



PORTS-TO-PLAINS INFORMATION HIGHWAY

Inside this Issue

- 1 Ports-to-Plains Hosts Canadian Delegation
- 2 Ports-to-Plains Hosts Canadian Delegation - continued
- 3 R2C2 ... Rail Relocation for Colorado Communities
- 4 R2C2 ... Rail Relocation for Colorado Communities - cont.
- 5 PTP Spotlight-Limon, Colorado

Ports-to-Plains Coalition
Michael Reeves-President
5401 N. MLK Blvd.,
Unit 395
Lubbock, TX 79403
Phone: (806) 775-2338
Fax: (806) 775-3981

Ports-to-Plains Hosts Canadian Delegation

Ports-to-Plains hosted officials from the Province of Alberta for meetings with top elected officials, community leaders and Texas Department of Transportation representatives. Len Mitzel, Member of the Alberta Legislative Assembly, and James Cleland, Executive Director of the Alberta Economic Development Authority made a whirlwind tour of meetings in Lubbock, Amarillo, Plainview and Dumas.

Although the Ports-to-Plains Corridor officially ends in Denver, Colorado, it connects there to existing interstate highways into Alberta. The Province of Alberta has the world's second largest oil reserves, second only to Saudi Arabia. Texas exports to Alberta in 2007 totaled more than \$2.3 billion dollars, doubling the total from just five years ago. Alberta exported \$2.6 billion in products to Texas in 2007. A large percentage of that trade travels by truck.



Mitzel, Cleland, Moore County Commissioner and PTP Board Member Milton Pax, Dumas Economic Development Corporation Executive Director Mike Running



Texas Transportation Commissioner Fred Underwood, Rep. Randy Neugebauer, MLA Len Mitzel, PTP President Michael Reeves

State Sen. Kel Seliger and Texas Transportation Commissioner Fred Underwood. They also met with mayors and other local elected officials and economic development leaders from many area communities.

"We were very excited to host a meeting with leaders from two great energy and agriculture power houses," said Ports-to-Plains President Michael Reeves.

"Alberta is very similar to our Ports-to-Plains states, with a strong economic base of agriculture and energy, large rural areas and a need for improved infrastructure to sustain and grow our economies."

The delegation met with U.S. Rep. Randy Neugebauer, State Sen. Robert Duncan,

-continued on page 2

Ports-to-Plains Hosts Canadian Delegation - *continued from page 1*



Alberta Economic Development Authority Executive Director James Cleland, Director of Texas Tech Wind Science and Engineering Research Center Dr. Andy Swift, Alberta MLA Len Mitzel



James Cleland, PTP Board Member Buzz David and Len Mitzel



Cleland, David, Mitzel



Commissioner Fred Underwood and Senator Robert Duncan



James Cleland and Plainview City Councilman and PTP Board Member John Bertsch

Staff Contact Information

Ports-to-Plains Corridor Coalition

5401 N MLK Blvd. Unit 395
Lubbock, TX 79403
phone: (806) 775-3373
fax: (806) 775-3981

Michael Reeves-President

5401 N MLK Blvd. Unit 395
Lubbock, TX 79403
Phone (806) 775-2338 Fax (806) 775-3981
E-mail - michael.reeves@ports-to-plains.com

Joe Kiely-Vice President

P.O. Box 9
Limon, CO 80828
Phone (719) 775-2346 Fax (719) 775-9073
E-mail - joe.kiely@ports-to-plains.com

Duffy Hinkle-Vice President

5401 N MLK Blvd. Unit 395
Lubbock, TX 79403
Phone (806) 775-3373 Fax (806) 775-3981
E-mail - duffy.hinkle@ports-to-plains.com

