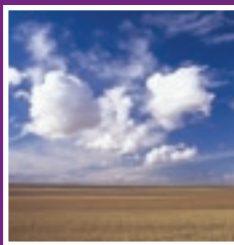


SPECIAL
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Nebraska

AMERICA'S **NEW** LOGISTICS CENTER

Strategically positioned in the center of the country, with a business-friendly climate and well-educated workforce, Nebraska offers an ideal location for transportation, logistics, distribution, and warehousing companies. The state has become a manufacturing growth center and vibrant distribution hub.



“Nebraska has arrived,” announces Larry Johnson, president of the Nebraska Trucking Association. “Three years ago, we started spreading the word that Nebraska is an excellent choice for logistics sites. As a result, we’ve attracted new projects and expansions of existing facilities.”

Forbes ranked Nebraska seventh in its recently released, first-ever *Best States for Business* list. “The *Forbes* ranking offers a snapshot of the progress we’re making and a clear window into the future of growth and economic opportunity for our state,” according to Governor Dave Heineman.

The magazine examined all 50 states according to 30 metrics in these categories: business costs, labor, regulatory environment, economic climate, growth prospects, and quality of life. Nebraska scored in the top 10 – nines in both business costs (labor, energy, and taxes) and quality of life (schools, health, crime, cost of living, and poverty rates). The state’s regulatory environment (regulatory and tort climate) earned a respectable 14.

“We’ve seen strong job growth in all sectors of the economy, especially transportation/logistics, manufacturing, bioscience – which includes ethanol and renewable fuels generation – and financial services,” reports Richard Baier, director of the Nebraska Department of Economic Development (NDED). “International companies have also expressed a great deal of interest in our state.”

So much so, in fact, that late last year Nebraska opened its first foreign trade office abroad, in Japan. “Japan will serve as our Asian front door,” Baier says.

What makes Nebraska so attractive as a site for transportation/distribution operations? First, its location at the geographic



Nebraska Governor Dave Heineman

center of the United States.

“In addition,” says Johnson, “Nebraska lies near the nation’s population center. More than 50 million people live within a 500-mile radius of Nebraska.”

Nebraska also is well-situated to serve international markets. The Union Pacific’s main railroad line in central Nebraska, for example, is the busiest freight corridor in the world; many of the trains carry containerized and bulk cargo to and from West Coast ports. The state currently has operating Foreign

Trade Zones in Omaha and Lincoln.

In addition to its geographic location, the state’s attractive business climate, tax incentives, labor productivity, and effective job-training programs make Nebraska an ideal location for distribution, warehousing, and logistics projects.

“Real estate is plentiful and averages half the cost of sites in more urbanized areas,” Baier notes. “We also offer high employee productivity and a significantly lower cost of labor. In fact, the overall cost of doing business in Nebraska is dramatically lower than in other areas.”

When companies look to site a new DC or logistics facility, they consider a long list of factors – from transportation infrastructure to quality of life. Nebraska has much to offer in all these areas.

IDEAL INFRASTRUCTURE

Increasingly, infrastructure concerns – specifically congestion – combined with high operating and real estate costs are prompting companies to look beyond traditional mid-country hubs such as Chicago and Memphis as potential DC locations. Nebraska’s infrastructure makes it a highly

