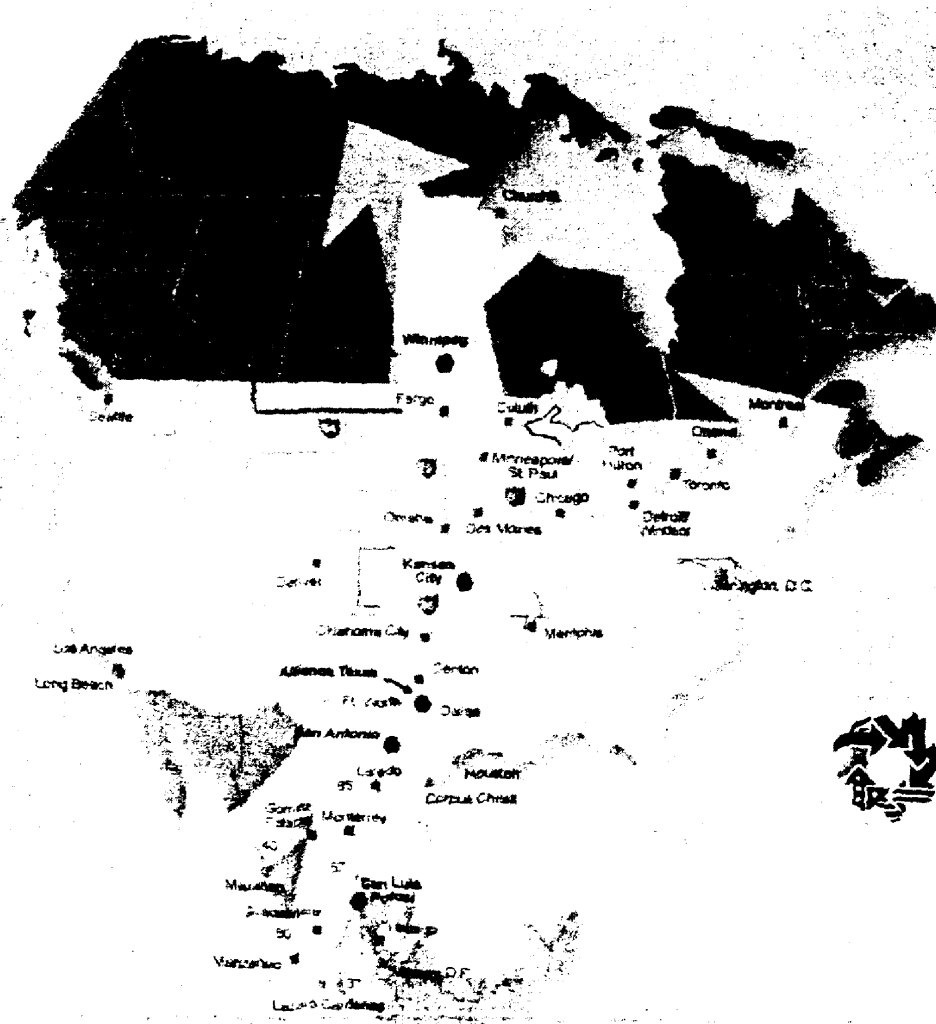


Corridors of the Future Application: Phase One
International Mid-Continent
Trade and Transportation Corridor
-Interstate Highways 35, 29, & 94-



OVERVIEW

CORRIDOR DESCRIPTION

The International Mid-continent Trade and Transportation Corridor, represented by North America's SuperCorridor Coalition, Inc. (NASCO), encompasses Interstate Highways 35, 29 and 94, the significant east/west connectors to those highways, as well as rail, inland ports and deep-water ports impacting trade flow in the United States, Canada and Mexico. The Interstate Route 35 Corridor was identified as a High Priority Corridor, Corridor number 23, in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Public Law 102-24, and was later amended within the National Highway System Designation Act of 1995, Public Law 104-59, to read, "The Interstate Route 35 Corridor from Laredo, Texas, through Oklahoma City, Oklahoma, to Wichita, Kansas, to Kansas City, Kansas/Missouri, to Des Moines, Iowa, to Minneapolis, Minnesota, to Duluth, Minnesota." Finally, in 1998, Corridor 23 was amended in the Transportation Equity Act of the 21st Century (TEA-21), Public Law 105-178, which added I-29 between Kansas City and the Canadian border.

From the largest border crossing in North America, the Ambassador Bridge at Detroit/Windsor, and the Central Canadian Province of Manitoba, Canada, to the deep water Ports of Manzanillo and Lazaro Cardenas, Mexico, the **tri-national, multi-state, multi-modal** NASCO membership reflects the international scope of the Corridor and the continental trade flow. Over 80 percent of NASCO's members have been dues paying members of NASCO for over ten years. Membership includes the following:

Texas Dept of Transportation
Iowa Dept of Transportation
Minnesota Dept of Transportation(pending)
The State of Iowa
The State of Oklahoma
Bell County, Texas
Denton County, Texas
Tarrant County, Texas
Webb County, Texas
Jackson County, Missouri
City of Denton, Texas
City of Fort Worth, Texas
City of Gainesville, Texas
City of Grapevine, Texas
City of Temple, Texas
City of Kansas City, Missouri
City of Belton, Missouri
Free Trade Alliance San Antonio
Port San Antonio
US Mexico Chamber of Commerce

Kansas City SmartPort
Ardmore Development Authority
Belton Econ Development Corp
Des Moines Areas MPO
Hillwood-Alliance Texas
The Ambassador Bridge
Blackwood, Langworthy and Tyson
Cadre Technologies
Franco Eleuteri and Associates
EWI Risk Services
GrowthNet Trading, LLC
International Bank of Commerce
Lockheed Martin
Love's Travel Stops
Scrub Oak Technologies
Strasburger & Price Law Firm
SASync Borders, LLC
Trans Am Group, LTD
Venzi Collections
Yellow Roadway Corporation

The Province of Manitoba
City of Winnipeg, Manitoba
Canadian Transit Company
Winnipeg Airport Authority
Destination Winnipeg
The State of Jalisco
The State of Hidalgo
The State of Nuevo Leon
Port of Lazaro Cardenas
Port of Manzanillo
Grupo Domos
Puerto Interior Guanajuato
Agencia Aduanal Emilio Garcia
Kansas City Southern de Mexico
NAI NAFTA San Luis Potosi
Interpuerto San Luis Potosi
Zona De Conectividad
Corporacion Aeroportaria Hidalgo
Proyecto Distrito Multimodal Villa XXI

NASCO HISTORY

NASCO is a non-profit organization founded in 1994 as the I-35 Corridor Coalition, with I-35 continuing to serve as the backbone of the NASCO Corridor. For over twelve years NASCO has been stimulating the public and private sectors to work with a common voice to address critical national and international trade, transportation, security and environmental issues. The organization has been advocating, facilitating and supporting Corridor related projects or initiatives that focus on enhancing the security, safety and efficiency of transportation, trade processing and logistics systems along the Corridor. This Coalition encourages dialogue between key transportation and trade entities from the public and private sectors, and is dedicated to facilitating the development of existing and planned transportation infrastructure into an international, integrated and secure multi-modal system along the NASCO Corridor to reduce congestion and improve operational efficiency.

THE MISSION

The Coalition's primary mission is to develop the world's first international, integrated, and secure multi-modal transportation system along the International Mid-continent Trade and Transportation Corridor (I-35/29/94). The goal is to

strategically position the existing Corridor in the global market as the most efficient and secure international transportation system in North America, while maximizing economic activity, increasing trade competitiveness and improving quality of life along the entire NASCO Corridor.