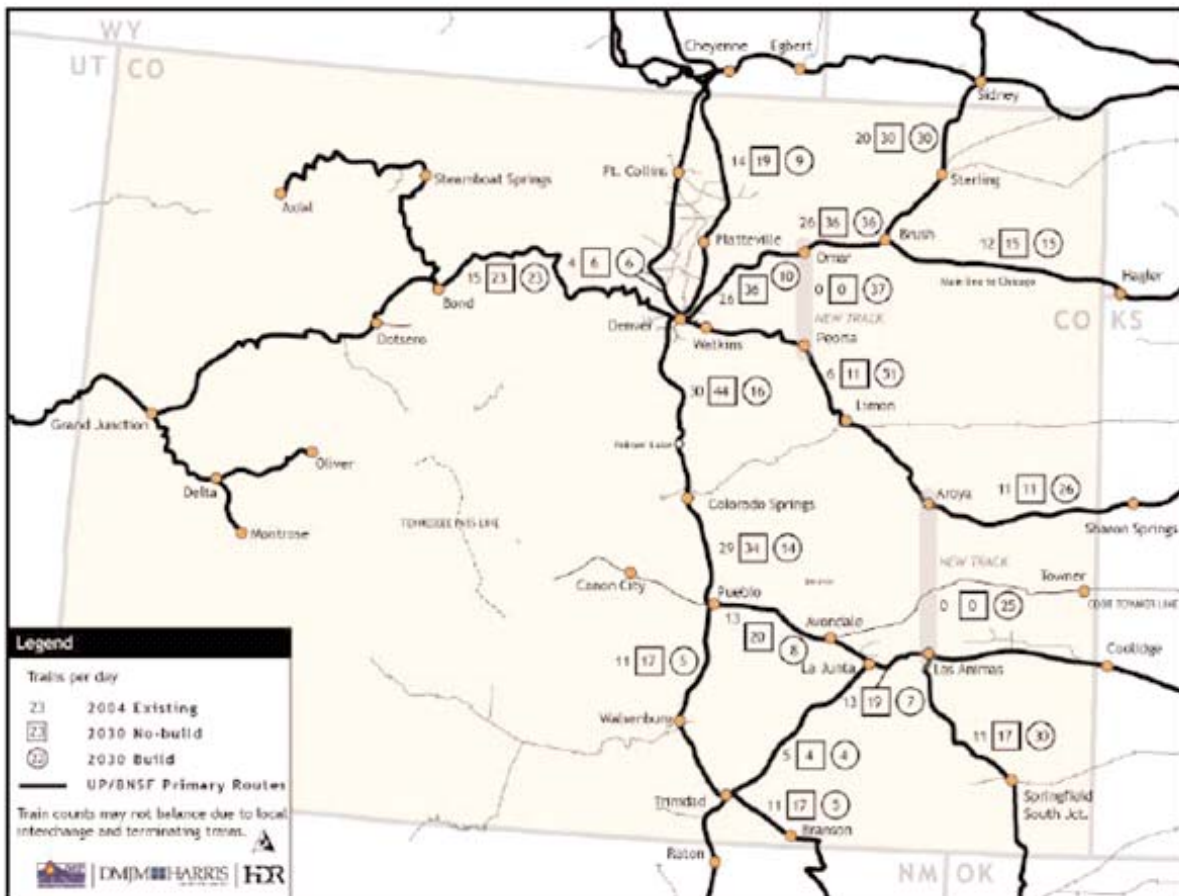
R2C2 ... Rail Relocation for Colorado Communities

The Colorado Department of Transportation is continuing studies looking at the feasibility of creating a new north-south rail corridor that would remove primarily coal movements to Texas from the Powder River Basin from along the Interstate 25 corridor to eastern Colorado. The first of these studies, the Public Benefits and Costs Study of the Proposed BNSF/UP Front Range Railroad Infrastructure Rationalization Project, was completed in May 2005. The purpose of that study was stated:

"The purpose of this Public Benefits and Costs Study (hereinafter referred to as the Study) is to identify and in some cases quantify the public benefits, drawbacks and costs associated with a possible partnership project between the Colorado Department of Transportation (CDOT), other public entities, and the BNSF and UP, so that the parties can better assess the type and extent of their financial participation in such a possible partnership. The ultimate goal of the study will be to investigate whether there are likely to be sufficient benefits accruing to the citizens of Colorado to warrant consideration of the investment of public dollars in the proposed Railroad Project."

The 2005 study used the alternative route should in the graphic below as the "Build" option.

Number of trains per day - Colorado



-continued on page 4

R2C2 ... Rail Relocation for Colorado Communities - continued from page 3

The Public Benefits and Costs Study looked at direct and indirect public benefits at scenarios from low to high. Those benefits are shown in the Summary of Total Project Benefits.

Using the Mid-range Scenario, the Direct Public Benefits resulted in a Benefit/Cost Ratio of 2 to 1 and with Indirect Public Benefits added, the Total Benefit/Cost Ratio was 4.4 to 1.

Complete information on the Public Benefits and Costs Study are available at: <http://www.dot.state.co.us/railroadstudy/PublicBenefits&CostsStudy/default.asp>.

Summary of Total Project Benefits (Direct and Indirect) by Scenario*

	Low Scenario	Mid-range Scenario	High Scenario
Total Benefits	\$2.35	\$5.17	\$16.34

* Net Present Value (NPV) in Billions

	Direct Public Benefits	Indirect Public Benefits	Total Public Benefits
Benefits in Billions	\$2.30	\$2.86	\$5.17
Job Creation	0	5,966	5,966
Benefit/Cost Ratio	2:1	2.4:1	4.4:1

The positive Benefit/Cost Ratio has now led to the second phase of the study called R2C2 ... Rail Relocation for Colorado Communities. Colorado Department of Transportation has contracted with PB America to complete this phase by November 2008.

