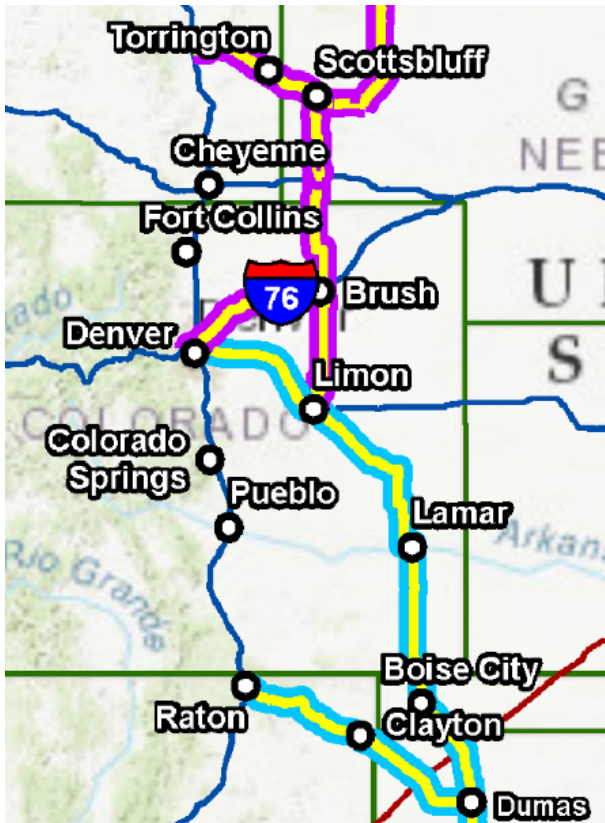


million and \$757.2 million respectively. Within Colorado, thirty approved feedlots¹ are located in the corridor counties. Along the P2P trade corridor, 12 of the nation's top 20 feedlots are served by this transportation artery. Both JBS in Greeley and Cargill in Fort Morgan are major beef packing plants in Colorado. Colorado Lamb Producers in Brush is a major lamb packing plant supporting the agriculture economy in Colorado and surrounding states. Brush Meat Processors processes pork, beef and chicken.

Another unique feature of the P2P trade corridor is the fact that two of the nation's largest oil fields anchor both ends of this corridor, the Permian Basin in Texas, and the Bakken in North Dakota. Colorado, with the Denver-Julesburg Basin, lies near the center of the P2P Corridor. Some of the nation's largest oil companies are working these fields and are facilitating the movement of commodities and resources up and down the corridor.

WHY SHOULD COLORADO INVEST IN THE P2P AND HE TRADE CORRIDOR?



Every study that has looked at this transportation corridor over the past 15 years including the Eastern Colorado Mobility Study (2002) and the Ports-to-Plains Corridor Development and Management Plan (2004), has recognized a positive return on investment with significant increases in state's economic GDP. In 1998, when Ports-to-Plains was identified as a High Priority Corridor on the National Highway System, the Colorado Transportation Commission supported the designation, even passing a resolution supporting the corridor as an alternative to congested IH 25. Yet in the following years, the issues on IH 25 have only increased while improvement on the corridor has been minimal while other states are moving forward.

In 2022, the Texas and New Mexico portions of the Corridor were designated as Future Interstate highways by Congress. During that effort, the Alliance had support letters from DOT's in Texas, New Mexico, and Oklahoma, but CDOT would not provide a letter. Future Interstate Highways must connect to an existing interstate highway and as a result, efforts to include Oklahoma and Colorado in this designation could not be pursued. As it exists now, the Future Interstate Highway in Texas and New Mexico will connect to IH 25 at Raton, NM sending traffic growth from and through Colorado on the already congested IH 25. Colorado's population is projected to grow from 5.6 million people in 2017 to 8.7 million in 2050, driven overwhelmingly by newcomers moving to the state. Increased demand for goods and needs for markets will continue to grow along with the transportation required to move additional people and goods

driven by the population growth.

The P2P Alliance continues to urge you to support funding for a Ports-to-Plains Interstate Feasibility Study to determine the economic impact to the Corridor Counties and Colorado as a whole. Will an alternative north-south Interstate Highway in Eastern Colorado benefit rural and urban Colorado in terms of congestion relief of IH 25, environmental justice, air quality mitigation, and infrastructure system resiliency? We believe it will, but that is the purpose of the study.

Completing the Ports-to-Plains and Heartland Expressway Corridors in Colorado is good for the state and good for business.

Within the 4th Congressional District, the Ports-to-Plains Alliance requests consideration of two projects for Community Projects Funding in the FY 2025: 1) Ports-to-Plains Interstate Highway Feasibility Study; and 2) SH 71 Corridor Improvements (Heartland Expressway).

For information on joining the Alliance visit our website at www.portstoplains.com

¹ Colorado Approved Feedlots, Colorado Department of Agriculture, <https://ag.colorado.gov/colorado-approved-feedlots>