NORTH AMERICA SUPERCORRIDOR CAUCUS

Established in 2003, the North America SuperCorridor Congressional Caucus consists of the following Members of Congress joined together to address issues along the NASCO Corridor:

Sarn Graves (MO, 6th)
Co-Chair

Eddie Bernice Johnson (TX, 30th)
Co-Chair

Kenny Marchant – (TX, 24th District)

Pete Sessions – (TX, 32nd District)

Henry Bonilla – (TX, 23rd District)

Henry Cuellar – (TX, 28th District)

Michael Burgess – (TX, 26th District)

Kay Granger – (TX, 12th District)

Tom Latham – (LA, 4th District)

Emanuel Cleaver – (MO, 5th District)

Dennis Moore – (KS, 3rd District)

NORTH AMERICAN FACILITATION OF TRANSPORTATION, TRADE, REDUCED CONGESTION AND SECURITY PROJECT (NAFTRACS)

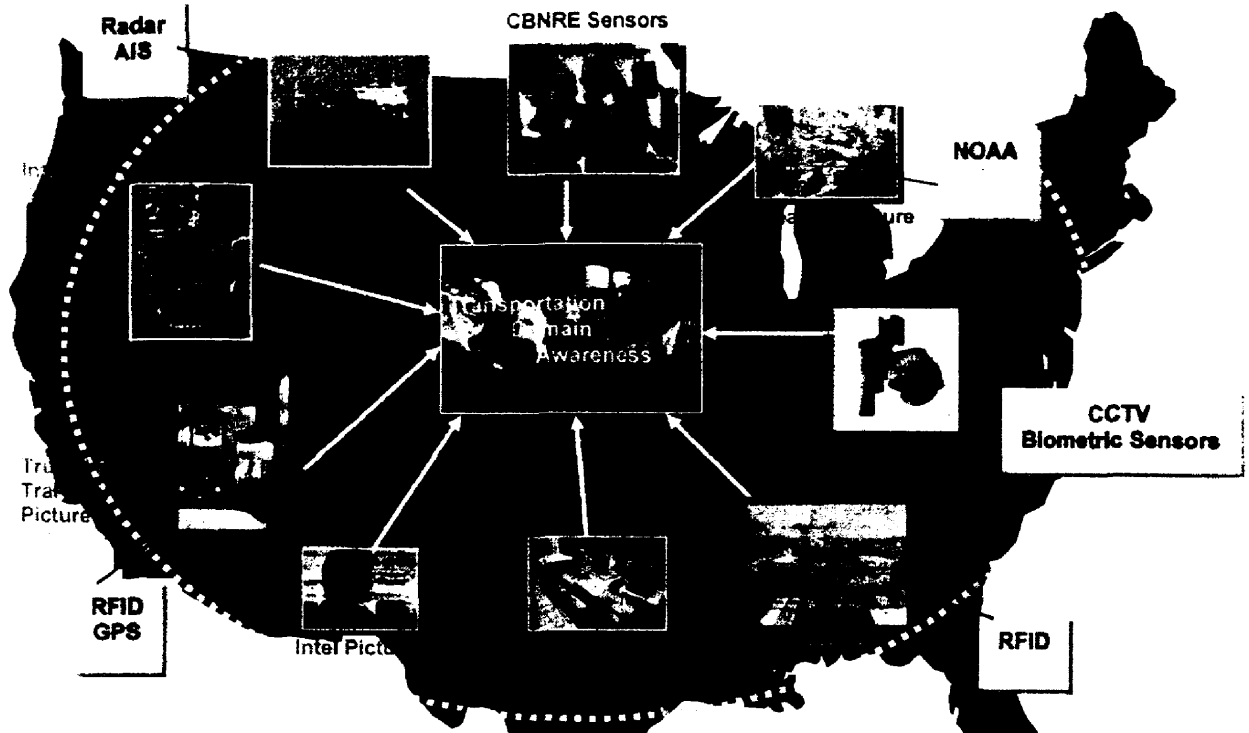
THE INTEGRATION PROJECT: NAFTRACS/SAVI PILOT PROGRAM

The concept of an end-to-end trade corridor management and security system supported by information technology systems to secure trade in order to ensure the corridor's economic growth and prosperity - is novel. Many localized efforts have addressed the freight management capabilities, but it is NASCO's intent to leverage and extend these initiatives.

This proposed three phase pilot project entitled "North American Facilitation of Transportation, Trade, Reduced Congestion and Security Project (NAFTRACS)," is designed to focus on business processes and data information as freight is transported from buyers to sellers. The project is intended to create a partnership between businesses and local, state, and federal governments along the NASCO Corridor, and will use actual freight shipments moving along the trade corridor to track and monitor data involving location and condition of freight. The participants in the pilot project will involve trucking companies, 3PLs, brokers/freight forwarders, railroad operators, emergency responders and local, state and federal governments. Various federal and state DOT participants will have access to the appropriate and necessary information as necessitated by the pilot project concept of operations rules and methodology. Business processes, systems architecture and data flow will comply with World Customs Organization's (WCO) "Framework of Standards" to further facilitate North American trade and transport.

TARGET GOALS

- I. Demonstrate the benefits of third-party information sharing and exchange between the following: NASCO members and NASCO for aggregate data reporting; NASCO and State or Province / local governments for corridor traffic management and the flow of commerce; and, NASCO and federal authorities (USA, Canada and Mexico) for secure trade and problem identification.
- II. Demonstrate the benefits of vehicle/route management from third-party data sources for secure trade in order to: follow the movement along the corridor of known vehicles; make dispatchers aware of corridor traffic problems for vehicle re-routing (congestion, weather, etc.); identify and report deviations to filed route plans; and, support disaster management planning and recovery efforts.
- III. Examine the economic costs of trade cooperation and compliance for secure trade versus enhancements in freight mobility and efficiency to identify a secure trade/supply chain cost ratio. Analysis would be based on freight measurements collected from the operational testing of NAFTRACS pilot prototypes.
- IV. Deploy a Transportation Domain Awareness and Data Management Center of Excellence within the corridor to facilitate trade, efficiency, security and visibility throughout the entire corridor.



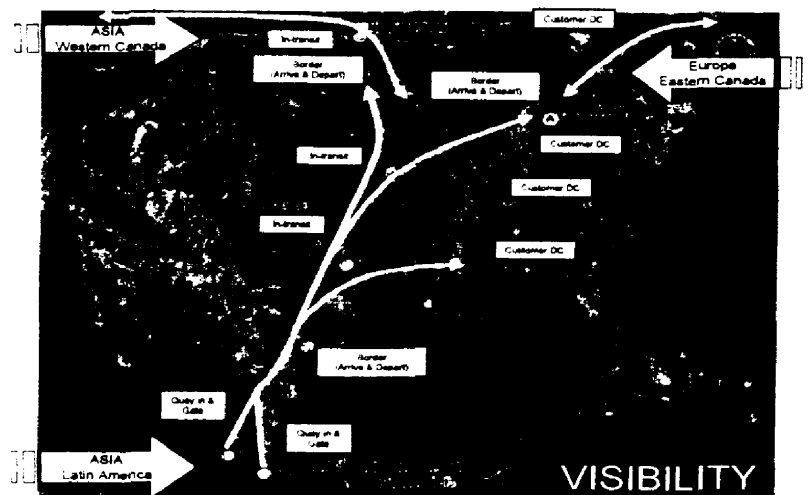
The integration pilot program will automatically gather, correlate, and interpret fragments of multi-source data together into one collaborative portal-based environment, and ultimately, a Total Transportation Domain Awareness Center of Excellence.

