



PORTS-TO-PLAINS INFORMATION HIGHWAY

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"Wind"ows of Opportunity for Lamar and San Angelo

Lamar, Colorado and San Angelo, Texas have something in common. They both can see the opportunities that renewable energy can bring to their community including 100 jobs in Lamar and 250 jobs in San Angelo.



Lamar, located in Prowers County on the Ports-to-Plains Trade Corridor will soon be the home of a new wind power manufacturing industry. Dragon Wind (Modern Group Ltd.) will open their plant in Lamar this year. The plant will build 262-foot steel towers on which wind turbines and blades are mounted for wind farms. With the Colorado Green Wind Project, a wind farm located just 20 minutes south of Lamar covering over 11,840 acres of land, Dragon Wind will be yet another boost to the wind-power industry in the Lamar area.

In Texas, and also on the Ports-to-Plains Corridor, the hat has been thrown into the ring to entice one of Europe's largest construction companies, Martifer Energy Systems to locate in San Angelo (Tom Green County), and if accepted would be this company's first wind-turbine manufacturing plant in North America. The City Council has recently approved more than \$2.6 million in COSADC (City of San Angelo Development Corporation) incentives, and \$3 million in waivers, reimbursements and tax abatements for a total package of over \$5.6 million in incentives. Tom Green County Commissioners also approved a \$1.7 million tax abatement package. "The citizens of San Angelo can be proud of the tremendous effort put forth by our community," said Kathy Keane, Business Relations Officer for the COSADC.

"We are most encouraged with this offer and this process moving forward," said San Angelo's Mayor J.W. Lown. "We do hope this comes together."

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"Wind"ows of Opportunity - *continued from page 1*

City Councilman and Ports-to-Plains Board Member Dwain Morrison stated, "San Angelo is located right in the heart of several wind farm areas - Big Spring, Sterling City, Sweetwater and Abilene - so we feel San Angelo is a perfect location for this company." Morrison went on to say, "Ports-to-Plains was mentioned in the presentation we gave to Martifer. We told them that San Angelo's location on the Ports-to-Plains Corridor was another huge plus."

Ron Lewis, Construction and Facilities Manager for the City of San Angelo and Ports-to-Plains Advisory Board Member stated, "It's both exciting and encouraging to see that the Ports-to-Plains Trade Corridor does provide West Texas, the Concho Valley, and all coalition members with additional resources to attract energy related industry expansion. As long time members of the Ports-to-Plains Trade Corridor Coalition, Tom Green County, City of San Angelo, and the San Angelo Chamber of Commerce should be applauded for their commitment to Concho Valley residents and their vision to the future."

The turbine tower manufacturing plant would hire 225 people over the next four years and would boost San Angelo's economy by an estimated \$150 million in the next 10 years.

In Lamar, the Dragon Wind plant will employ about 100 workers when it begins production with estimates

that this number will increase to 200 depending on demand for wind power.

Lamar City Manager Ron Stock stated, "There is a concentrated effort to build wind farms along the front-range in Colorado, therefore more wind manufacturing facilities are needed in this area."

In addition to the Dragon Wind plant, two other energy-based plants will soon be operating in Lamar. Plans are underway for LiquidMaize LLC., a \$24 million ethanol plant and a coal power generation plant which is due to begin production by mid-summer of this year.

Mayor Nelva Heath is excited about the recent developments in Lamar and about Ports-to-Plains. "I think Lamar is anxiously awaiting the improvements on the Ports-to-Plains Corridor to be completed," stated the mayor. "The Ports-to-Plains Trade Corridor will enhance even more industry to come in, because we have the trucks and trains to move goods in and out."

Ron Lewis stated, "I believe that the energy related expansions along the Ports-to-Plains Trade Corridor will accelerate the planned construction projects to meet the growing demand for better and safer roadways with which to transport the raw materials and finished products."

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Work continues in Ports-to-Plains States (Department of Transportation Reports)



COLORADO-Another section of "Ports-to-Plains" route being upgraded

The Colorado Department of Transportation (CDOT) has started culvert, bridge and topsoil work as part of another U.S. 287 reconstruction project south of Lamar.