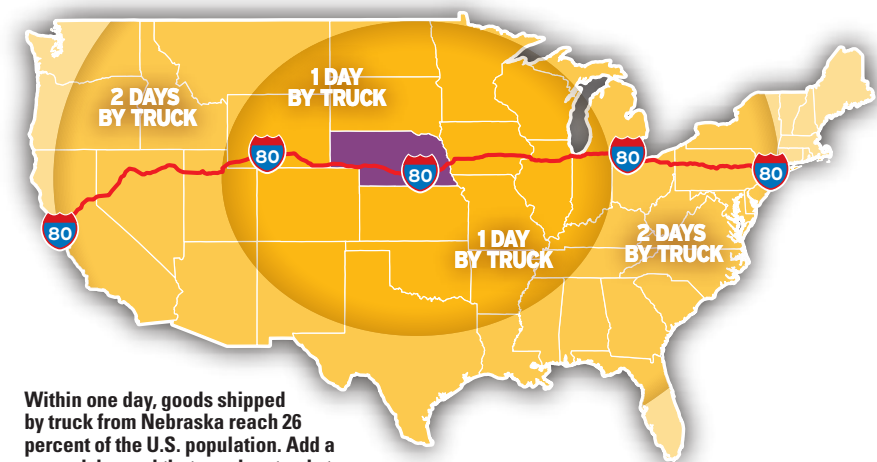
viable alternative. “Congestion is practically non-existent in Nebraska compared to major markets,” says Jack Ruff, NDED’s director of existing business assistance.

From an infrastructure perspective, Nebraska’s central location along key transportation routes provides unmatched speed to all major markets, regardless of direction (*see map, right*). The state’s central location within the Mid-Continent NAFTA Trade Corridor makes it ideal for companies that rely on trade with Canada and Mexico.

Highway. Nebraska works hard to maintain and improve its 483-mile stretch of Interstate 80, which links to both the East and West Coasts. Seven national highways run north-south across the state as part of Nebraska’s road system, which includes 8,539 miles of interstate, freeway, and arterial roads. North-south interstate highways that add to Nebraska’s market include I-29, which passes along the state’s eastern border in Iowa, and I-25, which passes in close proximity to the state’s western border.

Nebraska is part of a nationwide automatic vehicle identification system that allows participating transponder-equipped commercial vehicles to bypass designated weigh station facilities. This system features technologically advanced plates built into roadways so trucks are weighed while maintaining 75-mph speeds.

Nebraska boasts plentiful transportation, warehousing, and logistics resources. It is home to 8,000 licensed motor carrier companies – two of which place in the U.S. top 10 – and 815,000 trucks. This truck avail-



Within one day, goods shipped by truck from Nebraska reach 26 percent of the U.S. population. Add a second day and that reach extends to 91 percent.

ability provides a consistency of service not found in other areas of the country.

As part of the state’s commitment to building its transportation infrastructure for the future, in February, the University of Nebraska-Lincoln (UNL) established a state transportation center to better coordinate and fund transportation research. The Nebraska Transportation Center (NTC) connects UNL’s existing transportation research programs under one umbrella organization that promises to expand and provide better service to the state.

The NTC will develop partnerships with state and local governments, as well as Nebraska businesses, to foster transportation research growth. Strengthening academic degree programs and developing new transportation technologies are the Center’s other primary goals.

The Nebraska Department of Roads is providing transportation research funding and some of the initial seed money for the NTC.

“The NTC will help us address challenges that are unique to our region, and we are confident this partnership will ultimately make our transportation system more efficient and safer,” says John Craig, director of the Nebraska Department of Roads.

Air. Commercial airline service is available in nine Nebraska cities, providing direct connections to major hubs. Airfreight service is provided to six additional communities. A total of 88 public-use airports are located throughout the state. In addition, UPS operates a regional air hub in Omaha.

Two major airports are located in Nebraska: Eppley Airfield, near downtown Omaha, and Lincoln Airport.

NEBRASKA REPORT CARD: ECONOMIC DEVELOPMENT MAKES THE GRADE

Nebraska saw considerable investment in new manufacturing and distribution facilities during 2005-2006. Here are some economic development highlights.

FOREIGN INVESTMENT

■ **Kawasaki Motors Manufacturing Corp., U.S.A.** is expanding its operation in Lincoln. The Japanese company just signed an \$893-million contract to construct light rail transit cars for the New York City subway. The company operates nearly 1.3 million square feet of manufacturing, office, and warehouse space in Lincoln.

■ **Abengoa Bioenergy Corp.**, a Spanish renewable fuels company, will soon complete a new ethanol production plant in Buffalo County.