AGENDA FOR PILOT PROGRAM: A three year NAFTRACS pilot is planned to specify, design, develop, test, measure and deploy the following:

- A Trade Corridor Management System and Associated Supply-Chain Data Warehouse
- A Trade Corridor Management System Vehicle Tracking/Route Management capability
- A Trade Corridor Common Operation Picture capability
- A Trade Corridor Situation Assessment/Command and Control capability
- A Trade Corridor Management System Risk Management Tracking and Reporting capability

The pilot will include use of the NASCO Trade Corridor Management System (TCMS) and existing supply chains to demonstrate, through simulated exercises, how it could support responses to a regional or national disaster. The intent of this project is to synch the entire corridor and most traffic choke points from Manzanillo and Lazaro Cardenas, Mexico in the South, to Manitoba and the Ambassador Bridge in the North.

In conjunction with SAVI, the program will create and install an electronic infrastructure throughout the corridor similar to the "Ma Bell" communications infrastructure. This will be funded by private sector capital investment. This will involve expanding the



reach and instrumentation of the corridor west from Winnipeg to Vancouver and Seattle, and west from Dallas to L.A./Long Beach. Finally, this project will include building a "Total Domain Awareness Data Management/Command Control Center" within the corridor, which will integrate with local and regional TMCs. On an interim basis, NASCO, in conjunction with SAVI, will utilize the LM Center for Innovation ("The Lighthouse") in Chesapeake, Virginia to serve in this capacity.

YEAR ONE: The first year is designed to establish an infrastructure to prototype, test, develop, and productize capabilities needed for the NASCO TCMS and measure NASCO TCMS capabilities. The pilot will focus on defining the supply chain data required to support a TCMS and analyzing, developing, integrating, testing and deploying a basic TCMS and a supporting supply chain data warehouse. This will include the installation of tracking and monitoring infrastructure at a minimum of eight initial locations throughout the corridor. The current candidate locations would be at the ports, northern and southern border crossings, inland ports, and other locations along the corridor.

In order to test and measure the TCMS prototype capabilities that are developed, data will be acquired from the supply chain activities of selected participants, namely sellers, buyers, shippers, carriers, warehouses, and freight forwarders. The project will utilize the Lockheed Martin Center for Innovation (The Lighthouse) in Chesapeake, Virginia which will prove the value of integrating warehousing and distribution databases.

An operational NASCO Trade Corridor Management System based on this three-year pilot will provide a basis for secure trade along the I-35/29/94 NAFTA trade corridor, and will provide management tools for mitigating/managing traffic congestion on the corridor. The NAFTRACS three-year pilot will provide the capabilities, knowledge, and experience necessary to develop, deploy, and operate such a system

CENTER OF EXCELLENCE: The **Center Of Excellence** will provide a total common operating picture of and within the corridor. It will focus on security, increased competitiveness, and be an economic development engine for the corridor at the centerpiece of the Corridor Coalition. The Center will engage in studies, development and deployment activities, and will seek funding and investment for a broad array of projects relevant to both the corridor and of current and national significance.

The Total Domain Awareness Center (TDA) is a commercial evolution of Lockheed Martin's militarized GTN (Global Transportation Network) Command and Control system. The TDA system has been installed and is operating in Washington, DC and Lockheed Martin's Center for Innovation (The "Lighthouse") in Chesapeake, Virginia. This Center provides a two and three dimensional Common Operating Picture for decision-makers with the following components: multi-modal information of all types focused on the status, location, mobility, efficiency, velocity, congestion, safety and security of freight and associated assets; biometric identification for personnel access control; CCTV and other video feeds to support the physical security and congestion mitigation; weather data, to include NOAA data, for the weather; CBRNE (chem-bio-nuc-rad-explosives) sensor data; incident, first responder and law enforcement data; rail and highway traffic service; and, maritime feeds where appropriate.

ESTIMATED IMPACT & BENEFITS OF THE PROJECT: This integration project will accomplish and provide an established prototype secure supply chain data warehouse where the data collected is not only provided for use on a pilot basis, but on a sustainable basis. It will also provide a set of evaluation prototypes for the specification, design, development, and deployment of a production NASCO TCMS. The test and measure prototype system results will determine their potential for productization and total corridor deployment.

GOVERNMENT-SPECIFIC BENEFITS: The program creates a partnership among federal, state, local governments and the trade community that will allow for visibility throughout the trade transaction, providing interested government agencies access to data on a need to know/right to know basis at any point in the trade process. It will monitor the trade transaction from beginning to end, providing more robust information to agencies. Finally, it offers the ability to assess performance and preparedness in critical situations using "mock" incidents requiring emergency response.

INDUSTRY BENEFITS: This program provides various industries the ability to test and validate assorted combinations of technologies, along with a validation of the targeted benefits. Through device management and data standardization, this program tests the ability to comply with government data requirements without mandating or

negating specific technologies. The program streamlines data requirements through the use of standardized data. Finally, this program tests and facilitates candidate business models for the deployment of a corridor-wide trade facilitation and security system, improving mobility and efficiency.

PROPOSED NAFTRACS SCHEDULE AND COST ESTIMATE:

I. Schedule to complete: Estimated five years from authorization to proceed. (This project will require less funding if all can be accomplished in less time.)

II. Installation of approximately 200 SAVI sites throughout Corridor:

- Installation over a 60 month period: \$100,000.00 per site x 200 sites = \$20 M

III. Installation of Transportation of Domain Awareness Center (Data Management and Command Center):

- Prototype/Pilot System can be operational within six months from funding availability and authorization to proceed:
 - Five operators, station, and facility required
 - Set-up: Internal operations/Equipment: \$5 M
 - Annual recurring cost (not including facility lease): \$1M x 5 years = \$5 M
- Long-term fully operational facility (27- 40 operators, stations and facility required)
 - Set-up Internal Operations/Equipment: \$13 M
 - Annual recurring costs (not including facility lease): \$12 M
 - NOTE: After long-term fully operational facility is in place and operations grow to 24/7, required operational personnel will grow to 81-120 operators, and approximately 10 administrative/overhead personnel.

IV. Installation and Use of LogiView Software

- One-time costs: hardware, software, hosting, development and training: \$910,000.00
- Annual recurring costs: licensing: \$395,000.00 x 5 yrs = \$1.975 M

V. Recurring Annual Systems Integration & Engineering, Software Development:

- \$2.5M x 5 yrs = \$12.5 M

VI. Other possible costs: 15% reserve

- Integration with traffic management centers, recurring communications costs, unforeseen costs

VII. Total Estimated Costs:

- Total five year estimated costs: \$ 70,385,000.00
- 15% reserve: \$ 10,557,775.00
- Total: \$ 80,942,775.00

LOCKHEED MARTIN'S ROLE: Lockheed Martin will focus on developing a total corridor "Concept of Operations" including implementation, architecture and plan. It will assume the primary responsibility for Systems Engineering and Integration, Data Integration and Database design, data aggregation, modeling, correlation and fusion. The results of this process, coupled with enhanced visibility within the corridor, will be used to create better business value to corridor stakeholders, mitigate congestion, and improve supply chain and corridor security. Lockheed Martin will

also design and deploy a corridor "Center of Excellence" which will serve as a Corridor-wide freight Transportation Data Management Center, Corridor Command and Control Center, and a central location to support disaster planning, management and response.