The project includes rebuilding the highway in concrete and shoulder widening, beginning approximately two miles south of Lamar (mile 73) and continuing south to mile 60. Work also involves bridge widening, new concrete box culverts, embankment improvements, signing, seeding, mulching and striping.

Castle Rock Construction Company of Centennial, CO. is the contractor for the \$17.3 million project. It is scheduled for completion in June 2009.

CDOT has reconstructed 10 segments of U.S. 287 through southeastern Colorado since 1996, most recently a 13-mile section through south Prowers and north Baca counties. It was completed in November 2007.

"The reconstruction of U.S. 287 is one of our major goals," says CDOT Resident Engineer Paul Westhoff. "It's a strategic corridor that's important, not just to Colorado but to the U.S. transportation system since it's part of the Ports-to-Plains route."

U.S. 287 between the Oklahoma border and Denver is Colorado's portion of the Ports-to-Plains route.

Concrete reconstruction of the highway is of primary importance due to its current and future use as a major truck route, its connection with the Mexico border and its potential to attract and serve markets associated with NAFTA and international trade.



OKLAHOMA Boise City relief route progressing

Right of way and utilities have been authorized and are progressing for the construction of the Boise City relief route. The north section of the relief route is a turnkey project with an estimated cost of \$4.4 million that will include grade, drain and surfacing. The south section is divided into a grade, drain and bridge project at an estimated cost of \$10.5 million. Both projects have an early 2009 projected letting date.

Upon completion of the above two projects, the surfacing will follow at an estimated \$6.7 million with a projected letting date of late 2009 or early 2010 if sufficient funding is available.

In addition, an 8-mile curve correction south of Boise City has been authorized at a cost of 3.6 million and the letting date is projected for 2009.



NEW MEXICO-Work continues in New Mexico on U.S. 64/87

The 80 mile four lane construction continues in New Mexico. US 64/87 between Clayton and serves to connect markets in Northwest Texas to Interstate 25 and points north ultimately to Denver.

The corridor is broken into seven separate projects. The project on the east end near Clayton is approximately 60% complete and will finish this summer.

The next two segments moving to the west are finished and open to 4 lane traffic.

The next segment will go to competitive bid this summer with an anticipated completion of fall of 2009.

The portion of US 64/87 at Raton on the west side is complete. The remaining two segments between mileposts 360 and 388 are currently unfunded.

"The unbelievable increase in the cost of roadway construction was not anticipated when Governor Richardson's Investment Partnership (GRIP) was passed into law," said Paul Gray, District Engineer. "We will continue to pursue additional revenue until we complete this important corridor improvement."

NMDOT has already dedicated well over \$100 million dollars in this corridor. They anticipate that the current shortfall to complete the project to be about \$70 million at current costs.



TEXAS Activity in the Lone Star State

There are six Ports-to-Plains DOT Districts in Texas and below you will find the status of projects in each district. "Texas is making great strides to deliver these needed improvements along the Ports-to-Plains Corridor," stated Randy Hopmann, Lubbock and Interim

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Amarillo District Engineer. "There is quite a lot of work going on in preliminary engineering, design, and construction on identified priority projects. Despite a national and state transportation funding crisis, progress is steadily being made on the corridor. Perhaps a sign of the partnership created between Ports-to-Plains and the states."

Amarillo

- US 87 Phase 4 between Dalhart and New Mexico state line. PSE being completed. ROW is purchased and the district is starting the utility agreements. This project is scheduled to let in 2009, pending UTP actions.
- US 87 Phase I. 100% Complete. Total Cost \$14,346,146.71
- US 87 Phase II. As of April 30, 2008, 81% complete. Estimated project cost is \$13,796,573.82
- US 87 Phase III. As of April 30, 2008, 22% complete. Estimated project cost is \$16,767,755.65.
- US 287 from US 54 to Purnell Street. Plans are complete and in backlog status. Work includes an upgrade to four lanes in Stratford.
- US 87 in Dumas. Railroad grade separation. ROW map will be submitted in early June. Waiting on UTP authority and ROW budget.

Odessa

Odessa Ports-to-Plains (PTP) segment runs from Lamesa to Midland along SH 349, then connects with FM 1788 via the new SH 349 Reliever Route. It then continues along FM 1788 by the Midland International Airport until it connects with IH 20. From there the corridor travels back east along IH 20 until it intersects with SH 158 south to Sterling City. At Sterling City, the route connects with the other leg of the PTP corridor, then runs along US 87 through Big Spring. Odessa's portion of the PTP corridor on SH 158 ends at the Midland/Glasscock County line.

