



PORTS-TO-PLAINS

ALLIANCE

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

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Ports-to-Plains: Critical for Domestic Trade

The economies of communities are dependent upon primary industries - those industries producing a product sold outside the community bringing money into the local economy. Having the ability to move those products outside the community to markets is critical to the recruitment of primary industries. Movement by trucks on highways, like the Ports-to-Plains Alliance Corridor, plays a significant role in expanding and maintaining those economies. With the base economies of agriculture and energy, domestic trade is a discussion about moving those products and other manufactured goods. The Corridor passes through a nine-state region including Texas, Oklahoma, New Mexico, Colorado, Nebraska, Wyoming, South Dakota, North Dakota and Montana.

The Freight Analysis Framework (FAF³), by the FHWA Office of Freight Management and Operations, summarizes those domestic movements. The FAF³ estimates that in 2015 almost \$96 billion was exported from these nine states to markets within these states by truck. This estimate does not include the truck movements within each state, only those exporting goods out of state into the other nine states. This value has grown from about \$87 billion in 2002, a growth of 10% over the period.

Looking to the future in 2040, the FAF³ projects a 104% increase in value of goods exported to corridor states from 2015. This accounts for \$195 billion in domestic exports between corridor states.

2015 Estimated Exports to Corridor States

Texas	\$31,740
Oklahoma	\$17,217
Colorado	\$13,225
North Dakota	\$9,840
South Dakota	\$6,237
New Mexico	\$5,935
Nebraska	\$4,958
Wyoming	\$4,549
Montana	\$2,113

2040 Estimated Exports to Corridor States

Texas	\$70,926
Oklahoma	\$29,963
North Dakota	\$27,723
Colorado	\$24,474
South Dakota	\$19,359
New Mexico	\$15,805
Nebraska	\$12,997
Wyoming	\$12,170
Montana	\$6,345

The data pictures a dramatic increase in the number of truck moving along the corridor. As trucks move north/south they will either use a safer, more efficient Ports-to-Plains Alliance Corridor or add to the already congested Interstate 35 and Interstate 25.

In upcoming weeks this series will further define the economic impacts of the Ports-to-Plains Alliance Corridor by describing its role in Canada and Mexico trade as well as local roadside services (retail) and manufacturing and distribution (primary industries) impacts.

-30-

Ports-to-Plains is a grassroots alliance of over 275 communities and businesses, including major alliance partners Heartland Expressway, Theodore Roosevelt Expressway and Eastern Alberta Trade Corridor Coalition, whose mission is to advocate for a robust international transportation infrastructure to promote economic security and prosperity throughout North America's energy and agricultural heartland including Mexico to Canada. Additional information on the Ports-to-Plains Alliance is available at <http://www.portstoplains.com/>.

Graphic:

Domestic -- 2040		Truck Change 2015-2040
Exports	Truck	
Colorado	\$ 24,474	85%
Montana	\$ 6,345	200%
Nebraska	\$ 12,997	162%
New Mexico	\$ 49,726	738%
North Dakota	\$ 27,723	182%
Oklahoma	\$ 29,963	74%
South Dakota	\$ 19,359	210%
Texas	\$ 70,926	123%
Wyoming	\$ 12,170	168%
Total (\$m)	\$ 229,208	139%