SAVI NETWORKS ROLE: SAVI Networks, a wholly owned subsidiary of Lockheed Martin Corporation, will install (as an investment into the NASCO Corridor), maintain and operate an active RFID reader infrastructure at border crossings, inland ports, maritime ports and terminals, bridges, and other multi-modal transportation choke points throughout the entire corridor, stretching from Winnipeg and Ambassador Bridge in the north, through Kansas City and Laredo, to the ports of Manzanillo and Lazaro Cardenas in the South. This infrastructure will facilitate greater visibility of freight and related assets, which will in turn, support increased trade facilitation and efficiency, congestion reduction, and increased supply chain security.

INFRASTRUCTURE INITIATIVES ALONG THE CORRIDOR

TEXAS

NASCO supports and works closely with TxDOT to promote the Trans-Texas Corridor (TTC). The TTC is a *proposed* multi-use, statewide network of transportation routes in Texas consisting of new highways, railways and utility right-of-ways. Each route will eventually include: separate lanes for passenger vehicles and large trucks; freight railways; high-speed commuter railways; infrastructure for utilities including water lines, oil and gas pipelines; and transmission lines for electricity, broadband and other telecommunications services. Plans call for the TTC to be completed in phases over the next 50 years, prioritized according to Texas's transportation needs and will total \$7.5 billion in roadway infrastructure. TxDOT will oversee planning, construction and ongoing maintenance, and private vendors will be responsible for much of the daily operations.

Nearly 9.5 million people, or about 45 percent of all Texans, live within 50 miles of I-35. This chronically congested interstate requires immediate and continuous attention. The NASCO Coalition will remain aggressively focused on funding for I-35's improvement and maintenance while working to have TTC-35 developed as a parallel corridor. TTC-35 and existing I-35 will act as parallel work engines in a larger transportation corridor. TTC-35 is the logical companion to I-35 in Texas, creating the premier trade corridor in North America.

OKLAHOMA

Two major priorities for Oklahoma Department of Transportation (ODOT) include the I-35 reconstruction and widening to six lanes from the end of the six-lane section at the I-35/US 77 interchange south approximately eight miles in Cleveland and McClain Counties. This reconstruction will alleviate existing and future congestion, enhance safety, and is included in the 2030 Oklahoma City area regional transportation study. The second project will include I-35 reconstruction from the southern Oklahoma City metropolitan area limits southward to the OK/Texas state line. Significant traffic and commercial growth has occurred in the southern sections of the State and future traffic projections indicate less than acceptable levels of service for 2030. Reconstruction to at least six lanes is recommended and recognized in the 2005-2030 Statewide Intermodal Transportation Plan. From 2007-2010, Oklahoma DOT has well over \$105 million designated for proposed projects along the I-35 corridor within their Construction Work Plan including right-of-way purchase, utility relocation, resurfacing, bridge rehabilitation, bridge replacement, and highway construction.

KANSAS

The Interstate 35 is an integral component of the Kansas National Highway System and as such has high priority in the State's federal-aid program. The route is the major interstate serving the two largest population areas in Kansas – the Kansas City metro area and Wichita. As evidence of the priority the Kansas Department of Transportation (KDOT) has placed on the I-35 corridor and its importance to the metro areas in the State, the first deployment of Intelligent Transportation System (ITS) technology in Kansas was on I-35/I-435 in the Kansas City metro area.

Regarding travel in the Kansas I-35 corridor, during the past four decades, between the years 1960 and 2000, total traffic in the Kansas City metro area increased by at least 10 times and in one location by nearly 20 times. The number of trucks grew between four to five times in the Kansas City metro area during the 40 year period. In the past 10 years on I-35 in the Wichita metro area the number of vehicles increased by approximately 30 percent while the number of trucks increased by as much as 35 percent in one location.

From July 1990 through September 2006, KDOT let 118 projects to construction on the I-35 corridor. The total construction cost of these projects was \$549.3 million. From October 2006 through July 2009, KDOT will have seven projects to let to construction, totaling \$51.9 million. It should be noted that a major portion of I-35 (from the Oklahoma line northeast to Emporia) is a toll road under the jurisdiction of the Kansas Turnpike Authority (KTA). The construction costs outlined here are KDOT's only and do not reflect expenditures by the KTA. Also of interest, KTA and KDOT are partnering on a reconstructed and greatly expanded interchange at Emporia which will be constructed in the near future.

MISSOURI

Missouri Department of Transportation and the Federal Highway Administration are proposing to reconstruct and widen Interstate 29/35. This project will ultimately add vehicular capacity and improve safety along a 4.7 mile section of I-29/35. It will address several immediate needs including: replacing the deteriorating infrastructure and upgrading interchanges; improving traffic safety; enhancing the interstate system linkage across the Missouri River, including providing sufficient vehicle capacity and traffic operation to accommodate travel issues across the River; improving access to the Kansas City Central Business District; and, facilitating truck movement. In addition, the Kansas City International Airport has just announced the selection of Trammel Crow to develop an air industrial park. Also, Kansas City SmartPort is working on a project to locate the first Kansas City Customs Facility in the U.S. This facility will allow for the efficient clearing of U.S. exports going southbound to Mexico. The project is in the last round of government approval. Lastly, the Mid-America Regional Council is undergoing long range planning that includes infrastructure needs along the I-35 and I-29 corridors. Currently, there is \$289.9 million programmed in Missouri. There is another \$745.9 million for Missouri projects through 2030.

IOWA

In Iowa, along the I-29 and I-35 corridors, the following projects will be of major focus over the next 20-years: I-29 Sioux City metropolitan area (\$272 million); I-29 Council Bluffs metropolitan area (\$954 million); I-35 Polk/Story Counties, Des Moines metropolitan area (\$417 million); and, I-29/I-35 non-metropolitan segments (\$1.05 billion). The estimated cost of projected needs totals approximately \$2.648 billion.

Due to the need for greater traffic capacity in Sioux City and Council Bluffs, the entire existing interstate roadway would be widened and all interchanges replaced. The expenditures in Polk and Story Counties would also be related to the need for increased capacity. The non-metropolitan areas of the I-35/29 corridors are in need of targeted rehabilitation and replacement including new and upgraded interchanges.

MINNESOTA

The I-35 corridor is vital to the movement of goods and people in Minnesota. I-35 extends approximately 300 miles from Minnesota's southern border through the Minneapolis-St. Paul (Twin Cities) metropolitan area to the City of Duluth on the shores of Lake Superior. I-35 is divided for approximately 40 miles through the Twin Cities metropolitan area into I-35W (through Minneapolis) and I-35E (through St. Paul). It intersects with I-90 in southern Minnesota and I-94, I-494, & I-694 in the Twin Cities.

The I-35 corridor and connecting roadways are proximately located to Minnesota's twenty-three railroad carriers (including four Class I carriers) and three private industries that haul freight on approximately 4,526 miles of track; two critical freight waterway systems (the Mississippi River System and the Great Lakes/St. Lawrence Seaway); sixty-seven major intermodal facilities located mainly in Duluth, Minneapolis, St. Paul, Red Wing and Winona, MN; and twenty-four

airports with measurable air cargo service, including the Minneapolis/St. Paul International Airport which is conveniently located between I-35W and I-35E.

