

What is the Project Name?	Global Transportation & Industrial Park of Oklahoma – Rail Infrastructure Additions
Who is the Project Sponsor?	Ardmore Development Authority (ADA), Sovereign Properties Holdco, LLC, wholly owned by Chickasaw Nation and WP Global Holdings, LLC as co-applicants - ADA is the lead applicant.
Was an application for USDOT discretionary grant funding for this project submitted previously?	No
A project will be evaluated for eligibility for consideration for all three programs, unless the applicant wishes to opt-out of being evaluated for one or more of the grant programs.	<input checked="" type="checkbox"/> Opt-out of Mega? <input type="checkbox"/> Opt-out of INFRA? <input checked="" type="checkbox"/> Opt-out of Rural?
Project Costs	
MPDG Request Amount	Exact Amount in year-of-expenditure dollars: \$17,843,195.93
Estimated Other Federal funding (excl. MPDG)	Estimate in year-of-expenditure dollars: \$0
Estimated Other Federal funding (excl. MPDG) further detail	Other Federal funding from Federal Formula dollars: \$0 Other Federal funding being requested from other USDOT grant opportunities?: \$0 From What Program(s)?:
Estimated non- Federal funding	Estimate in year-of-expenditure dollars: \$11,895,463.96
Future Eligible Project Cost (<i>Sum of previous three rows</i>)	Estimate in year-of-expenditure dollars: \$29,738,659.89
Previously incurred project costs (<i>if applicable</i>)	Estimate in year-of-expenditure dollars: \$0
Total Project Cost (Sum of ‘previous incurred’ and ‘future eligible’)	Estimate in year-of-expenditure dollars: \$29,738,659.89

INFRA: Amount of Future Eligible Costs by Project Type	<ul style="list-style-type: none"> 1) A highway freight project on the National Highway Freight Network: \$0 2) A highway or bridge project on the National Highway System: \$0 3) A freight intermodal, freight rail, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility: \$29,738,659.89 4) A highway-railway grade crossing or grade separation project: \$0 5) A wildlife crossing project: \$0 6) A surface transportation project within the boundaries or functionally connected to an international border crossing that improves a facility owned by fed/state/local government and increases throughput efficiency: \$0 7) A project for a marine highway corridor that is functionally connected to the NHFN and is likely to reduce road mobile source emissions: \$0 8) A highway, bridge, or freight project on the National Multimodal Freight Network: \$0
Project Location	
State(s) in which project is located	Oklahoma
INFRA: Small or Large project	Small
Urbanized Area in which project is located, if applicable	NA
Population of Urbanized Area <i>(According to 2010 Census)</i>	NA
Is the project located (entirely or partially) in Area of Persistent Poverty or Historically Disadvantaged Community?	<p>List census tracts that qualify as within these areas. In Ardmore census tracts 8926, 8928, 8930 and 8931 are Historically Disadvantaged Community. The project location at the Ardmore Development Authority Industrial Park (Ardmore Airport) is located in a rural area north and east of Ardmore (census tract 8921) and is not listed as a Historically Disadvantaged Community. The</p>

	entire area is within the boundary of the Chickasaw Nation. A significant portion of the employees that will work at the Global Transportation & Industrial Park will come from the City of Ardmore.
Is the project located (entirely or partially) in Federal or USDOT designated areas	Yes/No. If yes, please describe which of the four Federally designated community development zones in which your project is located. Opportunity Zones: The City of Ardmore is an Opportunity Zone (40019892800). The project location is not in an Opportunity Zone. Empowerment Zone: No Promise Zones: No Choice Neighborhoods: No
Is the project currently programmed in the: <ul style="list-style-type: none">• TIP• STIP	No – the project will be included in the STIP by amendment if awarded.
<ul style="list-style-type: none">• MPO Long Range Transportation Plan• State Long Range Transportation Plan• State Freight Plan	The project is listed in the 2018 Oklahoma State Rail Plan in Chapter 5, Page 16 under the Category of Long Range Freight Rail Projects and Studies

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Project Description

The purpose of the project is to further develop a rail served area on the Ardmore Industrial Airpark into a comprehensive global transportation and logistics center called the Global Transportation & Industrial Rail Park (GTIP) of Oklahoma. The current rail infrastructure on site is limited to providing rail access to existing customers. The project would add rail to provide rail access to the entire property. Private investment will construct warehouse capacity at the project site. Please see project overhead schematics for locations (attached and at <https://www.knbltd.com/fy22infra>.

This project is comprised of four elements. Receiving and Departure track parallel to the mainline, tracks to access the North Industrial Rail Park, the transload track and the tracks to access the South Industrial Rail Park. In total the project will construct 29,388 ft of track, 352 ft of road crossings and install 20 switches. Please review the Statement of Work and detailed cost estimates and preliminary plans – attached and at <https://www.knbltd.com/fy22infra>

Ultimately the goal is to provide rural Oklahoma with the transportation advantages enjoyed by urban areas. This facility will reduce congestion in the Dallas Fort Worth area, develop an underutilized asset, and provide job growth and investment in the Ardmore area.

The Project Co-Applicants are Sovereign Properties Holdco, LLC, wholly owned by the Chickasaw Nation, the Ardmore Development Authority and WP Global Holdings, LLC. The Ardmore Development Authority (ADA) is a Public Trust of the City of Ardmore, Oklahoma. The City of Ardmore provides the administration and oversight of grant activities for its public bodies. They have the staff and expertise to manage and administer a wide variety of grants and funding requirements. The ADA is the lead applicant and will administer the grant with the assistance of the City of Ardmore.

WP Global Holdings, LLC is a partnership comprised of Watco (a railroad and logistics company), Cowboy Holdco and Sovereign Properties Holdco, LLC wholly owned by the Chickasaw Nation. Sovereign Properties Holdco, LLC, the ADA and WP Global Holdings see an overall benefit to the area in terms of employment and economic growth. The jobs created by the construction and ongoing operation of the facility will be first advertised through the tribal employment office – giving tribal members the first opportunity to fill these positions. The Chickasaw Nation's goal is to provide help and opportunities to tribal members. This project is one of the many ways the Chickasaw Nation supports activities that increase opportunities for tribal members.

