15th Annual Ports-to-Plains Alliance Conference

Medicine Hat, AB

Update

October 2, 2012

Joe Kiely
Vice President of Operations
ACCOMPLISHMENTS

- Transportation Reauthorization
- Transportation Improvements
- Trade
  - Domestic
  - U.S. Exports
  - Canadian Exports
- Energy
Recommendations of the Ports-to-Plains Alliance
Regarding the House-Senate Conference on H.R. 4348

The Ports-to-Plains Alliance is a non-profit, non-partisan, community-driven advocacy group led by mayors, councilpersons, economic development officials, business and other opinion leaders from a nine-state, 2300-plus mile economic development corridor between Texas and Alberta, Canada.

Today, the Alliance collaborates with its federal and state leaders, partners in Canada and Mexico, and industry partners, to deliver the infrastructure, food and fuel to secure the quality of life of America's great cities. At the same time, it embraces America's new energy economy, and is capitalizing upon wind power, biofuels and other innovation sectors to renew one of America's greatest legacies, the rural heartland.

As Congress begins the process of crafting a conference report on H.R. 4348, the Ports-to-Plains Alliance respectfully urges the conferees to consider the recommendations set forth below. In
Signed by: 116 Ports-to-Plains Region Leaders

Date

U.S. Senator or U.S. Representative ...

Washington, DC 20202

Re: Recommendations of the Ports-to-Plains Alliance Regarding the House-Senate Conference on H.R. 4348

Dear Senator or Representative:

The purpose of this letter is to show the support of the undersigned for the Recommendations of the Ports-to-Plains Alliance Regarding the House-Senate Conference on H.R. 4348. We are including those recommendations in this document. We agree with the following statement in the Recommendations document:

"The Alliance’s top priority is to ensure that the bill is balanced—that the bill meets the needs of small communities and rural areas as well as major metropolitan areas; that it recognizes the need for national connectivity as well as congestion relief; and that it focuses resources on Rural America in recognition of the fact that the bill’s new financing tools mostly benefit major metropolitan areas."

These recommendations are both general in nature, as well as specific. Rural corridors are critical to the Nation’s economy. They are the economic lifeline that moves our natural resources of energy and agriculture that feed and fuel the nation. These resources must move from the rural areas to urban markets and the manufactured products to their ultimate markets.
MAP-21: Key Rural Points

- 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
TRANSPORTATION IMPROVEMENTS: TEXAS

Amarillo Project – $66.46M

• US 87 – From Moore County Line to US 385, Super 2, $15M

• US87 - From Dumas to Hartley County Line, Super 2, $11M

• Loop 335 - IH -27 to IH-40, 2 lane to 4 lane divided, $31.09 M + 4.77 (MPO) + $4.6 M (LBB) = 40.46 M Total
TRANSPORTATION IMPROVEMENTS: TEXAS

Lubbock Project - $35.5M
- US 87 at Woodrow Road, OP, $10 M
- IH27 – Plainview Frontage Road Conversion and OP, $17 M
- SH349, Martin County Line to Lamesa, Super 2, $6.5M (ODA) + $2M

Move another $29.6 M
- Move $25 M to Big Spring Reliever Route
- Move $ 4.6 M to Amarillo
Abilene Projects - $63.70M
- US87 – SW Reliever Route at Big Spring, 4 lane,$38.7M +$25M(LBB) = $63.7M
Odessa Project – $25.9 M
- SH349 – 2 lane to 4 lane, Reliever Route to SH 176, $16.5 M
- SH349 – 2 lane to 4 lane, SH 176 to Dawson Co, $2M + $5.5M(MPO) + 1.9 (Federal Earmark) = $9.4 M

Move 6.5 M
- Move $6.5M to SH349, Dawson County
San Angelo - $21.3 M
- US277 and US67 – Overpass, $4M
- US 277 - US 87 to Christoval, Super 2, Super 2, $2.5 M
- US 277 - Christoval to Schleicher Co Line, Super 2, $5.3 M
- US 277 - Schleicher Co Line to Eldorado, Super 2, $4.2 M
- US 277 - Eldorado to Sutton Co Line, Super 2, $2.5 M
- US 277 - Sutton Co Line to Sonora, Super 2, $2.8 M
Laredo District - $19.2
- US 277 - Maverick CO, Super 2, $3.3M
- US 277 – Dimmitt CO, Super 2, $3.5M
- US 83 – Dimmitt CO, Super 2, $8.9M
- US 83 – Webb CO, Super 2, $3.5M
Texas Ports-to-Plains Total $232.06 M in 2012-13