Preservation, safety, and congestion are major challenges along the I-35 corridor. Mn/DOT plans to spend over \$200 million on I-35 preservation projects through 2030. These investments will enable Mn/DOT to continue to meet its preservation performance targets along the corridor. Mn/DOT plans to spend over \$35 million on stand-alone I-35 safety projects through 2030. However, Mn/DOT has identified nearly \$35 million in additional safety needs along I-35 through 2030 for which funding does not currently exist. Twenty-seven of the state's top 150 crash locations based on crash costs (derived from traffic volume and crash severity) are on I-35.

Mn/DOT plans to spend over \$1 billion on I-35 mobility (major construction/expansion) projects through 2030. However, Mn/DOT has identified over \$3 billion in additional mobility needs through 2030 for which funding does not currently exist. Major projects include the I-35W/TH 62 Crosstown Commons Reconstruction (\$250-280 million in 2006 dollars). Major projects that are needed in the future but for which there is insufficient funding until the 2015-2023 time period include I-494 from TH 100 to 34th Avenue (which includes the I-35W/I-494 interchange) with an estimated cost of \$750 million in current dollars.

INDIAN LANDS ALONG I-35 in OKLAHOMA

Absentee Shawnee Tribe
Alabama Quassarte Tribal Town
Apache Tribe of Oklahoma
Caddo Nation of Oklahoma
Cherokee Nation
Cheyenne and Arapaho Tribes of Oklahoma
Chickasaw Nation
Choctaw Nation
Citizen Potawatomi Nation
Comanche Nation
Delaware Nation
Eastern Shawnee Tribe

Fort Sill Apache Tribe
Iowa Tribe of Oklahoma
Kaw Nation of Oklahoma
Kialegee Tribal Town
Kickapoo Tribe of Oklahoma
Kiowa Tribe of Oklahoma
Miami Nation
Modoc Tribe
Muscogee (Creek) Nation
Osage Nation
Otoe-Missouria Tribe
Ottawa Tribe
Pawnee Nation of Oklahoma

Peoria Tribe of Indians
Ponca Nation Quapaw Tribe of Oklahoma
Sac and Fox Nation
Seminole Nation
Seneca-Cayuga Tribe of Oklahoma
Shawnee Tribe
Thlopthlocco Tribal Town
Tonkawa Tribe
United Keetoowah Band of Cherokeees
Wichita and Affiliated Tribes
Wyandotte Nation
Euchee (Yuchi) Tribe of Indians
Delaware Tribe of Oklahoma
Loyal Shawnee Tribe

ADDITIONAL CORRIDOR PROGRAMS

INLAND PORTS

The **North American Inland Port Network (NAIPN)**, a sub-committee of NASCO, has been tasked with developing an active, tri-national inland port network along our corridor to specifically alleviate congestion at maritime ports and our nation's borders. The NAIPN envisions an integrated, efficient and secure network of inland ports specializing in the transportation of containerized cargo in North America. The main guiding principal of the NAIPN is to develop logistics systems that enhance global security, but at the same time do not impede the cost-effective and efficient flow of goods. NASCO has been focused on promoting the development of "inland ports" along the NASCO Corridor since our inception in 1994, and our NAIPN Committee is furthering its efforts to engage in substantive projects along the corridor.

ENVIRONMENTAL STEWARDSHIP

The United States Environmental Protection Agency, Region 6 (EPA) and NASCO have committed to cooperate in encouraging cities, counties, transportation authorities, organizations, associations, business entities, and individuals to voluntarily and collectively embrace initiatives to control and reduce harmful air emissions through innovative control technologies, while at the same time encourage smart growth and environmentally responsible economic development. A principal goal of this cooperation is to improve air quality and reduce air pollution emissions through new technology, market forces, and promotion of the use of alternative fuels and economic incentives.

NASCO is a partner of the EPA's Blue Skyways Collaborative (BSC), which is a joint initiative along I-35 (the backbone of the NASCO Corridor) between regions 6 and 7 of the EPA. The overarching goal and mission of the BSC is to improve the quality of life in North America's Heartland, including the border areas with Canada and Mexico, by reducing air pollution through voluntary collaboration and innovations in fuel and energy use. Objectives envisioned to help achieve this goal include: 1) develop federal, tri-national, state and local partnerships; 2) market the BSC message; 3) promote the sharing of new renewable energy technologies and innovation; 4) leverage resources; and 5) implement projects that utilize both proven and innovative technologies for diesel engines, alternative fuels and renewable energy.

EDUCATIONAL OUTREACH

NASCO is developing a **corridor-wide, tri-national educational consortium** in an effort to further coordinate initiatives along the NASCO Corridor. We are inviting universities and other educational institutions to join NASCO's efforts to improve the efficiency and security of trade and transportation along the Corridor. NASCO is committed to working with the Corridor educational institutions to streamline, coordinate and reduce the duplication of efforts in the areas of research, studies and testing of innovative technologies, and to maximize opportunities to share information tri-nationally with the NASCO Corridor educational institutions. This type of coordination will benefit all sectors at the local, state and federal levels in Canada, the United States and Mexico, and serve as the foundation for a powerful tri-national voice in the areas of trade, transportation, technology and the environment. Uniting the public and private sectors, and especially academic institutions, strengthens the focus along the Corridor to solve critical national and international transportation and environmental problems.

A CORRIDOR OF THE FUTURE

The International Mid-Continent Trade and Transportation Corridor consisting of I-35, I-29 and I-94 (the NASCO Corridor) is a vital component within our nation's transportation infrastructure network. For twelve years, NASCO has been representing this multi-state corridor with the vision and approach to successfully coordinate the public and private sectors from every level of the supply chain. The bedrock principle at NASCO is to continue to garner tri-national support. Through growing dues paying members from each of the North American nations, NASCO stands ready to work with the USDOT to see transportation initiatives through to completion.

I-35 is one of the most congested roadways in the nation and carries the largest amount of trade with Mexico. It is home to nine major economic centers and the largest border crossing on the southern border (Laredo) – San Antonio, Austin, Dallas, Fort Worth, Oklahoma City, Wichita, Kansas City, Des Moines, Minneapolis/St. Paul. Each of these communities faces a significant amount of congestion along I-35 on a daily basis with population numbers only increasing.

NASCO has a plan for the immediate future to handle increased trade and population. Ultimately, the data sharing system created through NAFTRACS will reduce the cost of trade, help strengthen the economy, create jobs, reduce congestion, improve mobility, and increase security, which together, defines a true corridor of the future.

The communities along the NASCO corridor are hard at work individually, and together as a united NASCO team, to work on positioning this Corridor nationally, internationally and globally. Because trade and transportation are eternally linked, this tri-national, non-profit, trade and transportation coalition is committed to bolstering economic activity while supporting needed infrastructure improvements, technological/security innovations and environmental initiatives within our mid-continent trade and transportation zone. These efforts will create job opportunities and enhance the well-being of workers, residents and consumers in the United States, Canada and Mexico. This Coalition stands ready to bring its resources and initiatives to the table, and the NASCO Corridor has all the elements in place to be the next Corridor of the Future.

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Lockheed Martin Transportation and Security Solutions
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E-mail: carlaine.blizzard@lmco.com



October 20, 2006

Mrs. Tiffany Melvin
Executive Director
NASCO
901 Main Street, Suite 4400
Dallas, Texas 75202

Dear Ms. Melvin:

On behalf of Lockheed Martin Corporation, I am writing to express my strong support of North America's Super Corridor Coalition's (NASCO) application and designation as a Corridor of the Future. Your organization has delivered on its objectives in the past and, from our perspective, is virtually certain to continue generating successful results for the benefit of the government and our citizens.

