



PORTS-TO-PLAINS ALLIANCE

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

Congress took \$20 billion from Treasury fund to pay for transit bill

The Transportation fairy died years ago. As this article points out... Fuel tax is unchanged since 1993... inflation has cut the purchasing power of that 18.4 cents per gallon... construction costs have gone up... vehicles including trucks are more fuel efficient thus traveling more miles on that 18.4 cents per gallon... What the article does not say is... the fuel tax is now used for expanded purposes including transit and high speed rail. The choice was simple... decrease federal transportation funding by 30% or find other funds to stay even with current funding... while usage of the transportation system increases. Votes against the transportation bill are being described as a vote against the use of general fund revenue... but, unless you are supporting increased user fees, i.e. fuel taxes or another user based fee, for transportation, you are voting to decrease transportation funding by 30%.

The approved transportation bill did some worthy things... streamlined regulations... reduced the number of program categories... gave more flexibility to states... but, did not solve the transportation needs of this country. That will affect the costs of goods in the United States for years to come.

Colorado Regional Meeting this Week

Join the Ports-to-Plains Alliance membership, Board of Directors, staff and Colorado Department of Transportation, Colorado Department of Agriculture, MoveColorado, Adams County Economic Development and I-70 Regional Economic Alliance Partnership to hear the latest on the Ports-to-Plains Alliance, rural transportation and the relationship between the transportation system and the creation of jobs in our economy.

Thursday, July 12th at May Farms in Byers, CO \$15.00
Follow the link above for registration information and the agenda.

Alliance Activities Upcoming Ports-to-Plains

- July 12 - [Colorado Regional Ports-to-Plains Meeting, Byers, CO](#)
- July 13 - Ports-to-Plains Board of Directors Meeting, Limon, CO
- October 2-4 - Ports-to-Plains Alliance Annual Conference, Medicine Hat, AB

	FY 2012	FY 2013	FY 2014
Colorado	517,963,517	517,963,517	522,402,519
Kansas	366,044,222	366,044,222	369,181,260
Montana	381,872,385	381,872,385	385,145,072
Nebraska	279,976,941	279,976,941	282,376,373
New Mexico	355,708,997	355,708,997	358,757,461
North Dakota	240,481,394	240,481,394	242,542,345
Oklahoma	614,327,257	614,327,257	619,592,107
South Dakota	273,169,069	273,169,069	275,510,157
Texas	3,056,716,332	3,056,716,332	3,082,912,716
Wyoming	248,147,550	248,147,550	250,274,201

TRANSPORTATION

Reauthorization Passed... Signed by President

Both the House and Senate have approved MAP-21 as agreed upon by the Conference Committee. Passed the House by a vote of 373 to 52. Senate passed by a vote of 74 to 19 (with one Senator voting present). President signed Map21 on Friday, July 6, 2012

The table above provides the 2013-14 highway contract authority apportionment totals under the MAP21 conference report the Ports-to-Plains Alliance region.

- [MAP-21 Conference Report to accompany H. R. 4348](#)
- [Joint Explanatory Statement of the Committee of the Conference](#)
- [A comparison of the state-by-state FY 2013 apportionments](#) (in dollars and in shares of the total) for H.R. 7 as reported by the T&I Committee, for S. 1813 as passed by the Senate, and in the MAP-21 conference report. (From Jeff Davis, Transportation Weekly)
- [A comparison of the state-by-state Y 2012, 2013 and 2014 highway contract authority apportionment totals](#) under the MAP21 conference report with the FY 2011 actual apportionments. (From Jeff Davis, Transportation Weekly)

MAP-21 Addresses Ports-to-Plains Alliance Recommendations...And they listened to our common voice

The Congressional delegations throughout the Ports-to-Plains region have heard the recommendations of the Ports-to-Plains Alliance... And they listened.

The members of the Ports-to-Plains Alliance Caucus received and distributed the Recommendations of the Ports-to-Plains Alliance Regarding the House-Senate Conference on H.R. 4348. Many organizations issued letters supporting those recommendations from their local organizations. Finally, the entire delegation received a letter displaying the depth of the support throughout the Ports-to-Plains Region. One hundred and ten (110) community leaders added their names to this final letter supporting the Ports-to-Plains Alliance Recommendations.

The Alliance sent the following message to the delegation that summarized our thoughts on the final Conference Report and urged final passage of the Surface Transportation Reauthorization based on the report.

