.2 billion, and a total economic impact increase from \$1.7 billion to \$3.8 billion.

The demand for air cargo access will continue to grow, and the project has immense support from both tribal, state, and local governments. As represented on the FAA-Approved Airport Layout Plan (ALP), the existing air cargo hardstands and Taxiway D are maintained in conjunction with the primary entrance taxiway to ADM's primary instrument Runway 31. Cargo apron hardstands and Taxiway D pavement system are over 60 years old, and well in excess of their service life. Despite efforts to maintain this aging taxiway, the pavement is presently in a "Fair to Poor" condition warranting complete reconstruction. If the air cargo hardstands and Taxiway D are not reconstructed near-term, then continued use:

- increases the risk of foreign object damage to aircraft.
- impacts safety of air operations.
- limits the development of the airport to its full potential.

Consistent with FAA Airport Improvement Program (AIP) Handbook (Order 5100.38A), Appendix I, Tables I-3:

- Cargo aprons for freight or cargo activity are eligible under AIP policy if the opportunity to compete for use of the apron is available. ADM's reconstructed air cargo apron will be non-exclusive use and available to all cargo carriers. The reconstructed air cargo apron will be managed by the airport owner and not a third party.
- The project does not include pavement for auto or truck parking or other non-aeronautical uses.
- The project does not include pavement for exclusive use areas.
- ADM is prepared to submit an engineering report to FAA supporting a Pavement Condition Index (PCI) for the air cargo apron hardstands and Taxiway D reconstruction.
- The length and width of the pavement work is based on the design critical aircraft per analysis conducted in the planning study for cargo operations at ADM.
- The pavement has not been reconstructed within the last 20 years, rehabilitated within the last 10 years, or resealed within the last 3 years.
- Taxiway D reconstruction was previously identified and represented in ADM's FY22-26 Capital Improvement Program (CIP) and submitted to the Oklahoma Aeronautics Commission (OAC) and the FAA.
- The useable unit of work and anticipated outcome for the air cargo apron and portion of Taxiway D is a fully operational air cargo apron constructed to FAA design standards, including required proper access, shoulders, turf along edge of shoulders, signs, marking, and lighting.

Project Components to be Funded by this Appropriation

- Reconstructing existing cargo apron hardstands conforming to current FAA standards and geometry.
- Reconstructing a portion of Taxiway D.

Funding Breakdown:

Components & Cost

Cost to Reconstruct Portion of Taxiway D	\$978,373
Cost to Reconstruct Cargo Apron	\$3,913,492
Total Project Cost	\$4,891,865

Sources & Funding

Congressional Appropriation (FAA AIP)	\$3,891,865
Ardmore Development Authority & Local	\$1,000,000
Total Funding	\$4,891,865