NASCO's primary mission is to develop the world's first international, integrated, and secure multi-modal transportation system along the NASCO Corridor (I-35/29/94), while improving trade competitiveness and the quality of life in North America. Underlying this mission is the concept of the I-35/29/94 Corridor as a continental system, one that is integral to regional economic development. Initiatives and investments that reduce travel time, transport, and/or trade processing costs – while appreciably enhancing efficiency and security along the Corridor – benefit the system as a whole.

Lockheed Martin, SAVI Networks, Cadre Corp., and NASCO formed a strategic partnership in October 2005 to accelerate the delivery of a fully efficient and secure trade Corridor. We will integrate our work with the numerous governmental, quasi-governmental and private entities that will have critical input in shaping the concept and future of North American trade. We believe NASCO is the primary vehicle with the necessary expertise to bring these Corridor stakeholders together and drive an effective, coordinated approach to key Corridor initiatives. As such, the current NASCO corridor will serve as the model, or "backbone," for a fully integrated North American trade corridor. In a time with significant transportation challenges, innovative strategies – such as leveraging strategic public-private partnerships to bring our citizens transportation improvements faster, more efficiently and at less cost – are needed to achieve this integration.

The NASCO Corridor vision, plans and ongoing initiatives truly should be considered the model for the "Corridor of the Future." Working for more than ten years to coordinate the efforts of the public and private sectors along the critical I-35 Corridor, this organization has combined its powerful vision with a realistic, achievable plan. The NASCO Corridor can achieve its aims – to reduce congestion, facilitate trade mobility, decrease transportation costs, and enhance security – but it will require the support and effort of each Corridor state, as well as the inclusion of university input, technology integration and knowledge gained from NASCO's initiatives with the Environmental Protection Agency.

We look forward to your favorable response to NASCO's submission and anticipate valuable results to the work undertaken through the CFP.

Sincerely,

A handwritten signature in cursive script that reads "Carlaine Blizzard".

Carlaine Blizzard
Vice President, Secure Enterprise Solutions
Lockheed Martin Transportation and Security Solutions



October 19, 2006

Ms. Tiffany Melvin
Executive Director
North America's SuperCorridor Coalition Organization, Inc. (NASCO)
901 Main Street, Suite 4400
Dallas, Texas 75202
Fax: (214) 744-1043

Dear Ms. Melvin:

I am writing in support of North America's SuperCorridor Coalition (NASCO) and to express my commitment to NASCO's application for designation as a "Corridor of the Future."

NASCO has identified a unique and appropriate approach towards making its strategic vision for the corridor a reality. The commitment of your stakeholders to pool resources and adopt a common approach to congestion relief, increased efficiency and enhanced security across the corridor and its constituent nodes is unique, and will greatly benefit our country and its economy.

Our clients use our global RFID visibility network in order to better manage their international supply chains and to ensure the security of their assets as they move through worldwide trade lanes. Our network is deployed in Asia, Europe, Africa, Latin America and on the U.S. East and West Coasts. Today, our clients -- including large international shippers and logistics service providers -- demand the expansion of our network to the NASCO corridor. This corridor is critical to their business objectives. As such, we are very pleased to work with you.

Savi Networks and its clients applaud NASCO and NASCO stakeholders as they develop an integrated and secure multi-modal transportation system along Interstates 35, 29 and 94. Please let us know how we can further assist this critical effort.

Sincerely,

A handwritten signature in black ink, appearing to read "Lani Fritts".

Lani Fritts
Chief Operating Officer



October 19, 2006

Ms. Tiffany Melvin
Executive Director
North America's SuperCorridor Coalition Organization, Inc. (NASCO)
901 Main Street, Suite 4400
Dallas, Texas 75202
Fax: (214) 744-1043

Dear Ms. Melvin:

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NASCO has identified a unique and appropriate approach towards making its strategic vision for the corridor a reality. The commitment of your stakeholders to pool resources and adopt a common approach to congestion relief, increased efficiency and enhanced security across the corridor and its constituent nodes is unique, and will greatly benefit our country and its economy.

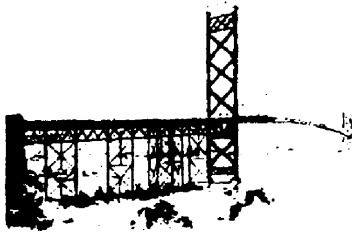
Our clients use our global RFID visibility network in order to better manage their international supply chains and to ensure the security of their assets as they move through worldwide trade lanes. Our network is deployed in Asia, Europe, Africa, Latin America and on the U.S. East and West Coasts. Today, our clients -- including large international shippers and logistics service providers -- demand the expansion of our network to the NASCO corridor. This corridor is critical to their business objectives. As such, we are very pleased to work with you.

Savi Networks and its clients applaud NASCO and NASCO stakeholders as they develop an integrated and secure multi-modal transportation system along Interstates 35, 29 and 94. Please let us know how we can further assist this critical effort.

Sincerely,

A handwritten signature in black ink, appearing to read "Lani Fritts".

Lani Fritts
Chief Operating Officer



AMBASSADOR BRIDGE

THE CANADIAN TRANSIT COMPANY

780 HURON CHURCH ROAD, SUITE 202 *Windsor, Ontario* N9C 2K2

October 17, 2006

Mr. James D. Ray
Chief Counsel
Federal Highway Administration
400 Seventh Street, S.W. Room 4213
Washington, D.C. 20590

Dear Mr. Ray:

I am writing as a member of North America's SuperCorridor Coalition (NASCO), to express my commitment and support of NASCO's application for designation as a "Corridor of the Future." The Ambassador Bridge and all of NASCO's members in Canada view NASCO as a vehicle to bring together all Corridor stakeholders and facilitate a coordinated approach to key Corridor initiatives.

NASCO was founded twelve years ago, and since that time has been dedicated to developing the world's first international, integrated and secure, multi-modal transportation system along the NASCO Corridor (I-35/29/94), as well as developing the contacts necessary to build solid trading relationships between the three NAFTA nations. NASCO's membership includes public and private sector entities along the Corridor in Canada, the United States and Mexico. The Ambassador Bridge has been a member of NASCO for more than ten years and we firmly believe in the mission of this organization.

Since the Ambassador Bridge is a key terminus to the NASCO Corridor, it is imperative we be considered for this proposal.

- In the process of building a replacement span to support NAFTA
- It's a billion dollar project we're investing in the region with the Corridor
- We believe our plans fits perfectly with the CFP and we remain committed to NASCO and it's mission statement

Although the CFP has a national and regional focus within the U.S., as an involved Canadian member of NASCO, we feel it is important to show our support for NASCO's CFP application. We look forward to a favorable response and anticipate valuable outcomes to the work undertaken through the CFP.

Sincerely,

Thomas (Skip) McMahon
Executive Director, External Affairs, Community Relations
Canadian Transit Company



MARIE TURKINGTON
Chairman – Topeka

MICHAEL L. JOHNSTON
President / CEO – Wichita

9401 E. Kellogg Drive
Wichita, Kansas 67207-1804
Tel: (316) 682-4537
Fax: (316) 682-1201
Web: www.ksturnpike.com

October 13, 2006

Mrs. Tiffany Melvin
Executive Director
NASCO
901 Main Street, Ste 4400
Dallas TX 75202

Dear Mrs. Melvin:

I am writing in support of North America's SuperCorridor Coalition (NASCO), to express my commitment to and support of NASCO's application for designation as a "Corridor of the Future". KTA appreciates NASCO's efforts to bring attention to the transportation needs of the State and enhance funding and development of the corridors.