■ **Husqvarna** located a regional distribution center in Beatrice to support its lawn care products.

DOMESTIC INVESTMENT

■ **Wal-Mart** opened an 858,000-square-foot distribution center in North Platte and two 200,000-square-foot retail stores in Grand Island.

■ In Blair, a \$1-billion **bio-refinery business park** is under construction. It will be home to producers of plastics, food additives, corn sweetener, corn syrup, and other bio-based products.

■ In Aurora, a **new value-added agricultural industrial park** will open soon. The park will handle grains, fuel, seed, and food. **Aventine** is building an ethanol plant there that will produce more than 200 million gallons of fuel annually.

■ In Sidney, sporting goods retailer **Cabelas** continues to grow its distribution center operations.

■ Swiss pharmaceuticals giant **Novartis** is expanding its Lincoln production/distribution operation to accommodate six new products.

■ **CNH Global** (formerly Case New Holland) expanded its combine manufacturing plant in Grand Island by 100,000 square feet to accommodate a new haying equipment production line, which it relocated from Pennsylvania. "That says a lot about our work force," notes Marlan Ferguson, president of the Grand Island Area Economic Development Corp., and interim chairman of the I-80 Coalition.

■ The Nebraska Ethanol Board reports **10 additional ethanol plants now under construction** and more than 30 ethanol projects currently under consideration in Nebraska.

Eppeley is served by 21 jet service air carriers – including 10 major airlines, one commuter air carrier, and seven freight carriers. Approximately 92 air carrier departures occur daily, with non-stops to 19 cities.

"We have good competition to many major markets so our fares are low," says Don Smithy, executive director of the Omaha Airport Authority.

Eppeley recently completed a new 8,500-foot runway capable of handling any size aircraft. This gives the airport three runways in this category, each with precision instrument landing systems that make Eppeley an all-weather airport.

Eppeley has invested more than \$110 million in terminal, apron, cargo areas, and runway expansions. So while more than 200 million pounds of cargo passed through the facility in 2004 alone, the field and terminal facilities are far from saturated.

Lincoln Airport is served by three carriers – Allegiant, Northwest, and United. The airport also boasts the Air Park Rail Center, a new 60-acre development zoned "heavy industrial." When built out, it will include up to eight 100,000-square-foot precast concrete buildings. Each building will be served by its own rail spur, with four rail doors per bay and

eight doors per building. This makes the Center ideal for warehousing, light manufacturing, and/or assembly facilities.

Two 50,000-square-foot bays per building will allow each structure to easily accommodate one or two tenants in its flexible-use space. The first 100,000-square-foot building was completed at the end of 2006.

The Air Park Rail Center is adjacent to the Lincoln Foreign Trade Zone (FTZ) No. 59, so if a company requires an FTZ designation, it can expand or create a subzone off the existing FTZ. Lincoln's FTZ is a 372-acre general purpose zone administered by the Lincoln Partnership for Economic Development. Foreign Trade Zones enable companies to defer, reduce, or in some cases eliminate customs duties on products admitted to the zone.

From its major rail yard located in west Lincoln, BNSF Railway will provide service to Center businesses.

Rail. Nebraska's transportation infrastructure includes the nation's two largest rail companies – BNSF Railway Company and Union Pacific Railroad – providing rail access to most Nebraska communities. Thirteen freight railroads operate more than 3,600 miles of track throughout the state. No major U.S. city is more than five days by rail from Nebraska.

Union Pacific, headquartered in Omaha, is the largest railroad in North America, covering 23 states across two-thirds of the nation. The company reported a record year in 2006. Full year commodity revenue grew 15 percent to an all-time high of \$14.9 billion; its operating income of \$2.9 billion was also a record, up 61 percent.

Water. With the Missouri River forming Nebraska's eastern border, the state is a western terminus for barge traffic. Barges have access to both the Gulf of Mexico via the Mississippi River and to the Atlantic Ocean via the Great Lakes and the St. Lawrence Seaway.