ARDMORE MUNICIPAL AIRPORT (ADM) ARDMORE, OKLAHOMA

RECONSTRUCT CARGO RAMP & PORTION OF TAXIWAY D

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST

May 20, 2021

Item #	Item Description	Quantity	Unit	Unit Cost	Total
1	Mobilization	1	L.S.	\$ 375,000.00	\$ 375,000.00
2	Temporary Marking, Lighting, and Barricades	1	L.S.	\$ 15,000.00	\$ 15,000.00
3	Contractor Quality Control Program (CQCP)	1	L.S.	\$ 50,000.00	\$ 50,000.00
4	Erosion Control Barrier (Silt Fence)	1,500	L.F.	\$ 5.00	\$ 7,500.00
5	Erosion Control Barrier (Straw Wattle)	300	L.F.	\$ 10.00	\$ 3,000.00
6	Saw Cut	250	L.F.	\$ 8.00	\$ 2,000.00
7	Existing Pavement Removal	14,000	S.Y.	\$ 6.00	\$ 84,000.00
8	Unclassified Excavation	25,000	C.Y.	\$ 7.00	\$ 175,000.00
9	Unsuitable Subgrade Removal & Replacement	750	C.Y.	\$ 25.00	\$ 18,750.00
10	Cement Treated Subgrade (12")	25,000	S.Y.	\$ 11.00	\$ 275,000.00
11	Aggregate Base Course (6")	25,000	S.Y.	\$ 9.00	\$ 225,000.00
12	Stabilized Base Course (5")	25,000	S.Y.	\$ 20.00	\$ 500,000.00
13	PCC Pavement (13")	24,000	S.Y.	\$ 75.00	\$ 1,800,000.00
14	Trench Drain	600	L.F.	\$ 300.00	\$ 180,000.00
15	Medium Storm Pipe (RCP)	50	L.F.	\$ 100.00	\$ 5,000.00
16	Medium RCP End Section	1	Ea.	\$ 1,000.00	\$ 1,000.00
17	Conventional Underdrain (4")	3,500	L.F.	\$ 12.00	\$ 42,000.00
18	Non-Perforated Outlet Pipe (4")	100	L.F.	\$ 15.00	\$ 1,500.00
19	Underdrain Cleanout Riser	9	Ea.	\$ 1,000.00	\$ 9,000.00
20	Splash Pad	2	Ea.	\$ 750.00	\$ 1,500.00
21	Reflectorized Pavement Marking	1,000	S.F.	\$ 3.00	\$ 3,000.00
22	Non-Reflectorized Pavement Marking	2,000	S.F.	\$ 3.00	\$ 6,000.00
23	Temporary Seeding	8	Ac.	\$ 1,000.00	\$ 8,000.00
24	Permanent Seeding	8	Ac.	\$ 2,500.00	\$ 20,000.00
25	Mulching	8	Ac.	\$ 2,500.00	\$ 20,000.00
26	Retroreflective Markers	16	Ea.	\$ 250.00	\$ 4,000.00
27	Non-Lighted Guidance Sign	1	Ea.	\$ 2,500.00	\$ 2,500.00
Estimated Construction SubTotal					\$ 3,833,750.00
Estimated Contingency (10%)					\$ 383,375.00
Estimated Construction Total					\$ 4,217,125.00
Estimated Engineering Design					\$ 337,370.00
Estimated Construction Inspection and Materials Testing					\$ 337,370.00
Estimated Project Total					\$ 4,891,865.00

TOM COLE
4TH DISTRICT, OKLAHOMA

DEPUTY WHIP

COMMITTEE ON RULES
RANKING REPUBLICAN

COMMITTEE ON APPROPRIATIONS
VICE RANKING REPUBLICAN
LABOR, HEALTH AND HUMAN SERVICES,
EDUCATION AND RELATED AGENCIES –
RANKING REPUBLICAN
DEFENSE



Congress of the United States
House of Representatives

PLEASE REPLY TO:

- 2207 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-6165
- 2424 SPRINGER DRIVE
SUITE 201
NORMAN, OK 73069
(405) 329-6500
- 711 SW D AVENUE
SUITE 201
LAWTON, OK 73501
(580) 357-2131
- SUGG CLINIC OFFICE BUILDING
100 EAST 13TH STREET, SUITE 213
ADA, OK 74820
(580) 436-5375

June 1, 2021

Dear Chair DeLauro and Ranking Member Granger:

I am requesting funding for the Global Transportation and Industrial Park (GTIP) in Fiscal Year 2022. The entity to receive funding for this project is the Ardmore Development Authority located at 410 W. Main Street Ardmore, Oklahoma 74301.

The funding would be used for developing the necessary infrastructure to drive the creation of a global logistics park at the Ardmore Industrial Airpark by reconstructing the cargo ramp and portion of Taxiway D. Completed economic and feasibility studies indicate job creation in an economically distressed area and tribal region. The project will connect the economies of Oklahoma City to the DFW metroplex and rest of the world.

I certify that neither I nor my immediate family has any financial interest in this project.

Sincerely,

A handwritten signature in blue ink that reads "Tom Cole".

Tom Cole
Member of Congress