As a rural area, the area in and around Ardmore struggles to attract and retain business and development that would benefit area residents. This project will create opportunity through improved transportation infrastructure. The transportation businesses that will utilize the GTIP as their base will benefit from the upgraded infrastructure and will be able to grow their business to take advantage of the new facilities. We expect that new business unrelated to transportation will locate on the property to take advantage of the transportation options and logistics. A business will be able to receive bulk material by rail, smaller components by truck and time

sensitive or overseas components by air. The logistics services will assist businesses and shippers to find the most efficient shipping method available. On site warehousing will provide business with options for material and inventory storage.

For example, a 100,000 square foot climate controlled cold storage warehouse will be constructed adjacent to an aircraft parking apron that will allow for rail, truck, and air access to the same facility. This warehouse will be a multiuser facility so that small and medium size businesses will be able to use the facility.

The project is located on the west side of the Industrial Airpark not far from the RAISE Grant Project to build an air cargo facility. The air cargo project is southeast of this proposed project a half mile and is also located on the Ardmore Industrial Airpark.

Ultimately the goal is to provide rural Oklahoma with the transportation advantages enjoyed by urban areas. If this project is completed, the transportation environment in the Ardmore area will be in parity with urban areas. There are advantages that companies can realize by locating in the Ardmore area, such as lower property and labor costs, a ready workforce, small town quality of life, access to a committed workforce, less congestion and a generally lower regulatory and tax burden when compared to an urban area.

The project beneficiaries will be the businesses that locate in the Industrial Rail Park, the operating railroad (Watco), the connecting railroad (BNSF), the Ardmore Industrial Airpark, the City of Ardmore, the Ardmore Development Authority, WP Global Holdings, the surrounding area businesses, the Chickasaw Nation and the people that obtain employment at the Industrial Rail Park.

The purpose of this project is to construct the rail portion of the Global Transportation & Industrial Park of Oklahoma. A RAISE Grant has been submitted to construct a new international air cargo facility at the Ardmore Municipal Airport (ADM). ADM was built as an Army Airfield and operated as such from 1942 to 1946. The airfield reopened in 1953 to 1959 as the Ardmore Airforce Base. The ADM is currently owned by the City of Ardmore and leased to the Ardmore Development Authority (ADA), a political subdivision of the State of Oklahoma, and a Public Trust of the City of Ardmore.

The overall goal of the project is to develop the current ADM airport and the Industrial Park located on airport property into an integrated freight-handling facility with global connections. The Ardmore Industrial Air Park is a Free Trade Zone, a status that reinforces the international trade development that is the focus of GTIP.

While much work has been done at the airport and industrial park as outlined below, there is still a need to improve the rail infrastructure at GTIP to provide for the rail access needed to be a true intermodal facility.

The City of Ardmore owns the Ardmore Municipal Airport and Industrial Airpark. The Ardmore Development Authority (ADA), a Public Trust, leases and operates the facility. Since 2010 the airport has undergone \$55.5 million in upgrades and maintenance including control tower improvements and a runway extension to more than 9,000 ft., enough space to land larger aircraft

like the Boeing 767-200 cargo aircraft.

The Ardmore Industrial Airpark is the only independent airpark in the U.S. with a Federal Aviation Administration (FAA) Contract Control Tower (costs of which are underwritten by the ADA). The airpark is located within Foreign Trade Zone #227 and a State Enterprise Zone and can become a U.S. Customs & Border Protection port of entry. Zoned heavy industrial, the airpark facility features multiple lot sizes and available pad-ready sites and approximately 1,000 acres of developable land.

Recently completed and soon-to-be completed projects are shown in the table below.

These projects speak to the commitment of the ADA to maintain and improve the airport and the industrial park. Since 2010 (including 2022 scheduled projects), the ADA has spent \$13,978,700, out of the total of \$55,583,000 spent to maintain and improve the airport and industrial park. Much of this funding has been airside development funded by the FAA Airport Improvement Program.

ARDMORE MUNICIPAL AIRPORT CONSTRUCTION AND IMPROVEMENTS					
Project Name	Amount	Year Completed	ADA - Amt Funded	One Time or Annual	
Runway 13-31 Rehabilitation	\$ 2,300,000.00	Q1 CY2022	\$ 115,000.00	One Time	
RAIL Lighting Replacement	\$ 1,500,000.00	Proposed FY2022	\$ 1,500,000.00	CY2022 Proposed	
Fire Protection Services	\$ 680,000.00	On-going	\$ 680,000.00	Annual	
Airpark Improvements - Engineering	\$ 267,000.00	2018-2019	\$ 267,000.00	On-going	
Campus-Wide Fire Suppression System	\$ 1,400,000.00	2021	\$ 1,400,000.00	One Time	
Taxiway E Extension/Parallel Taxiway Construction Phase I	\$ 3,600,000.00	2020	\$ 180,000.00	One-Time	
Box Hangar Complex Construction	\$ 1,200,000.00	2020	\$ 1,200,000.00	One Time	
AWOS Modernization and Relocation	\$ 190,000.00	2020	\$ 190,000.00	One Time	
Channel Liner	\$ 900,000.00	2019	\$ 900,000.00	One Time	
Crack and Seal Project	\$ 178,000.00	2019	\$ 178,000.00	One Time	
Hardstand Reconstruction	\$ 430,000.00	2018	\$ 5,000.00	One Time	
Control Tower Modernization	\$ 2,500,000.00	2017	\$ 2,500,000.00	One Time	
Infrastructure Plan - Lochner	\$ 100,000.00	2017	\$ 100,000.00	One Time	
Taxiway Alpha - Partial Reconstruction	\$ 6,054,000.00	2017	\$ 302,700.00	One Time	
Wildlife Fence - Perimeter	\$ 650,000.00	2015	\$ 650,000.00	One Time	
Runway 1735 Rehab Work	\$ 45,000.00	2015	\$ 45,000.00	One Time	
Taxiway E Extension/Parallel Taxiway Construction	\$ 12,000,000.00	2022 Scheduled FY2022		One Time	
Runway 13-31 Extension	\$ 19,991,000.00	2010	\$ 3,671,000.00	One Time	
ADA PROJECTS FUNDED TO 4-30-2021	\$ 53,985,000.00		\$ 13,768,700.00		