A UTILITIES BARGAIN

Nebraska is the only state in the nation with electric service provided entirely by public power. The state's two largest electric



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utilities – Nebraska Public Power District (NPPD) and Omaha Public Power District (OPPD) – have under their control an efficient and dependable “mix” of generating systems to supply current and projected needs; the mix includes coal, nuclear, hydro, gas, oil, and diesel sources.

NPPD serves some 800,000 people, while OPPD powers more than 310,000 customers. Lincoln Electric System (LES) services approximately 125,000 customers within Lincoln and Lancaster County, including the cities of Prairie Home, Waverly, Walton, Cheney, and Emerald.

“Nebraska holds a significant advantage over other states in its industrial electric rates,” says Donas Petersan, an economist with NPPD. “Industrial rates were about 33 percent lower than the national average in 2005. In 2006, however, our rates were about 42 percent lower – making Nebraska even more attractive.

“Electric rates are less than the surrounding states, as well as the other states with which we typically compete for business location and expansion projects. In fact, Nebraska’s electric rates are among the lowest of the 48 contiguous states,” Petersan adds.

Lincoln Electric System’s rates are among the top 10 least-expensive in the country, according to Todd Hall, vice president, consumer services for LES.

“In addition,” Hall says, “our staff will work closely with customers to extend their energy use efficiencies. Our goal is to help customers ultimately reduce their operating costs. We want them to be as financially strong as they possibly can, and part of that is to be the most efficient energy users possible.”

Nebraska’s electric service is also highly reliable. For the past five years, OPPD’s reliability measurement has averaged 99.98 percent, while Lincoln Electric’s reliability measurement is 99.99 percent, according to the Average Service Availability Index.

“Such reliability is critical to energy-intensive users such as food processors/handlers or data centers,” notes Hall.

INCENTIVES AND DEVELOPMENT ASSISTANCE PROGRAMS

In order to attract manufacturing and distribution facility investment in the state, Nebraska in 2005 developed a far-reaching

package of economic incentives for businesses. Called Nebraska Advantage, the multi-tiered incentive package was enacted by the Nebraska legislature and took effect Jan. 1, 2006. It rewards businesses that invest in the state and hire Nebraskans by reducing or eliminating corporate income and sales taxes.

Nebraska Advantage emphasizes capital investment, innovation, and job creation, and provides for the training of workers who take those jobs.

“The new Nebraska Advantage package was designed to create a business climate that, more than ever, makes our state a preferred location for starting and growing a business,” explains Governor Heineman.

It’s a package that provides transportation and logistics companies that invest at least \$10 million and create 100 new jobs in Nebraska with a new 10-year personal property tax exemption on machinery and equipment. The exemption applies to transportation, materials handling, and warehousing equipment. It also provides a sales tax refund, jobs credit, and investment credits to qualifying businesses.

Nebraska’s incentive programs are performance-based, meaning the value or size of the incentive is directly related to the size or growth of the new or expanding companies – new jobs, growing payroll, and higher capital investments, for example. So the larger any one of these numbers, the more benefits flow to that company.

“Nebraska Advantage is the most aggressive economic development package approved in Nebraska during the last 18 years, and arguably, in the history of the state,” says Baier of NDED. “It not only builds on the incentives already in place, but adds significantly to the types of businesses impacted. It improves the state’s tax climate, and rewards businesses that invest here and hire Nebraska’s high-quality workforce.”

The Nebraska Advantage package’s expanded “5-Tier” benefits system includes:

Tier 1: \$1 million new investment and 10 new jobs. Eligible for a refund of one-half the sales tax paid for qualified property

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For more information on OPPD and other business climate advantages in Nebraska, contact OPPD’s Economic Development team toll-free at (888) 781-4415 or visit our website at www.oppd.com.