- SH 349 Reliever Route The second contract for the SH 349 Midland Reliever Route was let in April 2008. The bid came in at \$10,322,742. Plans call for new location construction around the north of Midland from existing SH 349 to SH 158. This project follows the completion of a bridge class culvert at Jal Draw in preparation for connecting this outer loop. The next segment of the SH 349 Reliever Route from SH 158 to FM 1788, estimated at \$8.5 million, will let in October 2008. A fourth project to

build a grade separation at the reliever route and SH 158 will let in early 2009. When complete, Odessa will have a continuous two lane roadway from SH 349 to FM 1788. Interested parties are currently pursuing funding to complete all phases of the reliever route including the additional two lanes and frontage roads.

- SH 349 Trunk System Expansion from Lamesa to Midland. This project is wrapping up the planning stages along this corridor with an anticipated environmental clearance by August 2008. There are some federal earmark funds available for ROW acquisition, and construction funding is currently being pursued by interested parties.

San Angelo

- San Angelo and Sonora Relief Routes. Within the last twelve months, the San Angelo District completed the first phase of a Loop 306 corridor project which will serve as a relief route for our Ports-to-Plains route through San Angelo. This \$12.3 million project is a part of the connection for US 87 and Loop 306 to US 277 leading to Del Rio and Laredo. Future projects totaling over \$40 million will complete the Loop 306 project east of San Angelo which will ultimately be a four lane divided facility with frontage roads. Also, a planning study has been launched to determine the need for future relief route locations for the City of Sonora for US 277
- SH 158 from Sterling City to Midland. Work is continuing on right-of-way acquisition for SH 158 west of Sterling City. This is a Texas Trunk System project, and is also part of the Ports-to-Plains route. On the first ten-mile segment, TxDOT has acquired 70 percent of the needed parcels for this project. The total project is a four-lane divided roadway from the intersection of US 87 west to the Midland County line.

Lubbock

- US 87 in Lamesa, TX. Preliminary engineering is nearly complete on the US 87 Relief Route in Lamesa. A public hearing is planned in the next few months to finalize the route proposal and clear the environmental document. Once this is accomplished, TxDOT will begin right of way map preparations and acquisitions. Construction funding is still lacking, but reserving the corridor and preserving it

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from future development is a local concern. The proposal is to construct a controlled access four-lane divided facility. The project is estimated at \$75 million and right of way is anticipated to cost \$4.5 million for the 7-mile corridor.

- SH 349 Lamesa, TX to Midland, TX. Preliminary engineering is nearly complete on SH 349 in Dawson County. A public hearing was held last year with overwhelming local support. We anticipate environmental clearance in the coming months with a public hearing to follow. Right of way map preparation will follow the public hearing. This project is being developed in close coordination with the Odessa District's part of SH 349 widening. The proposal is to construct a non-controlled access 4-lane divided facility. The Dawson County portion of the corridor is estimated at \$30 million and right of way is anticipated to cost one million for the 4-mile corridor.

Laredo

- The estimated \$81.8 million Del Rio Relief Route phase one project is under development as a pass-through tolling partnership project between Val Verde County, Pate Transportation Group, TxDOT and FHWA. The environmental documentation process is progressing through the review and approval process and the right-of-way acquisition pre-development work is underway. The implementation date for this project is currently estimated to be in late 2008 and will provide an efficient bypass route for truck and other through traffic around the urban center of Del Rio.
- US 277. Two projects are nearing completion in northwestern Maverick County north of Eagle Pass totaling \$6.6 million and consisting of bridge and drainage upgrades and rehabilitation of the US 277 road bed.
- US 277. This \$18.9 million railroad overpass project in northern Eagle Pass is in the early phases of

construction and is anticipated to be completed within 24 to 30 months. This project will eliminate the numerous and lengthy daily traffic delays caused by close to 10 train crossings per day at this location.