"The purpose of the Colorado Rail Relocation Implementation Study is to determine what steps will have to be carried out to form a public/private partnership, to define and finalize the project scope and costs, to determine how costs should be shared based on both public and private benefits and related factors, and to develop strategies for carrying out the necessary environmental clearances. A more comprehensive analysis of the proposed north/south railroad bypass east of Colorado Front Range communities will be conducted. Additional levels of detail related to costs, appraisals related to possible right-of-way acquisitions, estimated benefits of proposed future rail passenger service in the I-25 corridor will occur. Finally, an investigation of possible future funding sources and a proposed financing plan necessary to implement the proposed rail improvements will be products of this effort."

The study will look at two alignments. It is important to note that these alignments do not represent final routes, but are being studied to recommend one of two alignments for further evaluation and route designation. Alignment A is essentially the same alignment used in the first study and Alignment B would be a completely new alignment. It is important to note that this is only the second phase and more phases may follow before a specific route could be determined. Ongoing information on the R2C2 study is available at:

<http://www.dot.state.co.us/railroadstudy/default.asp>.

The Ports-to-Plains Trade Corridor Coalition continues to participate in the study process in order to evaluate the long-term economic potential of the project. Ports-to-Plains encourages its members to continue to participate in the public outreach program and to follow the progress through the website. It is critical that the input of the public is given and it will be incorporated into the study recommendations.





**Securing the Benefits of Trade to
North America's Energy & Agricultural Heartland**

Limon, Colorado

Limon is known as the "Hub City" of Eastern Colorado as Interstate 70, Ports-to Plains (U.S. Highway 40/287), U.S. Highway 24, Colorado Highways 71 and 86, all cross paths here. Its location on the transportation system has resulted in its becoming a major gateway to Denver, Colorado Springs, Colorado's mountains and the Pikes Peak Region.

Limon's central location in Colorado makes it the perfect place for business locations, outside the Front Range congestion, but close enough to be efficient with access north, south, east and west. Limon is located about an hour from Denver and Denver International Airport (via Interstate 70) and Colorado Springs (via US Highway 24).



Rail Service



Limon is served by Union Pacific Railroad and by Kyle Railroad, a RailAmerica Company. Kyle RR interchanges with Union Pacific at Limon from its extensive system in Kansas and East Central Colorado.

Commercial Center

This 150 acre Marketplace Center development, by the Cameron Butcher Company, opened in 2008 with Flying J Travel Center and D & L Diesel Repair as the first two developments. Marketplace Center adds to the already diverse commercial areas serving the transportation system at both the east and west entrances to Limon.



The new Flying J Travel Center joins the Travel Center of America in providing services for the general traveling public along with a specific focus on the over 3000 trucks served daily in the Limon area.

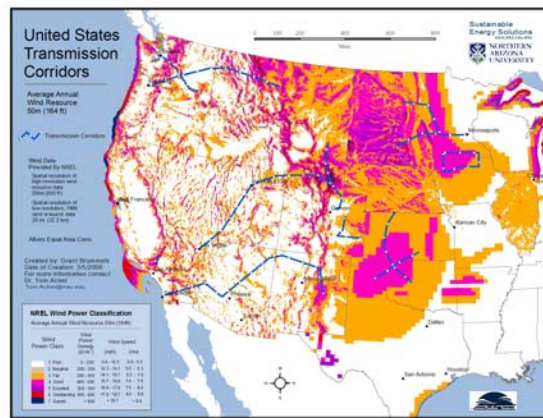
Manufacturing Growth

Horizon Door Mill Work Inc. recently chose Limon for its manufacturing plant for high end doors and moldings. Horizon will serve markets in Colorado, Texas, New Mexico, Montana, Arizona, North and South Carolina and California. Current plans call for ten full-time employees and future plans for expansion are already in the works.

Doric Vaults manufactures concrete burial vaults for delivery along the Colorado Front Range. Doric originally located a small facility with two employees in Limon in 2001. In 2008, Doric Vaults expanded its operation increasing its employee base to eight employees and purchased an additional nine thousand square foot facility.