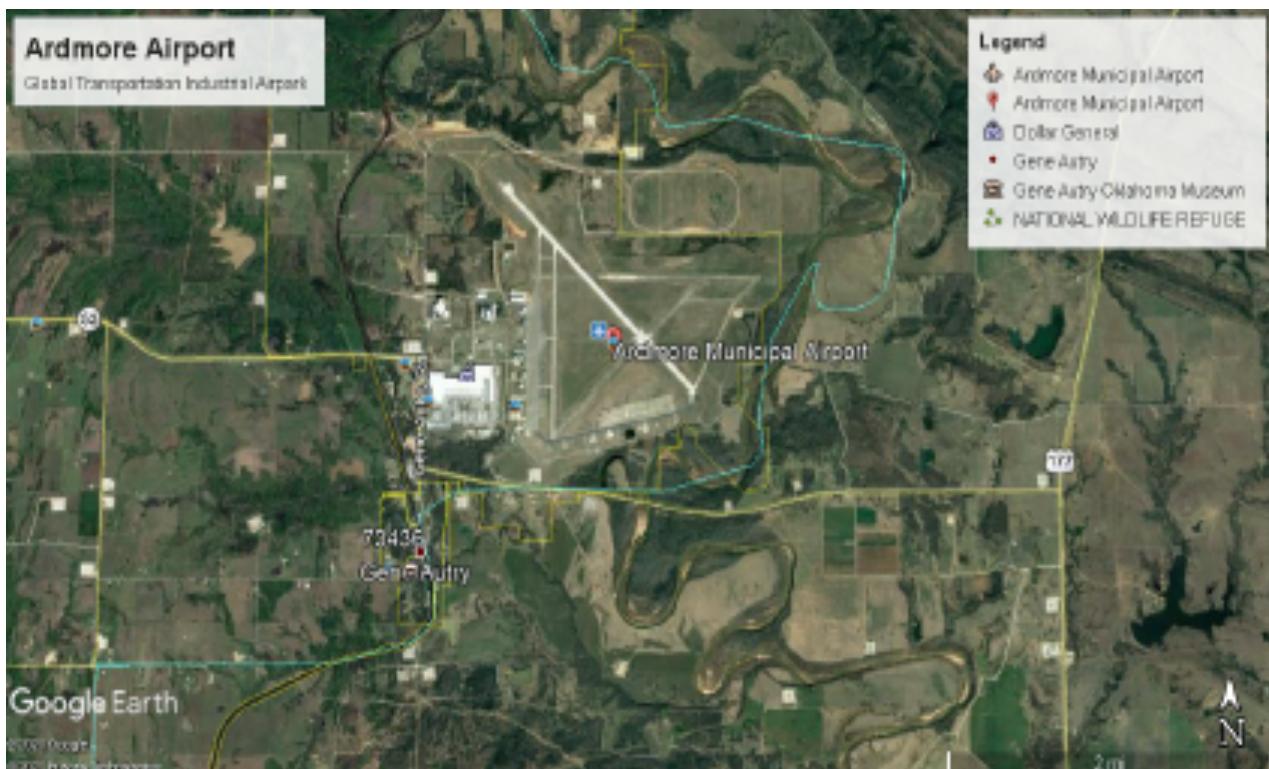
The project will provide a lower cost alternative for many shippers and offer efficiencies compared to Dallas/Fort Worth and Oklahoma City urban areas, such as less congestion on the roadways and faster cargo processing.

The current rail tracks located on the west side of the industrial park will be updated and

expanded with the INFRA project to provide rail access to the rest of the property. The purpose of the rail and air cargo projects are to develop Ardmore into a complete multimodal facility – truck, rail, and air transportation. The project will construct 29,388 ft of track, install 20 turnouts, construct 352 ft of road crossings, ballast installation, surfacing, perform all the associated dirt work, engineering, project management, inspection, closeout, and all other items needed to have a functional facility when completed.

Project Location

The project is located at the Ardmore Municipal Airport (ADM). The Airpark is owned by the City of Ardmore and leased to the Ardmore Development Authority, a political subdivision of the State of Oklahoma.



Ardmore Airport and GTIP

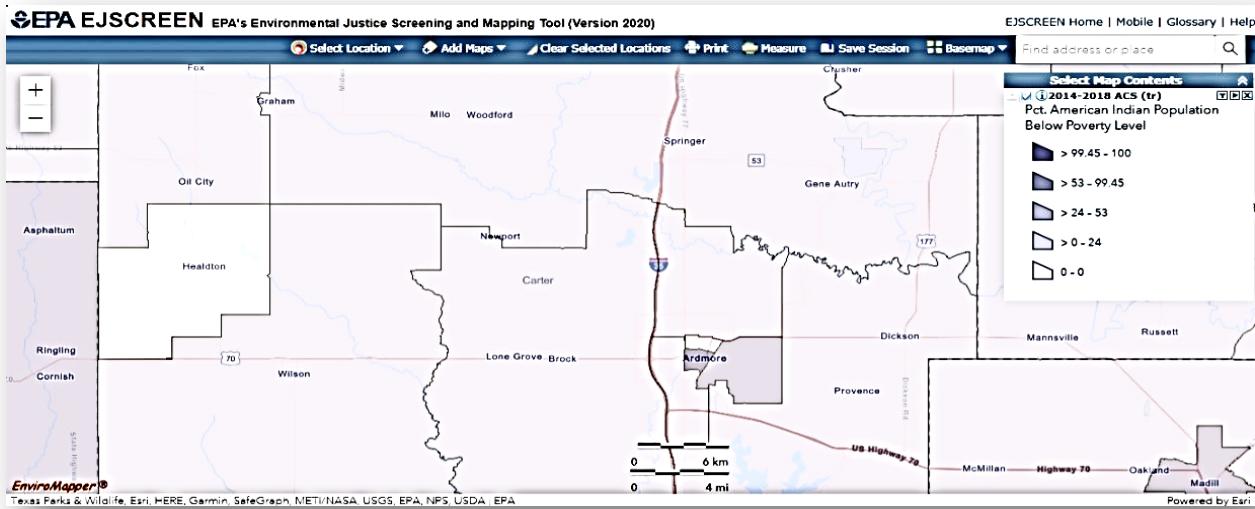
The project is located at 34° 17' 34.21" N, 97° 01' 08.57" W. The area is wholly within a rural area, and within the boundaries of the Chickasaw Nation. The project is in Carter County and is wholly within the boundaries of the 4th Congressional District.