- The estimated \$114.6 million, 16.99-mile SL 480 / Eagle Pass Outer Loop phase one project continues in right-of-way acquisition and final plan development process. At this time, the department is working on a segmental approach for construction as funding is available.
- IH 35 in northern Laredo. This \$43 million widening to six lanes is in its final phases, including construction of pavement and two overpass connectors. Completion is estimated for this fall. This project will improve truck traffic flow and connections between the northern warehouse districts and to the Union-Pacific Railroad multi-modal switching yard in north Laredo.
- FM 1472/IH35 in northern Laredo. This \$31 million interchange and Union-Pacific Railroad overpass project is progressing. Estimated completion is spring 2010. This project improve connection of the various warehouse districts located in northwestern Laredo to IH 35 and the two international bridges dedicated to commercial traffic. The associated raised median project on FM 1472 between Loop 20 and IH 35 was completed in late 2007.

Abilene

- Abilene District/Big Spring Relief Route. The US 87 relief route is located on the west side of Big Spring, and has an overall construction estimate of approximately \$145.8 million. The project is a limited access facility and is expected to be constructed in phases. The schematic development phase is progressing and a formal design schematic submission is anticipated by late summer. The environmental document is also being prepared and the required agency coordination is underway. A public hearing may be held as soon as early 2009, but only after schematic and environmental approvals are received.

Transportation for Tomorrow Report of the National Surface Transportation Policy and Revenue Study Commission - Part IV

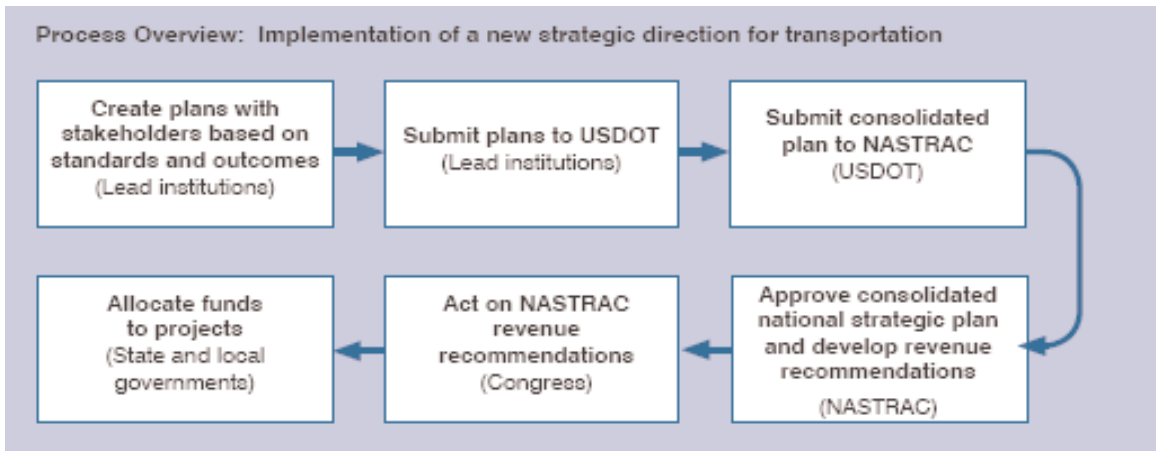
As indicated in the past three articles describing the recommendations of the National Surface Transportation Policy and Revenue Study Commission, there is significant need to reform the current Surface Transportation Program. Earlier articles addressed recommendations for paying the bill, development of performance based programs meeting the national interest and speeding project delivery. This month will address the final key recommendation of the Commission: Creating an independent National Surface Transportation Commission (or NASTRAC) to oversee development of a national strategic plan for transportation investment.

The third leg involves creating an independent National Surface Transportation Commission (or NASTRAC) to oversee development of a national strategic plan for transportation investment and to recommend appropriate revenue adjustments to the Congress to implement that plan.

(Transportation for Tomorrow, Volume I: Recommendations, Page 33)

There are several models for such an independent commission at both Federal and State levels of government. At the Federal level, two notable examples are the Base Closure and Realignment Commission (BRAC) and the Postal Regulatory Commission.

These two commissions were created by Congress to de-politicize difficult policy actions-closing military bases and raising postal rates. The Commission heard compelling testimony from representatives of both bodies that these objectives have largely been achieved. At the State level, many States have created transportation commissions independent of the Legislature to oversee statewide transportation planning and project selection.