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For additional information about Lincoln Air Park Rail Center, see lincolnairport.com/railcenter or contact John Wood, Executive Director of the Lincoln Airport Authority, at 402-458-2400.



BIG BUSINESS

Its central location, highly trained work force, low industrial power rates, and excellent quality of life continue to attract new companies to Nebraska. Here are the state's top 10 private employers:

	Company	Location	Local Employees (2005)
1	Tyson Foods	Dakota City & others	11,000
2	Wal-Mart	Bellevue	9,755
3	Union Pacific Corporation	Omaha	7,200
4	Alegent Health	Omaha	6,675
5	First Data Corporation	Omaha	6,300
6	Mutual of Omaha	Omaha	5,400
7	Hy-Vee Food Stores	Omaha	4,843
8	First National of Nebraska	Omaha	4,651
9	Nebraska Methodist Health System	Omaha	4,446
10	Burlington Northern	Omaha	4,400

SOURCE: Nebraska Dept. of Economic Development

purchases at the project; a full sliding scale wage credit of 3, 4, 5, or 6 percent, depending on wage level; and a 3-percent investment tax credit.

Tier 2: \$3 million new investment and 30 new jobs. Sales tax refund of capital purchases at the project; the sliding scale wage credit; and a 10-percent investment credit.

Tier 3: Jobs only tier. Thirty new jobs, receives the sliding scale wage credit with no capital investment required.

Tier 4: \$10 million investment and 100 new jobs. Sales tax refund; jobs and investment credit; and a personal property tax exemption for turbine-powered aircraft, mainframe computers, agricultural product processing machinery, and personal property used in a distribution facility.

Tier 5: Investment only tier. \$30 million in new investment and maintain employment.

In addition to Nebraska Advantage, the state offers a number of other incentives that represent positive investment factors for businesses.

THE LABOR PICTURE

A strong work ethic and high level of technical proficiency define Nebraska's labor force.

As of 2005, the state's estimated total population numbered 1,758,787, according to the U.S. Census Bureau, with most people concentrated around Omaha and Lincoln. In 2000, the median age of Nebraska's overall population was 35, compared to 33 in 1990.

According to NDED:

■ Productivity in Nebraska is 18 percent higher than the national average.

■ The population is younger and more educated than the nation as a whole.

Nebraska employers pay among the lowest unemployment insurance and workers' compensation costs in the nation. For workers' compensation, Nebraska's rate of \$3.80 per \$100 of manufacturing payroll is 9.3 percent less than the U.S. average of \$4.19 per \$100 of payroll.

Nebraska's unemployment insurance rates provide a more significant cost advantage. The state's estimated unemployment insurance cost of \$198 per worker is 29.3 percent less than the U.S. average cost of \$280.



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LINCOLN SEWARD COUNTY YORK COUNTY TECUMSEH

“When companies consider Nebraska for their logistics projects, they find a ready, willing, and trained work force.”

— LARRY JOHNSON, president, Nebraska Trucking Association

“Our people are excellent hard workers,” says Chad Ford, director of business development for Ford Storage & Moving, which provides household goods moving services and other logistics-related solutions. Ford operates nearly one million square feet of warehousing space and a fleet of more than 100 pieces of transportation equipment, including company-owned and contract owner/operator vehicles.

HIGHER EDUCATION RESOURCES

Flexible, state-of-the-art educational resources are abundant. The University of Nebraska, state colleges, and the community college network are important elements in providing resources to help manufacturers maintain an educated and trained work force.

In 2005, 89.5 percent of the state's population 25 years of age and older were

high-school graduates, compared to 84.7 percent nationally. Additionally, the 2004-2005 four-year graduation rate of 88.8 percent ranks Nebraska among the highest in the nation.

One reason for the high graduation rate is the state's comparatively low student-teacher ratio – 13.6 percent in 2004-2005, compared to 15.8 percent for the nation.