Area of Persistent Poverty – Overburdened Communities

While the project is not in an Area of Persistent Poverty, the percentage of Native Americans in the area living in poverty is well above 20 percent. The EPA EJSCREEN below depicts the poverty level of Native Americans in the area.

In the City of Ardmore, the larger lighter shading on the EJSCREEN corresponds with 24 to 53

percent of Native American living in poverty, the smaller darker area corresponds to 53 to 99.45 percent living in poverty (Fig. 10) Carter County has an overall poverty rate of about 17 percent. Census tracts 8928 and 8929 in the City of Ardmore are listed as areas of Persistent Poverty.



EJSCREEN Percentage of Native Americans Living in Poverty

Historically Disadvantaged Community

In the City of Ardmore census tracts 8926, 8928, 8930 and 8931 are Historically Disadvantaged Communities. The project location at the Ardmore Development Authority Industrial Park (Ardmore Airport) is in a rural area north and east of Ardmore (census tract 8921) and is not listed as a Historically Disadvantaged Community. The entire area is within the boundaries of the Chickasaw Nation. Tribal lands are all considered Historically Disadvantaged as per USDOT:

A "**Historically Disadvantaged Community**" is defined in the MPDG 2022 NOFO, consistent with OMB's Interim Guidance for the Justice40 Initiative. A project is located in a Historically Disadvantaged Communities if:

1. the project is located in certain qualifying census tracts, identified in [this table](#); OR
2. the project is located on Tribal land; OR
3. the project is located in any territory or possession of the United States.

It is possible this project could be considered being in a Historically Disadvantaged Community depending upon the definition of tribal lands.

A significant portion of the employees that will work at the Global Transportation and Industrial Park will come from the City of Ardmore and/or will be tribal members.

Project Parties

Project Parties include the Ardmore Development Authority (ADA) who will be the lead applicant, WP Global Holdings, LLC, and Sovereign Properties Holdings, LLC. The ADA is a Public Trust of the City of Ardmore, Oklahoma. The City provides the administration and oversight of grant activities for its public bodies. The City has the staff and expertise to manage and administer a wide variety of grants and funding requirements. The City will assign staff that is experienced with federal transportation grants for this project if awarded. The City has administered USDOC EDA grants, USEPA Wastewater Grants, Land and Conservation Grants, USDOT FHWA grants, and many USDOT FAA grants for the airport. In addition, the City administers any state grants that may be awarded.

A contractor will be selected in accordance with federal requirements to construct the project. While the City has extensive experience in project administration, they are not experienced in railroad construction. The City of Ardmore/ADA will have overall oversight of this project but Watco will provide construction design and inspection services to ensure the project is completed according to specification.

The project has the support of not only the local Chamber of Commerce, local businesses, the City of Ardmore but also the Chickasaw Nation, the Lt. Governor, the State Representative but also the US Congressional delegation. Please review the support letters to get an idea of how important this project is to Oklahoma in general and the south central region of the state. Letters are attached and can be viewed at <https://www.knbltd.com/fy22infra>

Applicant Eligibility

The project co-applicants are the Ardmore Development Authority (ADA), Sovereign Properties Holdco, LLC, a wholly owned Chickasaw Nation company and WP Global Holdings. WP Global Holdings, LLC is a joint venture of Watco, Cowboy Holdco and Sovereign Properties Holdco, LLC. ADA will be the lead applicant. ADA has a long history of effective project management of federal projects and has the technical, managerial, and financial capacity to administer and construct this project in a timely and efficient manner.

Project Eligibility

This project is eligible as described in the Notice of Funding Opportunity in section C(3)(ii) “...or a freight rail project that is 1) an intermodal or rail project, or 2) within the boundaries of a public or private freight rail, water (including ports) or intermodal facility.” Section ii continues “ To be eligible under INFRA, a project within the boundaries of freight rail, water (including ports), or an intermodal facility must be a surface transportation project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility and must significantly improve freight movement on the NHFN.... For a freight project freight project within the boundaries of a freight rail, water (including ports) or intermodal facility, Federal funds can only support project elements that provide public benefits.” This project is located at the Global Transportation and Industrial Park (GTIP) of Oklahoma. This industrial park is designed to accommodate truck, rail, and air freight. It is being designed to be a facility that will

accommodate international and domestic shipments and the intermodal connection of those shipments in one location. GTIP will provide logistics, freight handling and storage if necessary for freight coming into and out of GTIP. GTIP anticipates existing and future customers located on the Ardmore Airport property will utilize these services as well as customers not located on the Airport.

The public benefits to the NHFN can be demonstrated with one customer (Global Agribusiness Ventures) that has committed to locating on GTIP if this project moves forward (please see their letter of support – attached). Their business is to bring raw agricultural products (cacao and cashews) to the US by ship to the gulf coast. The product will then be moved to Oklahoma for further processing before being distributed to customers. In this case the raw product will move to Oklahoma by truck or by rail. If transported by rail, the project will remove approximately 648,000 trucks traveling 752 miles each over the analysis period. The avoided 487 million miles of truck transportation is a direct benefit to the public in the form of less wear on the roads, less emissions, less crashes.