The proposed NASTRAC would have the following structure:

1. Composition-Ten members appointed by the President and confirmed by the Senate. Appointments should be based on technical qualifications, professional standing, and geographical representation. No more than six members should be from the same political party. Commissioners would serve on a part-time basis, meeting periodically.
2. Term-Six years, two-term limit, staggered terms.
3. Staff-This Commission would retain its own independent, full-time staff and would be able to hire outside consultants to discharge its duties.

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4. Funding-This Commission would be funded from its own charge to system users. This charge, which could be adjusted periodically based on its operational needs, would be incorporated into its overall user fee recommendation to Congress. Congress could not adjust this charge except in so far as Congress would accept or reject the overall user fee rate recommendation. Congress would establish this Commission with an initial appropriation until charges could be implemented and self-sustaining funds could be collected.
5. Congressional Veto-This Commission's revenue recommendations would be sent directly to Congress. The recommendations would then be subject to congressional veto by 2/3-recorded vote of both houses within 60 days of receiving them. If no actions were taken, the recommendations would become law. No amendments would be allowed.



We acknowledge that creation of the NASTRAC is one of the most far-reaching of our recommended reforms to the Federal surface transportation program. This Commission is convinced, however, that the crisis confronting the customers of the Nation's transportation system demands a bold departure from past practice. Businesses are frustrated at their inability to move goods efficiently. Commuters feel trapped by growing levels of traffic congestion. Many stakeholders are alarmed about transportation's impact on the environment and community character. Congress itself is undoubtedly troubled by the impression that the Federal program has been overwhelmed by earmarking. The NASTRAC is intended - in addition to its explicit duties described above - to give a voice to these customers in improving the national transportation network on which they so heavily rely.

(Transportation for Tomorrow, Volume I: Recommendations, Page 34-35)

The next transportation reauthorization bill will be a watershed event in the future of United States transportation and policy. Ports-to-Plains Trade Corridor and its federal consultant Jack Schenendorf will be actively involved in shaping that funding and policy. Ports-to-Plains certainly could benefit significantly from the implementation of the changes recommended by the National Surface Transportation Policy and Revenue Study Commission. Ports-to-Plains thanks the Commission for its work and its willingness to look beyond the status quo for answers to the issues developing with the United States' transportation system.

Ports-to-Plains will continue to provide details of this report but if you would like to review on your own, it is available at

<http://www.transportationfortomorrow.org>

Delisi and Meadows Appointed to Texas Transportation Commission

Governor Rick Perry has recently appointed Deirdre Delisi of Austin and William Meadows of Fort Worth to the Texas Transportation Commission.

"Texas faces serious challenges in providing a transportation infrastructure that will sustain our state's rapid pace of population and trade growth," said Gov. Perry. "Both Deirdre and Bill have the integrity and expertise to ensure that these needs are met efficiently and responsibly. I am confident their contribution to the commission will maintain the momentum of the late Commissioner Ric Williamson's pioneering vision, and secure comprehensive transportation solutions that will reduce traffic congestion, improve safety and keep our state's doors open to economic growth and success."

Delisi has over 12 years of experience in government policy. She served as chief of staff and deputy chief of staff to Gov. Perry, and served as special assistant to then-Lt. Gov. Perry. Additionally, she is a former policy advisor to the presidential campaigns of Lamar Alexander and George W. Bush, and served at the Texas Department of Commerce and as legislative aide for Texas Senator Bill Ratliff. Delisi received a bachelor's degree from Duke University and master's degree in international policy studies from Stanford University. She replaces Hope Andrade and will serve as chair of the commission.

Meadows is chairman of Hub International Rigg. He is vice chairman of the North Texas Tollway Authority, and a trustee of the Hatton W. Sumners Foundation. He is also a past appointee to the Texas Water Development Board and formerly served as a city council member and mayor pro-tempore for the City of Fort Worth. Additionally, Meadows is past vice chairman of the City of Fort Worth Parks and Community Services Advisory Board, and past board member of the Fort Worth Chamber of Commerce and Southwestern University. Meadows received a bachelor's degree from Southwestern University and attended the Harlaxton Institute in Grantham, England. He replaces the late Ric Williamson of Weatherford.

Also serving on the commission are members Ned Holmes, Ted Houghton, and Fred Underwood.

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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 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 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>