That's not all. Nebraska students consistently score above the U.S. average on both standardized achievement tests and college entrance exams. In 2006, Nebraska students averaged 21.9 on the ACT college entrance test, compared to 21.1 nationally. Moreover, Nebraska achieved its average composite ACT score with 76 percent of graduates taking the exam, compared to 40 percent of graduates nationwide.

The University of Nebraska System, with campuses in Lincoln, Omaha, and Kearney,

boasts the largest facilities among the state's 23 colleges and universities, and offers bachelors and advanced degrees in most professional fields. It is a major center for both basic and applied research, and combined student enrollment numbers more than 45,000.

At the community college level, six colleges on 13 campuses offer specialized job-training programs relating to logistics and transportation. These colleges work closely with the NDED to develop customized training programs for companies around the state.

One of the state's most exciting work force training efforts is called FutureForce Nebraska, “an organization whose goal is to improve Nebraska's economy and quality of life by educating K-20 students, their parents, and adults in transition, about career opportunities in the state,” explains Baier.

Outcomes from FutureForce efforts to date include the following:

- A \$1.9-million U.S. Department of Labor grant to Central Community College and Mid-Plains Community College to develop a transportation/distribution/warehousing training program that leads to an associates degree.

- Creation of a logistics management degree program at Bellevue University.

- Expansion of the diesel technology and driver program at Metro Community College, leading to an associates degree.

- An expanded logistics management degree at the University of Nebraska-Lincoln.

“We're trying to help young adults choose transportation as a career,” Johnson explains. “This means introducing them to the field in a meaningful way when they're too young to become a professional driver – training them to work in a distribution center or truck repair shop, for example, and giving them associate degree credits for this

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training while they are still in high school.

“We’re working with the warehousing industry to give students credit for on-the-job training, so by the time they graduate from high school, they have multiple transportation career choices available to them,” he adds. “FutureForce’s intent is to create a pipeline of trained professionals to meet the growing needs of the transportation and logistics industry in our state.

ranks high in quality-of-life studies, and below average in cost of living. The state’s landscape is clean and spacious, in both urban and rural areas. Residents blend Midwestern values with Western enthusiasm for growth and change, creating a high degree of citizen participation in both neighborhood and community-wide activities.

The cost of living in Nebraska is 0.8 percent less than the U.S. average. Of particular

of suburban communities. The population of the Omaha metropolitan statistical area (MSA) numbers 807,305, with more than 1.1 million within a 60-minute drive. The Omaha MSA consists of Douglas, Sarpy, Saunders, Cass, and Washington counties in Nebraska and Pottawattamie, Harrison, and Mills counties in Iowa.

Approximately 88 percent of Omaha’s population has completed high school or above, compared with the 80.5 national average. Almost 27 percent have attained bachelor’s degree or higher status in Omaha, versus 24.5 percent for the national average.

Nearly 18 percent of all U.S. manufacturers and 20 percent of the nation’s population reside within a 500-mile radius of Omaha, making the city an excellent distribution hub. The majority of U.S. destinations can be reached in two to three days by truck.

The city offers Foreign Trade Zone No. 19, which to date incorporates a 250,000-square-foot facility near Eppley Airfield, 10 minutes from the UP and BNSF container yards. “We became fully operational in August 2006,” reports Terry McMullen, president of Cargo Zone LLC, a general purpose FTZ operator.

Cargo Zone provides a variety of services to importers within the FTZ. For example, the company recently performed work on imported light trucks for a client so the vehicles could meet Department of Transportation requirements. “If the trucks had not been able to come into our FTZ, they would have had to be transported back to the West Coast port or returned to the manufacturer at a cost of thousands of dollars,” McMullen says.

A LOOK AT LINCOLN

Lincoln, a city of nearly 240,000 people, offers the ambiance of a friendly small town and the amenities, attractions, and entertainment opportunities of a major metropolitan area. Lincoln is both the state capital and home to the University of Nebraska flagship campus. As a result, it provides a greater range of offerings than might be expected from a community of its size. Efficient transportation, a stable busi-

ness environment, advanced health care technology, and an excellent education system are just a few reasons why Lincoln ranks high in livability studies.