New Energy Opportunities

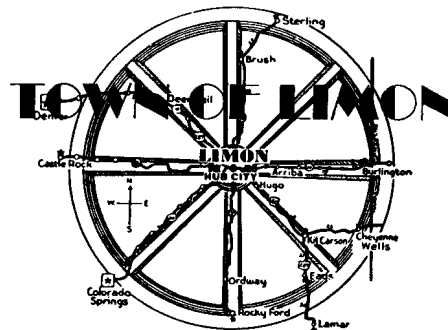
The Limon region is one of the prime areas for wind development potential. Once again, Limon's proximity to Colorado's Front Range and on the transportation system needed to bring construction materials to wind farm sites, makes the significant available wind sources economically feasible for development. Currently Renewable Energy Systems, Inc. has an approved development permit to develop Cedar Point Wind Farm north of Limon. The Cedar Point Project will be up to 150 wind turbines and will generate up to 300 megawatts of electrical power.



Location Assistance

In order to assist businesses interested in locating in Limon, the [Town of Limon](#) and [Lincoln County Economic Development](#) will provide assistance. The [Town of Limon](#) offers incentives for certain types of businesses and is included in the East Central [Enhanced Enterprise Zone](#) which covers Lincoln, Elbert, Kit Carson and Cheyenne Counties. Colorado Enterprise Zone legislation provides state tax incentives to businesses located in the zone, particularly for new or expanded businesses.

Town of Limon
 100 Civic Center Drive
 P.O. Box 9
 Limon, CO 80828
 P: 719-775-2346
 F: 719-775-9073
www.townoflimon.com



LEARN • PARTICIPATE • JOIN
www.portstoplains.com

Ports-to-Plains Investors in Progress

Municipal Investors	County Government Investors
<p>City of Abernathy - TX City of Amarillo - TX City of Big Spring - TX City of Boise City - OK Town of Clayton - NM City of Del Rio - TX City of Dumas - TX Town of Eads – CO City of Hale Center - TX City of Lamar - CO City of Lamesa - TX Town of Limon - CO City of Lubbock - TX City of New Deal - TX City of Plainview - TX City of Raton - NM City of San Angelo - TX Town of Springfield - CO City of Stratford - TX City of Sonora - TX City of Tahoka - TX City of Tulia – TX</p>	<p>Cimarron County - OK Colfax County - NM Elbert County - CO Hale County - TX Howard County - TX Kiowa County - CO Lincoln County - CO Lubbock County – TX Moore County - TX Prowers County - CO Sherman County - TX Sterling County - TX Sutton County - TX Tom Green County – TX Union County - NM Val Verde County – TX</p>
Economic Development Corp. Investors	Chamber of Commerce Investors
<p>Amarillo Economic Development Corporation - TX Adams County Economic Development – CO Canyon Economic Development Corp. – TX Metro Denver Economic Development Corp. - CO Dumas Economic Development Corporation - TX Lamesa Economic Development Corporation - TX Laredo Development Foundation - TX Lincoln County Economic Development – CO Lubbock Economic Development Alliance - TX Maverick County Development Corporation - TX Moore Development for Big Spring - TX Plainview/Hale County Industrial Foundation Inc. - TX Sonora Industrial Development - TX</p>	<p>Chamber of the Americas – CO Big Spring Area Chamber of Commerce – TX Cimarron County Chamber of Commerce - OK Dalhart Chamber of Commerce - TX Dumas/Moore County Chamber of Commerce - TX Eagle Pass Chamber of Commerce - TX Lamesa Chamber of Commerce - TX Lubbock Chamber of Commerce - TX San Angelo Chamber of Commerce - TX Stratford Chamber of Commerce - TX Sonora Chamber of Commerce - TX</p>
Other Investors	Conference Investors
<p>Central 57 Importers & Exporters, Inc. - TX Colorado Motor Carriers Association – CO Ehler & Hettler, LLP – TX Howard College - TX Lubbock Christian University - TX Panhandle Regional Planning Commission – TX Plainview Convention & Visitors Bureau – TX Prairie to Ports Gateway and Inland Port – SK, CANADA South Plains Association of Governments – TX Texas Tech University - TX TransPort - CO Wayland Baptist University - TX</p>	<p>Del Rio Economic Dev. Corp. and City of Acuña Além International Management, Inc. Aquila The Bank & Trust City and County of Denver Colorado Asphalt Paving Association Colorado Contractors Association Colorado Office of Economic Development/Eastern Colorado Colorado Motor Carriers Association DMJM+HARRIS Dumas Economic Development Corporation Hugo Reed & Associates, Inc. Laredo Development Foundation Metro Denver Economic Development Corp. Panhandle Area Development District Parkhill, Smith & Cooper, Inc. Pate Engineers, Inc./Pate Transportation Partners Peoples Bank Reece Albert, Inc. State National Bank Stratford Grain Company Texas Good Roads Theodore Roosevelt Expressway Turner Collie & Braden Valero Energy Xcel Energy – Colorado Region Xcel Energy – Texas Region</p>