As I understand it, NASCO's primary mission is to develop the world's first international, integrated, and secure multi-modal transportation system along the NASCO Corridor (I-35/29/94) and to improve both trade competitiveness and the quality of life in North America. Indeed a noble goal! The principle underlying NASCO's mission is that the Corridor is a continental system, integral to the development of the regional economies it serves.

We believe your (NASCO's) selection in this important "Corridor of the Future" competition could have a positive impact on the I-35 Corridor where we operate and are pleased to offer our support.

Sincerely,


MICHAEL L. JOHNSTON
President/CEO

MLJ:jle

Rep. Gary K. Hayzlett
Vice-Chairman
Lakin

Sen. Les Donovan
Secretary-Treasurer
Wichita

Paul V. Dugan, Sr.
Member
Wichita

Deb Miller
KDOT – Secretary of
Transportation
Member
Topeka



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

October 17, 2006

Ms. Tiffany Melvin
Executive Director
North America's SuperCorridor Coalition, Inc.
901 Main Street, Suite 4400
Dallas, TX 75202

Dear Ms. Melvin:

The purpose of this letter is to express the support of the United States Environmental Protection Agency (EPA) Region 6 for North America's SuperCorridor Coalition (NASCO) application to the Department of Transportation Corridors of the Future Program.

EPA Region 6 and NASCO have committed to cooperate in encouraging cities, counties, transportation authorities, organizations, associations, business entities, and individuals to voluntarily and collectively embrace initiatives to control and reduce harmful air emissions through innovative control technologies, while at the same time encourage smart growth and environmentally responsible economic development. A principal goal of this cooperation is to improve air quality and reduce air pollution emissions through new technology, market forces, promotion of the use of alternative fuels, and economic incentives.


NASCO is a member of the Blue Skyways Collaborative (BSC), a public/private partnership initiated by EPA Regions 6 and 7 which covers ten central states, from Texas to Minnesota, including the international borders with Canada and Mexico. Six Federal agencies, ten state governments, and many other public, private and nongovernmental entities participate. The overarching goal and mission of the BSC is to improve the quality of life in North America's Heartland, including the border areas with Canada and Mexico, by reducing air pollution through voluntary collaboration and innovations in fuel and energy use. Objectives envisioned to help achieve this goal include: 1) develop federal, tri-national, state and local partnerships; 2) market the BSC message; 3) promote the sharing of new renewable energy technologies and innovation; 4) leverage resources; and 5) implement projects that utilize both proven and innovative technologies for diesel engines, alternative fuels and renewable energy.

Diesel-powered vehicles that are used to build infrastructure for and carry goods on transportation corridors emit nitrogen oxides, volatile organic compounds particulate matter and air toxics that can negatively impact air quality and human health. Traffic and congestion are expected to increase dramatically in the Blue Skyways area, including the expected increases in trade-related transportation spurred by the North American Free Trade Agreement. Measures to alleviate expected emission increases along I-35 and in urban areas will become of increasing importance to stakeholders striving to manage traffic and air quality issues.

EPA and NASCO have agreed to collaborate with each other to encourage organizations, companies and other entities to improve air quality and reduce air emissions. NASCO's focus along the I-35 corridor coincides with geographic heart of the BSC area. Your membership in Blue Skyways positions NASCO to take advantage of opportunities to work cooperatively with EPA and other participating BSC members to implement innovative voluntary emissions reduction measures that accommodate population and economic growth.

We look forward to working with NASCO and its members to help protect the environment in North America's Heartland. If we can provide any additional assistance, please contact me at (214) 665-6763.

Sincerely yours,

A handwritten signature in black ink that reads "Ruben Casso". The signature is written in a cursive style with a large initial 'R'.

Ruben Casso
EPA Region 6 Co-Chair
Blue Skyways Collaborative
OnRoad Subcommittee



October 16, 2006

Ms. Tiffany Melvin
Executive Director
NASCO
901 Main Street, Suite 4400
Dallas, Texas 75202

Dear Ms. Melvin:

On behalf of Zachry American Infrastructure (ZAI) based in San Antonio, Texas, I am writing to express our support of North America's SuperCorridor Coalition's (NASCO) application for a designation as a "Corridor of the Future."

Recently there has been much discussion surrounding the Trans Texas Corridor (TTC) – a fast and efficient, multi-use corridor that will ultimately provide safe, master-planned, multi-modal transportation for citizens and goods from the Oklahoma border to Mexico. It could offer freight and passenger rail capacity for the Corridor's major metropolitan centers. The TTC could also be capable of accommodating additional infrastructure for utilities that efficiently move water, electricity, information and other commodities.

The highest priority Trans Texas Corridor is TTC-35, which will parallel the existing I-35. It is designed to alleviate congestion. The Texas Transportation Commission has identified in its report, "*Texas Transportation Challenge*," a funding gap of an additional \$86 billion needed to adequately address the State's future transportation needs. This funding gap is not based on the timely development of TTC-35 using traditional delivery and funding methods. Rather, TTC-35 will be developed:

- Using all financial options to build transportation projects.
- Empowering local and regional leaders to solve local and regional transportation problems.
- Increasing competition to reduce the cost of transportation.
- Demanding consumer-driven decisions that respond to traditional market forces.

ZAI formed a strategic partnership with Cintra Concesiones de Infraestructuras de Transporte and the Texas Department of Transportation (TxDOT) in March 2005 to accelerate the delivery of TTC-35. As Master Developer we have begun integrating our work with several governmental, quasi-governmental and private entities that have valuable knowledge and input for shaping TTC-35 and its future. The approval and publication of the TTC-35 Master Development Plan by TxDOT in late September moves

Page 2
Tiffany Melvin
October 16, 2006

that process forward. We believe NASCO is another vehicle to bring together all I-35 Corridor stakeholders, and facilitate a coordinated approach to key Corridor initiatives.

As such, NASCO will play a large role in the future of TTC-35, existing I-35, and the other elements of the NASCO Corridor. In a time with significant transportation challenges, we need innovative strategies, including the use of public-private partnerships that can and will bring privately-funded transportation improvements to the public faster and more efficiently.

The NASCO Corridor embodies the definition of a "Corridor of the Future." NASCO has been working for more than 10 years to coordinate the efforts of the public and private sectors along the critical I-35 Corridor. The NASCO Corridor will benefit from the efforts of each state along it, as well as the NASCO initiatives with the Environmental Protection Agency, universities and technology integration.

We look forward to a unanimous favorable response to NASCO's submission and anticipate valuable outcomes to the work undertaken through the CFP.

Sincerely,



Bob Heitmann
Vice President and General Manager



NUEVO LEÓN
GOBIERNO DEL ESTADO

Coordinación del Programa para Integración del Desarrollo
Regional del Noreste y su Vinculación con Texas

October 9, 2006

Mrs. Tiffany Melvin
Executive Director
NASCO
901 Main Street, Suite 4400
Dallas, Texas 75202

Dear Ms. Melvin:

I am writing as a member of North America's SuperCorridor Coalition (NASCO), to express my commitment to and support of NASCO's application for designation as a "Corridor of the Future." The State of Nuevo Leon and all of NASCO's members in Mexico view NASCO as a vehicle to bring together all Corridor stakeholders and facilitate a coordinated approach to key Corridor initiatives.