Primarily Funded by Proposition 12 approved by Voters
TRANSPORTATION IMPROVEMENTS: OKLAHOMA
TRANSPORTATION IMPROVEMENTS: NEW MEXICO

Completed!
Primarily state funding using bonding!
TRANSPORTATION IMPROVEMENTS: COLORADO

Completed! Strategic Project from Limon to CO/OK Border
TRANSPORTATION IMPROVEMENTS: MEXICO
TRANSPORTATION IMPROVEMENTS: MEXICO
All US exports grew 44.3% to $1.451 trillion in 2011.

All US exports in Ports-to-Plains states grew 61.1% during the same period.

All US agricultural exports grew 82.1%.

All US agricultural exports in Ports-to-Plains states grew 115.3%.
US TRADE WITH CANADA AND MEXICO
2006 TO 2011

- US total exports to NAFTA increased 31.3%
- US agricultural exports to NAFTA increased 56.9%
- P to P total exports to NAFTA increased 52.0%
- P to P agricultural exports to NAFTA increased 114.6%
### Domestic Exports by Truck in $Millions

<table>
<thead>
<tr>
<th>DMS ORIG</th>
<th>Total Current M$ in 2010</th>
<th>Total M$ in 2040</th>
<th>% Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colorado Total</td>
<td>$13,237</td>
<td>$22,597</td>
<td>71%</td>
</tr>
<tr>
<td>Kansas Total</td>
<td>$20,521</td>
<td>$27,562</td>
<td>34%</td>
</tr>
<tr>
<td>Montana Total</td>
<td>$1,821</td>
<td>$3,211</td>
<td>76%</td>
</tr>
<tr>
<td>Nebraska Total</td>
<td>$13,081</td>
<td>$26,634</td>
<td>104%</td>
</tr>
<tr>
<td>New Mexico Total</td>
<td>$4,721</td>
<td>$12,355</td>
<td>162%</td>
</tr>
<tr>
<td>North Dakota Total</td>
<td>$2,670</td>
<td>$7,086</td>
<td>165%</td>
</tr>
<tr>
<td>Oklahoma Total</td>
<td>$26,068</td>
<td>$39,474</td>
<td>51%</td>
</tr>
<tr>
<td>South Dakota Total</td>
<td>$4,726</td>
<td>$20,267</td>
<td>329%</td>
</tr>
<tr>
<td>Texas Total</td>
<td>$36,269</td>
<td>$76,043</td>
<td>110%</td>
</tr>
<tr>
<td>Wyoming Total</td>
<td>$3,218</td>
<td>$4,129</td>
<td>28%</td>
</tr>
<tr>
<td>Grand Total</td>
<td>$126,331</td>
<td>$239,358</td>
<td>89%</td>
</tr>
</tbody>
</table>
## CANADA TRADE