Grant Funds, Sources and Uses of Project Funds

Project Location: Ardmore, OK								
Item No.	Item Description	Quantity	Unit	Unit Cost	Total Cost	INFRA at 60%	Local at 40%	
Rail Facilities								
A	Ardmore Receiving & Departure Tracks							
	Track Build (Material & Install)	1	LS	\$ 891,264.40	\$ 891,264.40	534,758.64	356,505.76	
	Turn Out Supply & Install	1	LS	\$ 312,106.60	\$ 312,106.60	187,263.96	124,842.64	
	Site Work - Drainage, Base	1	LS	\$ 467,465.96	\$ 467,465.96	280,479.58	186,986.38	
	Electrical/Lighting	1	LS	\$ 360,750.00	\$ 360,750.00	216,450.00	144,300.00	
	Ardmore Receiving & Departure Tracks			\$ 2,031,586.96	\$ 1,218,952.18	\$ 812,634.78		
B	Ardmore South Warehouse Track							
	Track Build (Material & Install)	1	LS	\$ 900,101.80	\$ 900,101.80	540,061.08	360,040.72	
	Turn Out Supply & Install	1	LS	\$ 223,429.70	\$ 223,429.70	134,057.82	89,371.88	
	Site Work - Drainage, Base	1	LS	\$ 801,403.46	\$ 801,403.46	480,842.08	320,561.38	
	Road Crossings	1	LS	\$ 303,131.40	\$ 303,131.40	181,878.84	121,252.56	
	Ardmore South Warehouse Track			\$ 2,228,066.36	\$ 1,336,839.82	\$ 891,226.54		
C	Ardmore North Warehouse Track							
	Track Build (Material & Install)	1	LS	\$ 1,176,158.10	\$ 1,176,158.10	705,694.86	470,463.24	
	Turn Out Supply & Install	1	LS	\$ 226,159.70	\$ 226,159.70	135,695.82	90,463.88	
	Site Work - Drainage, Base	1	LS	\$ 972,768.97	\$ 972,768.97	583,661.38	389,107.59	
				\$	-		0.00	
				\$	-		0.00	
	Ardmore North Warehouse Track			\$ 2,375,086.77	\$ 1,425,052.06	\$ 950,034.71		
D	Ardmore Intermodal Yard							
	Site Work - Drainage, Base, Fencing, Erosion Control, Earthwork	1	LS	\$ 5,753,281.37	\$ 5,753,281.37	3,451,968.82	2,301,312.55	
	Asphalt	1	LS	\$ 4,026,139.00	\$ 4,026,139.00	2,415,683.40	1,610,455.60	
	Concrete Paving	1	LS	\$ 1,682,759.00	\$ 1,682,759.00	1,009,655.40	673,103.60	
	Maintenance Shop	1	LS	\$ 1,634,701.25	\$ 1,634,701.25	980,820.75	653,880.50	
	Gate & Office	1	LS	\$ 1,479,400.00	\$ 1,479,400.00	887,640.00	591,760.00	
	Lighting	1	LS	\$ 609,537.50	\$ 609,537.50	365,722.50	243,815.00	
	Track Build (Material & Install)	1	LS	\$ 1,817,413.00	\$ 1,817,413.00	1,090,447.80	726,965.20	
	Turn Out Supply & Install	1	LS	\$ 152,956.70	\$ 152,956.70	91,774.02	61,182.68	
				\$ 17,156,187.82	\$ 10,293,712.69	\$ 6,862,475.13		
	Scope 1 - Rail Facilities - Total Cost			\$ 23,790,927.91	\$ 14,274,556.75	\$ 9,516,371.16		
	Project Indirects & Contingency							
	Engineering & Permitting	4%	LS	\$ 23,790,927.91	\$ 951,637.12	570,982.27	380,654.85	
	Project Management	6%	LS	\$ 23,790,927.91	\$ 1,427,455.67	856,473.40	570,982.27	
	Contingency	10%	LS	\$ 23,790,927.91	\$ 2,379,092.79	1,427,455.67	951,637.12	
	Tax	5%	LS	\$ 23,790,927.91	\$ 1,189,546.40	713,727.84	475,818.56	
				\$	-			
	Project Indirects & Contingency Total			\$ 5,947,731.98	\$ 3,568,639.19	\$ 2,379,092.79		
	Scope 1 - Rail Facilities - Total Project Proposal			\$ 29,738,659.89	\$ 17,843,195.93	\$ 11,895,463.96		

Project cost, sources, and uses of funds

All Local funds will be provided by WP Global, LLC. Please see the letter of commitment at <https://www.knbltd.com/fy22infra> under the GTIP tab and attached. There are no other federal funds programmed for this project. There are no conditions on local funds nor are there restrictions on local funds of any kind. If the project is awarded the local funds will be available. If the project funds go over budget WP Global, LLC will pay the overage.

Project Outcome Criteria

Safety

The project's safety benefits are primarily related to the reduction in truck traffic. As shown in the BCA the project will result in \$34 million less costs (discounted) associated with fatalities and crashes, and a significant reduction in emissions. Using undiscounted costs associated with fatalities, the project should result in a reduction of one fatality. Using the same methodology, the project should result in the reduction of six injury crashes. Please see the BCA for details regarding the savings resulting from a modal shift from truck to rail.

This project will open additional areas at the Industrial Park to be served by rail. Since the cocoa and cashews will come to the US from Africa by ship, the planned port is Greens Port Industrial Terminal in Houston, Texas. From Greens Port the likely truck route will be up I-45 and through Dallas/Ft. Worth. The DFW area is one of most congested in the country in terms of highway traffic. It is also one of the deadliest for users – the April 25, 2019 issue of the *Dallas Tribune* headline reads “Texas Leads the Nation in Traffic Deaths.”¹ A local NBC News report on October 3, 2019 in the Dallas Fort Worth area said that “Dallas Ranks in the Top in US for Fatal Crashes.”² Transporting the cocoa and cashews by rail will avoid adding to the congestion and safety problems in the DFW area.

The June 20, 2021, *Dallas Morning News* published an article³ on truck congestion on I-20 in Dallas near an Amazon Fulfillment facility – the article quoted truck drivers who waited 12 hours to unload. While this is a single facility, the article is an example of the congestion issues in the Dallas area.

In March 2016, the North Central Texas Council of Local Governments released the “Freight Congestion and Delay Study Final Report,”⁴ showing that truck delays averaged more than five hours per day on major roadways in the Dallas Fort Worth area. According to the report, “truck-involved crashes are focused on the limited access roads.

In 2010 in Dallas County, there were 2,605 crashes involving commercial vehicles and 24 fatalities in those crashes. In 2010, Tarrant County had 1,694 crashes involving commercial vehicles and 19 fatalities.⁵

In 2020 in Dallas County, there were 3,735 crashes involving commercial vehicles and 31 fatalities in those crashes. In 2020, Tarrant County had 1,781 crashes involving commercial vehicles and 14 fatalities.⁶

¹ [https://www.texastribune.org/2019/04/25/texas-traffic-deaths-bills-safety\)](https://www.texastribune.org/2019/04/25/texas-traffic-deaths-bills-safety)

² <https://www.nbcdfw.com/news/local/dallas-ranks-among-top-in-us-for-fatal-crashes-report/273443/>

³ <https://www.dallasnews.com/business/retail/2021/06/20/its-like-this-every-day-amazon-fulfillment-center-in-dallas-forces-truck-drivers-to-wait-for-hours-to-unload/>

⁴ [https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Plan/Freight/fcds20150507MJ_3-14-16.pdf\)](https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Plan/Freight/fcds20150507MJ_3-14-16.pdf)

⁵ https://ftp.txdot.gov/pub/txdot-info/trf/crash_statistics/2010/30.pdf

⁶ https://ftp.txdot.gov/pub/txdot-info/trf/crash_statistics/2020/30.pdf

In the September 2021 “Transportation Systems Management and Operations (TSMO) Dallas and Fort Worth District Program Plan⁷ on page 12 a table shows that in 2019 Dallas County had 19,536,000 hours of congestion related delay with a cost of \$2,421,157,000. In 2018, Fort Worth County had 8,641,000 hours of congestion related delay with a cost of \$1,109,283,000. As shown in the 2021 TSMO, congestion is not only a safety issue – it is a time and efficiency issue. The cost of being delayed in traffic is directly borne by shippers and, ultimately, by consumers and producers of the products being shipped. If the GAV facilities are not built at the GTIP, but are still located in southern Oklahoma, it is likely the cacao and cashews will still be transported up I-45 or possibly I-35 adding to the congestion in the DFW area.