The Ports-to-Plains Alliance was very pleased with the MAP 21 conference report and the inclusion of many of the Alliance's recommendations. We encouraged Congress to vote for the conference report. It is now the law for at least the next 26 months.

Among the key provisions of the conference report that will benefit our corridor are:

- Critical Rural Freight Corridors Program
- Planning procedures that will provide for input from nonmetropolitan officials
- Projects of National and Regional Significance program allowing for improvements to roadways vital to national energy security
- Reduced interest rates for rural TIFIA projects
- Freight Movement and Economic Vitality goal to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- National Freight Goals Performance Measures recognizing the need for different approaches for urban and rural areas
- University Transportation Centers Program

We believe these programs will allow Ports-to-Plains projects to effectively compete for funding. The two year extension allows some certainty in the future of the program which is essential in developing transportation projects, and especially long-term projects like Ports-to-Plains.

Texas Commission Adopts Rural Transportation Plan

"Rural transportation planning in Texas is a collaborative process that brings TxDOT together with public and private transportation stakeholders, local elected officials and the public." Underwood said. "The TRTP focuses on rural areas of the state and transportation projects that connect users in rural areas to urban markets, jobs and services."...

ECONOMIC DEVELOPMENT

Every Ports to Plains MSA made the top 100 list

2. Odessa
6. Midland
8. Casper
27. Cheyenne
31. San Angelo
36. Denver-Aurora-Broomfield
41. Laredo
42. Lubbock
47. Amarillo
72. Rapid City



IT'S CERTAINLY NOT NEWS THAT TIMES HAVE BEEN TOUGH ACROSS AMERICA'S CITIES IN RECENT YEARS. The Great Recession may be officially over, but many communities are still suffering a painful hangover.

Not these MSAs, though. Area Development's Leading Locations have found a way to thrive in the midst of adversity, to prosper while so many places have struggled. More than 9 million jobs vanished during the course of the downturn, and of the 365 MSAs — Metropolitan Statistical Areas — studied here, more than three-quarters still have fewer people working now than they did five years ago. But even amid that gloom, there were blooms of prosperity, and there are some places that have gotten back on their feet faster than others.

This analysis of Leading Locations is informed by two dozen different economic and workforce indicators from the Bureau of Labor Statistics, the Bureau of Economic Analysis, and the U.S. Census American Community Survey. It ranks the 365 MSAs in a variety of ways, including an overall ranking that crunches 23 indicators, plus separate rankings of "Prime Workforce Growth," "Economic Strength," and "Recession-Busting" factors...

Nearsourcing Credited for U.S. Manufacturing's Rise



Union Pacific is upgrading Houston's huge Englewood Yard. The company has added 785 Texas employees this year, largely to respond to the booming Eagle Ford Shale in South Texas.
 Photo: Nick De La Torre / © 2012 Houston Chronicle

ENERGY

Nation's energy transportation getting a revamp

The nation's energy transportation network is undergoing a multibillion-dollar overhaul, as oil and natural gas production surges in new regions of the country.

Across North America, pipelines and rail terminals are being built in areas where wells were once scarce. Companies are reversing pipe flows and adding pumps to funnel more crude through their lines...

15th Annual Conference

October 2 - 4, 2012 ~ Medicine Hat, Alberta, Canada

PASSPORTS REQUIRED FOR TRAVEL INTO CANADA

SAVE THE DATE



U.S. Senator Mike Johanns (NE) Ports-to-Plains Alliance Caucus

THANK YOU VISIONARIES

Without your leadership and support, our continued success would not be possible.

Current Members

Membership Opportunities

Congressional Ports-to-Plains Caucus

Support Rural Transportation and Economic Development

Co-Chairs:

- Rep. Randy Neugebauer R-TX
- Rep. Adrian Smith R-NE
- Senator Brian Nelson D-NE
- Senator John Cornyn R-TX

Members:

- Rep. Mike Conaway R-TX
- Rep. Bob Filner D-CA
- Rep. Quico Canseco R-TX
- Rep. Pete Olson R-TX
- Rep. Cory Gardner R-CO
- Senator Kay Bailey Hutchison R-TX
- Rep. Jeff Fortenberry R-NE
- Senator Kent Conrad D-ND
- Senator Mark Udall D-CO
- Senator John Hoeven R-NE
- Senator Mike Johanns R-NE
- Rep. Rick Berg R-ND

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