### Canada Exports by Truck in $Millions thru Montana

<table>
<thead>
<tr>
<th>DMS ORIG</th>
<th>DMS DEST</th>
<th>Total M$ in 2010</th>
<th>Total M$ in 2040</th>
<th>% Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colorado</td>
<td>Montana</td>
<td>$149</td>
<td>$263</td>
<td>76%</td>
</tr>
<tr>
<td>Kansas</td>
<td>Montana</td>
<td>$75</td>
<td>$157</td>
<td>110%</td>
</tr>
<tr>
<td>Montana</td>
<td>Montana</td>
<td>$179</td>
<td>$454</td>
<td>153%</td>
</tr>
<tr>
<td>Nebraska</td>
<td>Montana</td>
<td>$61</td>
<td>$154</td>
<td>154%</td>
</tr>
<tr>
<td>New Mexico</td>
<td>Montana</td>
<td>$27</td>
<td>$94</td>
<td>249%</td>
</tr>
<tr>
<td>North Dakota</td>
<td>Montana</td>
<td>$15</td>
<td>$30</td>
<td>109%</td>
</tr>
<tr>
<td>Oklahoma</td>
<td>Montana</td>
<td>$376</td>
<td>$859</td>
<td>129%</td>
</tr>
<tr>
<td>South Dakota</td>
<td>Montana</td>
<td>$11</td>
<td>$112</td>
<td>950%</td>
</tr>
<tr>
<td>Texas</td>
<td>Montana</td>
<td>$1,941</td>
<td>$3,769</td>
<td>94%</td>
</tr>
<tr>
<td>Wyoming</td>
<td>Montana</td>
<td>$67</td>
<td>$157</td>
<td>135%</td>
</tr>
<tr>
<td>Montana Tota</td>
<td></td>
<td>$2,899</td>
<td>$6,049</td>
<td>109%</td>
</tr>
<tr>
<td>DMS ORIG</td>
<td>DMS DEST</td>
<td>Total M$ in 2010</td>
<td>Total M$ in 2040</td>
<td>% Increase</td>
</tr>
<tr>
<td>-------------</td>
<td>-------------</td>
<td>------------------</td>
<td>------------------</td>
<td>------------</td>
</tr>
<tr>
<td>Colorado</td>
<td>North Dakota</td>
<td>$119</td>
<td>$255</td>
<td>114%</td>
</tr>
<tr>
<td>Kansas</td>
<td>North Dakota</td>
<td>$223</td>
<td>$515</td>
<td>131%</td>
</tr>
<tr>
<td>Montana</td>
<td>North Dakota</td>
<td>$43</td>
<td>$124</td>
<td>186%</td>
</tr>
<tr>
<td>Nebraska</td>
<td>North Dakota</td>
<td>$320</td>
<td>$632</td>
<td>98%</td>
</tr>
<tr>
<td>New Mexico</td>
<td>North Dakota</td>
<td>$3</td>
<td>$10</td>
<td>198%</td>
</tr>
<tr>
<td>North Dakota</td>
<td>North Dakota</td>
<td>$761</td>
<td>$1,811</td>
<td>138%</td>
</tr>
<tr>
<td>Oklahoma</td>
<td>North Dakota</td>
<td>$291</td>
<td>$925</td>
<td>218%</td>
</tr>
<tr>
<td>South Dakota</td>
<td>North Dakota</td>
<td>$121</td>
<td>$290</td>
<td>140%</td>
</tr>
<tr>
<td>Texas</td>
<td>North Dakota</td>
<td>$1,253</td>
<td>$3,118</td>
<td>149%</td>
</tr>
<tr>
<td>Wyoming</td>
<td>North Dakota</td>
<td>$6</td>
<td>$17</td>
<td>178%</td>
</tr>
<tr>
<td>North Dakota</td>
<td>North Dakota</td>
<td>$3,140</td>
<td>$7,697</td>
<td>145%</td>
</tr>
<tr>
<td>Grand Total</td>
<td></td>
<td>$6,039</td>
<td>$13,746</td>
<td>128%</td>
</tr>
</tbody>
</table>
## Mexico Exports by Truck in $Millions thru Texas

<table>
<thead>
<tr>
<th>DMS ORIG</th>
<th>DMS DEST</th>
<th>Total M$ in 2010</th>
<th>Total M$ in 2040</th>
<th>Growth %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colorado</td>
<td>Texas</td>
<td>$391</td>
<td>$1,757</td>
<td>349%</td>
</tr>
<tr>
<td>Kansas</td>
<td>Texas</td>
<td>$313</td>
<td>$696</td>
<td>122%</td>
</tr>
<tr>
<td>Montana</td>
<td>Texas</td>
<td>$4</td>
<td>$16</td>
<td>289%</td>
</tr>
<tr>
<td>Nebraska</td>
<td>Texas</td>
<td>$262</td>
<td>$859</td>
<td>228%</td>
</tr>
<tr>
<td>New Mexico</td>
<td>Texas</td>
<td>$110</td>
<td>$524</td>
<td>378%</td>
</tr>
<tr>
<td>North Dakota</td>
<td>Texas</td>
<td>$13</td>
<td>$31</td>
<td>133%</td>
</tr>
<tr>
<td>Oklahoma</td>
<td>Texas</td>
<td>$243</td>
<td>$686</td>
<td>183%</td>
</tr>
<tr>
<td>South Dakota</td>
<td>Texas</td>
<td>$150</td>
<td>$503</td>
<td>234%</td>
</tr>
<tr>
<td>Texas</td>
<td>Texas</td>
<td>$48,947</td>
<td>$117,979</td>
<td>141%</td>
</tr>
<tr>
<td>Wyoming</td>
<td>Texas</td>
<td>$1</td>
<td>$6</td>
<td>835%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$50,434</strong></td>
<td><strong>$123,057</strong></td>
<td><strong>144%</strong></td>
</tr>
</tbody>
</table>
## Alberta Exports