Because 648,000 truck round trips will be avoided and will not be driving 752 miles each trip (assume 15 hours of driving time) at least two fuel and rest stops will be avoided per trip – eliminating nearly 1.3 million stops over the life of the project, reducing the stress on the parking shortages being felt by commercial vehicles.

State of Good Repair

This project will be new track construction in an existing rail served industrial area. The existing track is inadequate for the planned facility as it serves current customers and must be expanded to meet the proposed use of the facility. The track will be maintained to an as constructed standard. Please see the attached Asset Management and Maintenance Plan. The rail spur that comes off the BNSF mainline to the facility will see additional traffic and will require additional maintenance effort. This maintenance of both the GTIP track and the rail spur track is the responsibility of the operating railroad (Watco) and will be performed by Watco. Rail operations will generate between \$1.5 and \$2 million per year, an amount sufficient to operate and maintain the track. The current spur track and industrial park track are lightly used. The project will significantly increase train movements into and out of the project area.

Economic Impacts, Freight Movement and Job Creation

Dr. Russell Evans, Professor of Economics at Oklahoma City University and Executive Director of the Steven C Agee Economic Research and Policy Institute was consulted regarding the job creation related to the construction of the project. He found that in Carter County \$113,000 in construction output accounts for one job. Using a construction cost of \$29.7 million results in 262 direct jobs. Including indirect and induced jobs as a multiplier of 1.6 of the direct jobs, resulting in an additional 158 indirect and induced jobs. The total jobs created during construction will be about 418. Census data shows that about 10 % of the local population is Native American. Employment data shows that Native Americans make up about 10 percent of the labor force. We can expect that about 26 Native Americans will be employed directly by the project, and another 16 will be employed in indirect and induced positions.

Dr. Evans estimates once the greater GTIP project is fully operational (this project and the RAISE 2022 Air Cargo project) up to 4,580 jobs could be created. We expect that with the current ratio of population and employment statistics that approximately 458 Native Americans

⁷ <https://ftp.txdot.gov/pub/txdot-info/trf/tsmo/dfw-its-master-plan.pdf>

would be employed. For this project, if awarded, we anticipate that GAV will hire 300 to 400 people for their new facilities.

The additional jobs that will be associated with this facility will dramatically improve the fiscal health of the area. Once completed, the facility will continue to grow in terms of businesses locating on the property and in terms of the volume of freight arriving, leaving and being transloaded.

Project construction jobs and operational jobs will be advertised first through the Employment Office of the Chickasaw Nation to provide tribal members an opportunity to apply for these jobs. Jobs may be posted in the wider marketplace if sufficient response is not realized from the Chickasaw Nation Employment Office.

The purpose of this project, and the overall Global Transportation and Industrial Park of Oklahoma is to promote and service global transportation needs. The development of cocoa and cashew processing facilities in Ardmore, with raw cocoa and cashews being shipped by rail from the gulf coast is a good example of the possibilities available at this site.

The GTIP is an integrated multimodal and intermodal freight transportation facility. The GTIP also is the home of additional businesses such as Dollar General. As an existing industrial park, located away from any community the industrial park development will improve the local economy and the economy of Main Street Ardmore. The additional jobs and wages earned by the workers in the area will provide a boost to area businesses.

The project is designed to be a Global Transportation Facility. Global Agribusiness Ventures interest in the location shows the possibilities. GAV will source raw cacao and cashews from Africa and process them in the United States, instead of processing them in a foreign country and shipping the finished product to the United States. Please see the GAV letter of support attached and at <https://www.knbltd.com/fy22infra>. Job creation just a GAV is estimated to be 300 or 400 hundred. The increase in available jobs in the area will put upward pressure on wages and benefits, to the benefit of local workers.

Climate Change, Resiliency, and the Environment

The modal shift from truck to rail provides for less fossil fuel consumption and less greenhouse gases emissions. The lowered emissions help reduce the amount of greenhouse gasses in the atmosphere. As greenhouse gasses are a contributor to climate change these reductions are an important step in combating climate change.

Having another option (in addition to trucking) to move freight into and out of southern Oklahoma and northern Texas adds resiliency to the freight transportation system in the event of trucking challenges such as high fuel prices, driver shortages, equipment shortages and extreme weather events that can reduce efficiency.

The project is in an existing Industrial Park. There are no home or communities adjacent to or near the project site.

Emissions savings are significant over the life of the project – using discounted dollars over \$27 million when considering both emission reduction from the modal shift from truck to rail and the emissions produced by rail transportation that will replace the truck transportation. For CO₂ alone, again considering the emissions produced by rail transportation, the construction of this project will avoid over 4 million metric tons of CO₂ being added to the atmosphere.

The area currently drains to the south to a tributary of the Washita River, then into the Washita. The project will not change the drainage direction. Since track is constructed on ballast (large aggregate) the track construction will not increase the runoff volume or the velocity of the runoff. There will be no change to the runoff because of the track construction. If large buildings are constructed because of the track construction, as is planned, the runoff from those buildings may increase the velocity of the runoff and the volume of the runoff. The airport has been annexed into the City. If large buildings are constructed based on the track accessibility, the improvements must conform to the City of Ardmore's Building and Development Code that addresses storm water runoff and retention. The FEMA flood mapping tool [FEMA Flood Map Service Center | Search By Address](#) shows that this site is not in a flood plain.

Equity, Multimodal Options, and Quality of Life.