“We offer a quality of life that is unparalleled in many communities this size, as well as a highly educated work force,” comments Jason Smith, vice president for economic development, the Lincoln Partnership for Economic Development.

“In Lincoln, 92 percent of the population earned at least a high school diploma and 35 percent hold at least a bachelor’s degree. Lincoln is a great place to live and raise a family. People come and stay,” Smith says.

“Lincoln’s labor pool is excellent,” agrees Hall. “In fact, our educated labor force is one of our greatest strengths.”

THE I-80 CORRIDOR

The I-80 Nebraska Coalition was organized in 2003 by local economic developers out of a recognized need to work together as a region. Made up of nine counties spanning 250 miles across central Nebraska, the Coalition represents a region with a population exceeding 230,000. The common thread linking these counties is the transportation lifeline known as Interstate 80.

“Locating facilities along I-80, the nation’s busiest east-west traffic corridor, makes a lot of sense,” says Marlan Ferguson, president of the Grand Island Area Economic Development Corp., and interim chairman of the I-80 Coalition.

Wal-Mart agrees. The mass retailer located two facilities along I-80 – a 380,000-square-foot refrigerated DC and a 400,000-square-foot dry goods DC. “The Wal-Mart distribution centers showcase what can be done in this area,” adds Ferguson. “Wal-Mart employs about 500 people at the facility here.

“Many of our communities have existing buildings available,” Ferguson continues. “And there is a sufficient labor force to supply larger distribution centers as well as smaller logistics service providers.”

I-80 Corridor communities offer little or no congestion; convenient access to I-80; and low labor rates in a right-to-work, non-unionized state; as well as low utility costs and land prices. Truck transportation service is plentiful, and either or both the BNSF and UP railroads serve all nine counties.

THE PLACE TO DO BUSINESS

A geographically central location; outstanding transportation infrastructure; low cost of doing business; plentiful, affordable real estate; an educated, hard-working labor force; attractive tax incentives – all these elements combine to drive Nebraska’s growth as a U.S. distribution hub.

“We’ve attracted \$3.4 billion of new capital investment in our state,” says Baier. “Counting our job training and other programs, we generated about 16,000 new jobs last year. We are making strong headway in getting Nebraska recognized as a great place to do business.” ■

LET’S GET RIGHT TO THE BOTTOM OF IT.

PROFITS.

According to a recent national rate survey of 106 communities, Lincoln, Nebraska, has some of the cheapest electricity in the nation. In fact, Lincoln Electric System commercial/industrial rates rank eleventh lowest overall. Compared to the national average, LES transportation, logistics, distribution, and warehousing customers save 35%. Download the complete report at www.les.com.

To learn how LES can increase your profits, call 402-473-3282 or e-mail economicdevelopment@les.com.

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Union Pacific Railroad's Bailey Yard in North Platte, Neb., is the largest railroad classification yard in the world. If the University of Nebraska Cornhuskers were to play here, they'd have enough room for 2,800 football fields.

“The outcome is a greater awareness of the opportunities for transportation-related careers in Nebraska,” Johnson says. “When companies consider Nebraska for their distribution and logistics projects, they will find a ready, willing, and trained work force.”

Potential newcomers to Nebraska will also appreciate the state’s livability. Nebraska

interest is the cost of housing, which averages 7.7 percent less than for the United States as a whole for families renting a home.