<table>
<thead>
<tr>
<th>Trader</th>
<th>2010</th>
<th>2011</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colorado(USA)</td>
<td>$2,680,000,000</td>
<td>$2,980,000,000</td>
<td>11.19%</td>
</tr>
<tr>
<td>Montana(USA)</td>
<td>$2,030,000,000</td>
<td>$2,550,000,000</td>
<td>25.62%</td>
</tr>
<tr>
<td>North Dakota(USA)</td>
<td>$733,000,000</td>
<td>$1,160,000,000</td>
<td>58.25%</td>
</tr>
<tr>
<td>Nebraska(USA)</td>
<td>$68,339,999</td>
<td>$76,592,783</td>
<td>12.08%</td>
</tr>
<tr>
<td>New Mexico(USA)</td>
<td>$22,922,999</td>
<td>$41,808,505</td>
<td>82.39%</td>
</tr>
<tr>
<td>Oklahoma(USA)</td>
<td>$603,000,000</td>
<td>$4,170,000,000</td>
<td>591.54%</td>
</tr>
<tr>
<td>South Dakota(USA)</td>
<td>$82,331,578</td>
<td>$86,580,208</td>
<td>5.16%</td>
</tr>
<tr>
<td>Texas(USA)</td>
<td>$2,620,000,000</td>
<td>$3,810,000,000</td>
<td>45.42%</td>
</tr>
<tr>
<td>Wyoming(USA)</td>
<td>$1,280,000,000</td>
<td>$1,500,000,000</td>
<td>17.19%</td>
</tr>
<tr>
<td>TOTAL PTP U.S.</td>
<td>$10,119,594,576</td>
<td>$16,374,981,496</td>
<td>61.81%</td>
</tr>
<tr>
<td>Mexico</td>
<td>$738,296,000</td>
<td>$962,045,000</td>
<td>30.31%</td>
</tr>
<tr>
<td>TOTAL CORRIDOR</td>
<td>$10,857,890,576</td>
<td>$17,337,026,496</td>
<td>59.67%</td>
</tr>
<tr>
<td>China</td>
<td>$2,790,107,992</td>
<td>$3,065,364,985</td>
<td>9.87%</td>
</tr>
<tr>
<td>Japan</td>
<td>$1,433,155,880</td>
<td>$1,856,291,575</td>
<td>29.52%</td>
</tr>
<tr>
<td>South Korea</td>
<td>$531,419,781</td>
<td>$719,875,101</td>
<td>35.46%</td>
</tr>
<tr>
<td>Trader</td>
<td>2010</td>
<td>2011</td>
<td>Change</td>
</tr>
<tr>
<td>----------------------</td>
<td>------------</td>
<td>------------</td>
<td>---------</td>
</tr>
<tr>
<td>Colorado(USA)</td>
<td>$78,597,060</td>
<td>$63,799,596</td>
<td>-18.83%</td>
</tr>
<tr>
<td>Montana(USA)</td>
<td>$56,989,330</td>
<td>$72,468,995</td>
<td>27.16%</td>
</tr>
<tr>
<td>North Dakota(USA)</td>
<td>$383,194,689</td>
<td>$610,199,273</td>
<td>59.24%</td>
</tr>
<tr>
<td>Nebraska(USA)</td>
<td>$108,056,995</td>
<td>$86,797,472</td>
<td>-19.67%</td>
</tr>
<tr>
<td>New Mexico(USA)</td>
<td>$4,748,843</td>
<td>$9,582,093</td>
<td>101.78%</td>
</tr>
<tr>
<td>Oklahoma(USA)</td>
<td>$41,453,033</td>
<td>$10,245,701</td>
<td>-75.28%</td>
</tr>
<tr>
<td>South Dakota(USA)</td>
<td>$65,515,852</td>
<td>$81,409,202</td>
<td>24.26%</td>
</tr>
<tr>
<td>Texas(USA)</td>
<td>$116,236,045</td>
<td>$300,743,678</td>
<td>158.74%</td>
</tr>
<tr>
<td>Wyoming(USA)</td>
<td>$7,366,478</td>
<td>$10,441,363</td>
<td>41.74%</td>
</tr>
<tr>
<td>TOTAL U.S.</td>
<td>$862,158,325</td>
<td>$1,245,687,373</td>
<td>44.48%</td>
</tr>
<tr>
<td>Mexico</td>
<td>$494,904,000</td>
<td>$647,853,000</td>
<td>30.90%</td>
</tr>
<tr>
<td>TOTAL CORRIDOR</td>
<td>$1,357,062,325</td>
<td>$1,893,540,373</td>
<td>39.53%</td>
</tr>
<tr>
<td>China</td>
<td>$1,425,820,857</td>
<td>$1,686,044,318</td>
<td>18.25%</td>
</tr>
<tr>
<td>Japan</td>
<td>$707,506,778</td>
<td>$1,031,538,858</td>
<td>45.80%</td>
</tr>
<tr>
<td>India</td>
<td>$716,499,162</td>
<td>$944,835,176</td>
<td>31.87%</td>
</tr>
<tr>
<td>------------------------</td>
<td>--------------------------</td>
<td>-----------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>Chihuahua (MEX) Total</td>
<td>$214,127,040</td>
<td>$621,365,699</td>
<td>190.19%</td>
</tr>
<tr>
<td>Coahuila (MEX) Total</td>
<td>$2,521,709,733</td>
<td>$3,748,721,266</td>
<td>48.66%</td>
</tr>
<tr>
<td>Durango (MEX) Total</td>
<td>$68,398,480</td>
<td>$71,560,413</td>
<td>4.62%</td>
</tr>
<tr>
<td>Nuevo Leon (MEX) Total</td>
<td>$1,574,342,913</td>
<td>$2,676,026,370</td>
<td>69.98%</td>
</tr>
<tr>
<td>Sinaloa (MEX) Total</td>
<td>$20,873,664</td>
<td>$170,947,195</td>
<td>718.96%</td>
</tr>
<tr>
<td>Tamaulipas (MEX) Total</td>
<td>$742,703,213</td>
<td>$1,000,705,992</td>
<td>34.74%</td>
</tr>
<tr>
<td>Grand Total</td>
<td>$5,142,155,043</td>
<td>$8,289,326,935</td>
<td>61.20%</td>
</tr>
</tbody>
</table>
September 26, 2011