In much of rural America the traditional quality of life infrastructure such as connectivity (rural public transit for example) or expanding access to health care, bike paths and bike lanes simply do not exist. Quality of life for rural and Native American citizens more often is related to jobs. Can a person find a job? Will it allow them to stay in the area they prefer, or will they have to move to an urban area? Carter County and the surrounding counties have experienced times of growth and decline. This project – in both the construction and operational phase will provide residents the opportunity to obtain secure employment in their rural area. The additional development will add stability and resiliency to the local economy.

The Chickasaw Nation encompasses 13 counties in south central Oklahoma including the town of Ardmore and the Ardmore Airport. The Chickasaw Nation Department of Commerce letter of support says, “The Chickasaw Nation Department of Commerce is pleased to support Ardmore Development Authority (ADA) as co-applicants for the FY22 Nationally Significant Multimodal Freight and Highway Projects program (INFRA). The Global Transportation and Industrial Park, located in Ardmore, Oklahoma, aims to foster economic development and job creation for a region with persistent poverty.” The letter from the Chickasaw Nation Department of Commerce is attached and can also be viewed at <https://www.knbltd.com/fy22infra> Job opportunities for both the construction and operation will be advertised first through the Chickasaw Nation Employment Office.



Chickasaw Nation

Areas of the nearby City of Ardmore are classified as Historically Disadvantaged. Please see the discussion on Pg 10 regarding the classification of tribal lands and the Chickasaw Nation and how that potentially related to the Historically Disadvantaged designation.

The project is by its nature multimodal – rail to truck and truck to rail. That modal conversion is at the heart of the project. In addition, the larger facility (Global Transportation & Industrial Park of Oklahoma) includes an air cargo facility.

Since Sovereign Properties Holdco, LLC is a wholly owned entity of the Chickasaw Nation, and a project partner, their participation and partnership is evidence the Chickasaw Nation anticipates benefits to their members. These benefits accrue as beneficiaries of tribal ownership of a business, tribal member employment and general improvements in the local economy.

Innovation Area: Technology, Project Delivery and Financing

The project is innovative in that it is a public private partnership (ADA, WP Global, LLC and Sovereign Properties Holdco, LLC) and will be operated by WP Global Holdings, LLC – an entity that consists of Sovereign Properties Holdco, LLC (a wholly owned entity of the Chickasaw Nation), Cowboy Holdco and Watco (a railroad and logistics company).

This project supports the U.S. and Oklahoma Commerce and Agricultural Departments' missions to develop trade with countries in Africa, Central and South America, as well as Canada. The supply chain challenges have resulted in significant interest by multiple cargo carriers of the potential afforded by a facility in Ardmore. Additionally, several Asian countries are exploring their options with delivering cargo to the mid-America region.

This project, as a component of the GTIP, is transformational in the sense it will be major domestic and international multimodal and intermodal transportation and logistics facility. Traditionally, many of these types of facilities have been in urban areas due to their proximity of suitable infrastructure and shipping customers. However, congestion, land costs, regulatory environments, lack of room to expand and costs associated with being in a major urban area have eroded the advantage the traditional locations have enjoyed. This project will demonstrate that a major intermodal and multimodal facility can thrive outside of the urban area and will encourage other facilities to be located further away from urban areas. The migration of these facilities out of urban areas helps the more rural areas in terms of jobs and participation in the economy of the United States and helps to make urban areas less congested and more livable.

Benefit Cost Analysis

The no build base case is that the project is not constructed. If this project is not built the industrial development in this area will remain static with minor episodic periods of growth. The benefit calculations assume that Global Agribusiness Ventures will locate in the GTIP as opposed to somewhere else in Oklahoma where rail transportation is not available. For purposes of calculation we assumed that the alternate location would be the same distance from Greens Port Terminal in Houston, Tx and GTIP. This assumption could be incorrect either way – the location could be closer or further away from Green Port than GTIP is.

The analysis assumes that either an alternate location would not have rail access, or that GAV locates at GTIP but the project is not built and the raw product is shipped from Greens Port, Tx by truck.

GAV has indicated they will locate at GTIP if the project is constructed – in part because of the availability of rail transportation. Please see the GAV letter at <https://www.knbltd.com/fy22infra> and attached. Without rail transportation, GAV is still interested in GTIP, but is considering other options.

The project shows a Net Present Value of \$468,818,301, Benefits of \$493,836,737 and a Benefit Cost Ratio (BCR) of 19.78:1. The BCA spreadsheet and explanation is attached.

There are other possible benefits that are difficult to quantify at this time. The GTIP will attract other businesses that will locate there due to the transportation advantages afforded by the location and access to rail, air and truck transportation, the modal shift possibilities afforded by the co-location of the modes, and the warehousing facilities that will be constructed as part of the overall facility. Business will locate at the facility only if it makes economic sense to do so. We can assume any additional business that locates at GTIP will do so to take advantage of the benefits of the facility and the project.

Dollar General is located adjacent to the project to the east. The Dollar General facility is their main distribution center. Large numbers of trucks go into and out of the facility every day. Dollar General is very interested in exploring ways they can utilize GTIP in their operations. In particular rail transportation for imported goods from the east and west coasts are of interest.

Project Readiness and Environmental Risk

The site is within an existing Industrial Park and has been previously disturbed with the construction of buildings, roads and railroad tracks. Environmental assessment work has been done at the airport – these documents were included in the 2022 Raise Grant Application and a CatEx document was sent to FAA: [Airport Property Inventory Map \(Lochner Survey, Mar 2017\), Study and Report for Improvements to the Industrial Park at ADM \(Sep 2017\), Documented CATEX \(Feb 2021\)](#). While the location is not the same (it is ½ mile away), the background information regarding the Ardmore Airport is the same. We anticipate both the RAISE 2022 project and this INFRA 2022 Project will qualify for a Categorical Exclusion.

There have been environmental assessments and surveys completed at ADA in 2005, 2007 and 2013 in addition to the documents above and the environmental determination of the FAA for airside construction projects. None of these assessments have found environmental or cultural issues on the property. A more focused assessment of the project area will need to be completed but based on past determinations we do not anticipate any significant issues that would delay this project.