WHAT'S GREAT IN GREATER OMAHA

Omaha is the largest city in Nebraska, with a population of slightly more than 409,000, and is surrounded by a number

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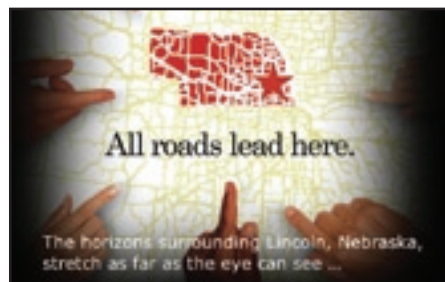
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**I-80 Nebraska Coalition • www.i80nebraska.com/logistics.asp**

The I-80 Nebraska Coalition was organized in 2003 by local economic developers out of a recognized need to work together as a region. Made up of nine counties spanning 250 miles across central Nebraska, the Coalition represents a region with a population exceeding 230,000. The common thread linking these counties is the transportation lifeline known as Interstate 80. Looking for a new location? Nebraska has what you need right here!

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In business since 1984, Lincoln Trucking Company has grown into a full-service transportation and distribution facility. Our climate-controlled warehouse now measures in at 50,000 square feet, with plenty of property bordering Interstate 80 and Highway 77 in Lincoln, Neb., for tailor-made expansion to satisfy your storage or just-in-time inventory needs. We still operate a 48-state trucking fleet and brokerage service, with a swift and dependable carrier base to transport your full or partial truckload shipments.

**Manning's Truck Brokerage • www.mtbinc.com**

Look to Omaha, Neb.-based Manning's Truck Brokerage for third-party freight transportation services with a reputation for dependable, high-volume, cost-effective transportation throughout the Midwest. Manning's niche is providing next-day, short-haul truckload delivery service. Manning's can also meet your needs for TL and LTL service to the East and West Coasts. Via its interactive web site, you can upload orders, send invoices, and communicate with customer service representatives. The web site also offers a list of Nebraska trade references, as well as links to road conditions, weather, directions, and trucking industry news.

Nebraska Dept. of Economic Development • www.nebraskalogisticscouncil.com

Right in the middle of it all: Nebraska is a great place to do business. An ideal location, low traffic congestion, positive business climate, quality affordable workforce, industry leading business to meet your needs, and the absence of inventory taxes are just a few of the many reasons to make Nebraska the home of your next transportation, distribution, and logistics center. The Nebraska Logistics Council serves its members as a forum for professional and educational advancement in the area of worldwide transportation, warehousing, distribution, and logistics. The Council is available to meet with your business to share how a Nebraska location can make the ultimate cost difference in terms of shipping and distributing your products; please visit the web site for more information.

**Nebraska Public Power District • www.sites.nppd.com**

One web site with everything you need to know about doing business in Nebraska. Find valuable information including sites and building availability; community profiles; facts books; population characteristics; labor availability; profit opportunity studies; contact information; and much more. It's the one place to go to find out why doing business in Nebraska is a smart move. Contact Nebraska Public Power District, 1-800-282-6773 x5541, e-mail econdev@nppd.com, or visit the web site.

Nebraska Trucking Association • www.nebtrucking.com

This web site takes you on a quick trip straight to all the information you need about the Nebraska Trucking Association, the statewide membership organization for commercial trucking companies and affiliated businesses. You'll find statistics and facts about Nebraska's trucking industry, the latest developments on legislative issues affecting truckers, and information on becoming an Association member. A handy help desk provides links to driver qualification forms and cards, log books, regulation books, maintenance records, vehicle trip records, and other helpful forms.

**Omaha Public Power District • www.oppd.com**

OPPD's Economic Development Department can be your most important first contact in eastern Nebraska. We will provide you, on a confidential basis, with the most comprehensive, detailed information available on any site in the 13-county region served by OPPD. At the OPPD web site, you'll find helpful applications such as an electric rate calculator, a site selection database, and a tax incentive calculator to help you estimate total tax credits and refunds. For answers to any of your questions, just call 1-888-781-4415, or view our contact information online.

Phil Patterson • www.philpatterson.com

Phil Patterson, Inc. is a licensed U.S. customs broker serving the international trade community since 1970. Our goal is to achieve, manage, and deliver the highest-quality customer service with a constant vision toward the future. We provide importers with a full range of services, from generating customs clearance documentation to door-to-door transportation. For more information, call 402-344-4636.