NASCO's primary mission is to develop the world's first international, integrated, and secure multi-modal transportation system along the NASCO Corridor (I-35/29/94) and to improve both trade competitiveness and the quality of life in North America. The principle underlying NASCO's mission is that the I-35/29/94 Corridor is a continental system, integral to the development of the regional economies it serves. Initiatives and investments that reduce travel time, transport, or trade processing costs, and improve efficiency and security anywhere along the Corridor, will benefit the system as a whole.

Since Nuevo Leon is located in the backbone of the NAFTA region, is important to support this Corridor due to the significance of more than 1,800 International companies established in our state. As a consequence we are constructing and supporting new ways of transportation by means of road, rail, air and multimodal services. Nowadays we are the nodule of the Mexican Pacific corridor and five of the main roads that connect Texas go through Monterrey. These are just few of many reasons why our state supports the NASCO program.



José Benitez Esq. con Alpes No. 2709 Col. Obispado
Monterrey, N.L. México C.P. 64060
Tel. 011 52 (81) 1133-8323 Fax. 011 52 (81) 1133-8342





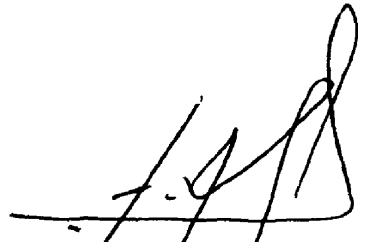
NUEVO LEÓN
GOBIERNO DEL ESTADO

Coordinación del Programa para Integración del Desarrollo
Regional del Noreste y su Vinculación con Texas

Although the CFP has a national and regional focus within the U.S., as an involved Mexican member of NASCO, we feel it is important to show our support for NASCO's

CFP application. We look forward to your favorable response to NASCO's submission and anticipate valuable outcomes to the work undertaken through the CFP.

Sincerely,



Francisco Javier Alejo López
Executive Coordinator of INVITE Program



José Benítez Esq. con Alpes No. 2709 Col. Obispado
Monterrey, N.L. México C.P. 64060
Tel. 011 52 (81) 1133-8323 Fax. 011 52 (81) 1133-8342





**MINISTER OF TRANSPORTATION
AND GOVERNMENT SERVICES**

Room 203
Legislative Building
Winnipeg, Manitoba, CANADA
R3C 0V8

OCT 05 2006

Mr. James D. Ray
Chief Counsel
Federal highway Administration
400 Seventh Street, S.W., Room 4213
Washington DC 20590
U.S.A.

Dear Mr. Ray:

Further to North America's SuperCorridor Coalition's (NASCO) proposal to the Corridors of the Future Program (CFP), on behalf of the Province of Manitoba, I am pleased to provide to the U.S. Department of Transportation, this letter of support for NASCO's proposal. As part of our Province's own Corridor Development Strategy, Manitoba has been a long time member of NASCO and has benefited from our involvement with the organization. Manitoba views NASCO as a vehicle to bring together all Corridor stakeholders and facilitate a coordinated approach to key Corridor initiatives.

As indicated in its proposal, NASCO's primary mission is to develop the world's first international, integrated, and secure multi-modal transportation system along the International Mid-Continent Trade and Transportation Corridor and to improve both trade competitiveness and the quality of life in North America. The principle underlying NASCO's mission is that the Corridor is a continental system, integral to the development of the regional economies it serves. Initiatives and investments that reduce travel time, transport, or trade processing costs, and improve efficiency and security anywhere along the Corridor, benefit the system as a whole. Manitoba's own strategic plan includes the development of efficient, secure and sustainable multi-modal transportation networks from the northern Port of Churchill to the southern Port of Emerson, as well as supporting other development initiatives along the entire length of the corridor.

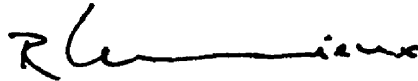
.../2

- 2 -

Although the CFP has a national and regional focus within the U.S., as an involved Canadian member of NASCO, we feel it imperative to show our support for this program and for NASCO's CFP proposal. Manitoba believes that as a successful candidate for the CFP, all of NASCO's members, whether located in the U.S., Mexico, or Canada, will benefit from the proposed project.

We believe that with NASCO's tri-national membership, our corridor is one of the strongest corridors running through North America. We look forward to your favourable response to NASCO's submission and anticipate valuable outcomes to the work undertaken through the CFP.

Sincerely,

A handwritten signature in black ink, appearing to read "Ron Lemieux". The signature is fluid and cursive, with a large initial "R" and a long horizontal stroke.

Ron Lemieux
Minister
Infrastructure and Transportation

c: Tiffany Melvin



OKLAHOMA DEPARTMENT OF TRANSPORTATION
200 N. E. 21st Street
Oklahoma City, OK 73105-3204

October 3, 2006

Ms. Tiffany Melvin, Executive Director
North America's Supercorridor Coalition, Inc.
901 Main Street, Suite 4400
Dallas, Texas 75202

Dear Ms. Melvin:

As requested, the Oklahoma Department of Transportation (ODOT) is providing a project priority list for its portion of the Supercorridor. ODOT has two priority locations on I-35 for consideration as listed below:

Priority 1: I-35 reconstruction and widening to six lanes from the end of the six-lane section at the I-35/US 77 interchange south approximately eight miles in Cleveland and McClain Counties. This reconstruction will alleviate existing and future congestion and enhance safety. This project is included in the *2030 Oklahoma City Area Regional Transportation Study*.

Priority 2: I-35 reconstruction from the southern Oklahoma City metropolitan area limits southward to the Oklahoma/Texas stateline. Significant traffic and commercial growth has occurred in the southern sections of the State and future traffic projections indicate less than acceptable levels-of-service for 2030. Due to this condition, this section of I-35 is recognized as a Transportation Improvement Corridor in the *2005 - 2030 Statewide Intermodal Transportation Plan*. Reconstruction to at least six lanes is recommended.

In addition, the following table represents the proposed funding for projects along the I-35 corridor in the State of Oklahoma's Eight Year Construction Work Plan which includes amounts for right-of-way purchase, utility relocation resurfacing bridge rehabilitation, bridge replacement and highway construction.

Federal Fiscal Year	(I-35 in Oklahoma)
2004	\$48,241,983.00
2005	\$66,572,658.00
2006	\$16,297,000.00
2007	\$25,002,554.00
2008	\$18,531,113.00
2009	\$20,219,589.00
2010	\$43,234,780.00
2011	\$0.00
TOTALS	\$238,099,677.00

"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, resources and communities of Oklahoma."

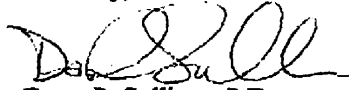
AN EQUAL OPPORTUNITY EMPLOYER

I-35 Corridor
October 3, 2006
Page 2

ODOT appreciates the North America's Supercorridor Coalition, Inc., efforts to bring attention to the transportation needs of the State and enhance funding of the corridors.

If you have any questions, please contact me at 405-521-2927 or dawn.sullivan@odot.org.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Sullivan".

Dawn R. Sullivan, P.E.
Planning & Research Division Engineer

DRS:RSS

c: Assistant Chief Engineer/Director of Preconstruction