There are no state or local approvals needed. There may be a storm water permit needed from the State – that issue will be determined during final design. There is no procurement of right of way needed, no approval of plans by anyone except the applicant, there is an existing agreement in place with the BNSF, no federal approvals beyond NEPA determination, no State approvals beyond inclusion into the STIP and possibly a stormwater permit. The project will be completed well before the statutory deadline of September 30, 2025. We anticipate the project will qualify for a Categorical Exclusion based upon previous projects and given that it is in an established Industrial Park with existing rail, roads and structures.

The project has been discussed at ADA meetings that are open to the public. There have been no negative comments received regarding the project.

Technical Feasibility

This project is a standard rail construction project. This type of construction is very well understood from an engineering and construction standpoint. The project will be designed to AREMA standards. Watco will perform the design and provide construction oversight, as the City and ADA are not experienced with rail construction projects. Watco has completed hundreds of rail construction projects. Watco is also currently working on several federal grant projects. This project is not difficult from a feasibility standpoint. Preliminary engineering has been completed and is available for review at <https://www.knbltd.com/fy22infra> and is attached.

Project Schedule

Assuming an award date of November 1, 2022;

Program by amendment into STIP	February 1, 2023
Final Design Completed	May 1, 2023
Start Environmental NEPA Report	March 1, 2023
Environmental NEPA Report Completed	May 1, 2023
NEPA Determination	July 1, 2023
Grant Agreement Signed	August 1, 2023
Bid Awarded	September 15, 2023
Construction Begins	October 15, 2023
Construction Completed	October 15, 2024
Project Closeout Completed	December 30, 2024

Required Approvals

The 2018 Oklahoma State Rail Plan in Chapter 5, page 16 under the category of Long Range Freight Rail Projects and Studies lists “Develop a new intermodal facility in the State of Oklahoma at a location to be determined” and describes the project benefit as “Enhance multimodal capacity, availability of transloading and intermodal service, and rail system access.” The rail plan was developed by ODOT. [OK_SateRailPlan_Final_2018.pdf\(oklahoma.gov\)](http://OK_SateRailPlan_Final_2018.pdf(oklahoma.gov))

Other than including the project in the STIP and possibly obtaining a stormwater permit, there are no other state or local permits needed.

Assessment of Project Risks and Mitigation Strategies

The biggest project risk is that construction costs will continue to increase past the contingency developed during the preliminary engineering and development of the project costs in November of 2021. To mitigate that risk, we increased the costs listed in the estimate sheets by approximately 11%. The increased costs are presented in the narrative, the preliminary cost sheets from 11/21 are attached.

Project Implementation and Management

The project applicant will be the Ardmore Development Authority (ADA). The ADA is a department of the City of Ardmore. WP Global Holdings has Watco as one of the partners. Watco will design the project and develop the bid package. The City of Ardmore/ADA will advertise for project bids in their name. Once the bids come in the City of Ardmore/ADA will evaluate the bids for irregularities and award the bid to the lowest responsive bidder. Once the construction contracts are signed, the selected bidder will begin work. Coordination with the

BNSF will be the responsibility of Watco. Watco will perform materials inspection, construction inspection, review payment invoices, recommend approval or denial of invoices, and work with the contractor on scheduling. The City of Ardmore/ADA will review payment requests, make the payment, make the drawdown of the federal grant, keep the accounting of the project, and maintain project records for close out. The final inspection of the project will be performed by the ADA, the City of Ardmore, WP Global, LLC, Sovereign Properties Holdco, LLC and Watco. Upon acceptance of the project the City will issue a final payment to the contractor.

Statutory Project Requirements

23 U.S.C 117 INFRA	Guidance Response
1) The project will generate national or regional economic, mobility, safety benefits	The project generates a 19:1 BCR, \$493 million in benefits, a significant reduction in trucking miles over the life of the project (487 million miles), and the associated decrease in crashes, injuries and fatalities. The project will benefit a wide region in terms of employment and nationally as it will bring in cacao and cashews from Africa to be processed in the US. A first for cashews, which are currently processed in India and Vietnam.
2) The project will be cost effective	The benefits out weigh the costs by 19:1.
3) The project will contribute to 1 or more of the national goals described under Section 150.	The project contributes to: 1 Safety. The modal shift from trucks to rail makes highway travel safer and results in a reduction in fatalities and injuries. 2) Congestion reduction. The modal shift means less trucks on the road, and importantly less trucks on the road in the Dallas area – an area with severe congestion problems. 3.) System reliability and efficiency, the overall facility will encourage rail transportation, but is also built to accept truck traffic – the option providing resiliency when needed. 4.) Environmental Sustainability – the modal shift from truck to rail provides significant environmental benefits. The change in processing cashews from Vietnam and India to the US eliminates that extra shipping from Africa to Vietnam to the US to just Africa to the US. 90% of the world's cashews are consumed in the United States. On an international scale an environmental benefit.

<p>4) The project is based upon the results of preliminary engineering</p>	<p>The preliminary engineering has been performed by Watco's engineering group. Watco is a project partner and a railroad company.</p> <p>Several Environmental studies have been performed on the larger site over the years – a more focused assessment will need to be done for this project – existing environmental documents are available at https://www.knbltd.com/fy22infra</p> <p>Boundary surveys have been completed by the City of Ardmore.</p> <p>Financial Plans and Revenue estimates have been performed by WP Global Holdings, LLC.</p> <p>Hazardous materials assessments were done as part of the Environmental studies referenced above.</p> <p>Estimates of quantities were done as part of the preliminary engineering.</p>
<p>With respect to related non-federal financial commitments, 1 or more stable and dependable sources of funding are available to construct, maintain and operate the project, and contingency amounts are available to cover unanticipated cost increases.</p>	<p>WP Global Holdings, LLC has committed to providing the local funding including any amounts that would be in excess of the projected project costs.</p> <p>Rail operating revenues will be sufficient to maintain the project to an as constructed standard.</p> <p>WP Global has committed to funding any project cost overages.</p>
<p>The project cannot easily and efficiently completed without other federal funding or financing available from the project sponsor.</p>	<p>The project is an integral part of a larger global transportation facility. As such, the capital requirements are significant. The forty percent match is a significant amount for WP Global – to fund the remaining 60% is not possible. Without the grant it is likely the project will not move ahead.</p>
<p>The Project is reasonably expected to begin not later than 18 months after the date of obligation of funds for the project.</p>	<p>The project will begin within three months after the date of obligation. The project sponsors are anxious to get the project</p>

	constructed as soon as possible. The project can be constred in one construction season.
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