The Honorable Hillary Clinton
Secretary, U.S. Department of State
Keystone XL EIS Project
1200 Eye Street, N.W.
Washington, DC 20520-6003

Re: Support for Keystone XL Pipeline – National Interest Determination

Dear Secretary Clinton,

We are writing to express our strong support for EIS findings on the Keystone XL pipeline and to urge you to approve the project by granting the Presidential Permit needed for construction to begin. We fully support this project because we believe it is in the best interest of our country and the entire country.

Our communities are members of the Ports-to-Plains Alliance, a grassroots coalition of cities, counties, businesses, economic development organizations and chambers of commerce from a ten-state 2,300-mile long transportation and economic development corridor that stretches from Texas to Alberta, Canada.

Keystone XL will provide significant economic benefits for our region. The pipeline is expected to create approximately 19,000 manufacturing and construction jobs in the United States. It would also generate more than $5.2 billion in tax revenues to the Keystone XL corridor states. At
PURPOSE:

ALTERNATIVE TO INTERSTATE 25

The Transportation Commission's Resolution TC-796 states: “CDOT is committed to diverting traffic from congested segments of I-25 through infrastructure improvement in eastern Colorado and views the Ports to Plains Program as an opportunity to pursue such goals.”
THANK YOU ... STAY IN TOUCH

Joe Kiely
Vice President of Operations
Ports-to-Plains Alliance
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Limon, CO  8088

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Phone: 303-586-1787
Limon: 719-775-2346