PORTS-TO-PLAINS
ALLIANCE

Energy and Agriculture Summit
MISSION STATEMENT

- Ports-to-Plains is a grassroots alliance of communities and businesses whose mission is to advocate for a robust international transportation infrastructure to promote economic security and prosperity through North America’s energy and agricultural heartland including Mexico and Canada.
MESSAGE POINTS

- We are a voice for our small town, grassroots members who may otherwise not have access to the right audiences, as well as a conduit for industry to come together in support and promotion of transportation improvements.

- We are committed to working as an alliance to improve transportation infrastructure and business networks opportunities, by advocating for appropriate funding levels, so business and industry can thrive.

- We are focused on the economic and business interests that are the lifeblood of the region.
• 1,390 miles corridor length
• Upgrade existing highways to 4-lane
• 15 Relief routes planned, totaling 113 miles
• About 50% of upgrades completed
• Over 275 member coalition of cities, counties, economic development agencies, chambers of commerce, businesses, colleges and universities that pay fair share

• Volunteer board from throughout the corridor
AGRICULTURE CORRIDOR
OIL AND GAS CORRIDOR
WHO BUYS US AG PRODUCTS

2014 Top 10 US Ag Export Markets

Source: USDA, March 2015
PTP IS NORTH AMERICA’S ENERGY CORRIDOR

- 5 of top 6 gas producing states
- 6 of top 10 oil producing states
- 9 of top 12 states for wind power potential
INFRASTRUCTURE DEMANDS

- 8-10 permitted and escorted loads per tower
- 5 regular loads per tower
- 13 to 15 total truck loads per wind tower
- 4000 MW farm with 2667 towers would require up to 40,005 trucks and 53,340 pilot cars
## OIL AND GAS TRIP GENERATION (AVERAGE TRIPS PER WELL)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Crude Oil</th>
<th>Natural Gas</th>
<th>Coal Bed Methane</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development 1,2</td>
<td>1,710</td>
<td>1,721</td>
<td>684</td>
</tr>
<tr>
<td>Production (annual)</td>
<td>974</td>
<td>111</td>
<td>782</td>
</tr>
<tr>
<td>Reclamation 2</td>
<td>250</td>
<td>73</td>
<td>146</td>
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</tbody>
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1 Development Phase includes all activities prior to production (site preparation, drilling and completion)  
2 Development and reclamation trips represent a single occurrence

www.coloradodot.info/programs/statewide-planning/08205FINALEnergyDevelopmentandtheTransportationSystem031910.pdf
Oil Sands Impact on U.S.

- Canada is the largest foreign supplier of oil to the U.S.
- For every two jobs created in Canada from the oil sands, a third job is created in the U.S.
- Oil sands development is projected to generate $521 billion in economic activity in the U.S. over the next 25 years.
- Est. to add $766 million - $1.5 billion to Texas Economy between 2010 and 2035
- Over 170 Texas companies have been identified that supply equipment, parts and services being used in the development of Alberta’s oil sands – more than in any other state.
Reforms will open the market to foreign investment

Expect shale exploration and production near the border

First blocks released near Jimenez, Coahuila

Could see rapid growth much like Eagle Ford in Texas

Border and South Texas are especially well positioned to benefit
Total Funded Projects: $474,996,336
Projects planned but not funded: $425,900,000
Total: $900,896,336
“By 2040 over 73 percent of Texas’ population and 82 percent of the state’s employment is projected to be located within five miles of an interstate.”

“The state must focus not only on improving existing facilities, but also on developing future freight corridors to move products to markets and exports.”

“Give additional consideration to the extension or designation of other interstate routes. Examples include I-27 and upgrades to portions of US 190 to interstate standards.”

“…Ports-to-Plains roadways (US 277 and US 287) are vital non-interstate Primary Freight Network Corridors.”

“Examples of vital Secondary Freight Network / Emerging Freight Corridors include:…US 87 a Ports-to-Plains roadway…”
INTERSTATE 27

- Paving of state highway began in 1929 completed in 1940’s
- 4-laning completed in 1960’s
- Designated at interstate in 1968 federal highway bill
- Construction ran from 1975 – 1992
- Total cost $453 million
INTERSTATE 27 EXPANSION

- Encouraging TxDOT to conduct feasibility study for I-27 extension in Texas
- Projected cost estimate around $7 billion to expand to full controlled-access interstate in Texas
- Cost estimate for 4-lane divided with relief routes for Texas is $2 billion
COMPARE TO I 35 COSTS

- I 35 E Project – Dallas - $4.8 billion to rebuild 28 mile section of I 35 E from I 635 to US 380
- I 35 - $1.56 billion for 94-mile corridor expansion through Bell, McLennan, and Hill counties
- North Tarrant Express I 35 W - $1.73 Billion for 18 miles in Fort Worth
PORTS-TO-PLAINS CONGRESSIONAL CAUCUS
FEDERAL ADVOCACY
First long-term transportation authorization bill in 10 years
Provides $305 billion through FY 2020
Strong bipartisan support
Funded primarily by gas-tax but required $70 billion in offsets from other areas of the federal budget
Eight PTP region senators and representatives served on conference committee
PORTS-TO-PLAINS RECOMMENDATIONS
INCLUDED IN THE FINAL BILL

- Oppose Devolution
  - Avoided devolution and expressed support for strong federal role in transportation as a key to the national economy.

- Pass a multi-year bill
  - Provides much-needed long-term certainty and flexibility

- Increase investment
  - Annual avg. funding increases from $40.3 billion to $44.3 billion, but not nearly enough to meet the nation’s infrastructure needs

- Fix the Highway Trust Fund
  - Provides general revenue for next five years but does not address gas-tax shortfall beyond then
PORTS-TO-PLAINS RECOMMENDATIONS INCLUDED IN THE FINAL BILL

- Prioritize Rural Multi-State Corridors
  - Transforms National Freight Policy provisions of MAP-21 into a new National Highway Freight Program that would fund freight-related highway improvements
  - Critical Rural Freight Corridors are included
  - Creates a National Multimodal Freight Network aimed at assisting states and the priorities of Federal investment in strategically directing resources toward improved system performance in the efficient movement of freight

- Critical Rural Freight Corridors
  - Opportunity for PTP to be identified as part of the National Highway Freight System because of the critical importance of energy and agriculture along the entire corridor
  - CRFCs need to be identified by the states
  - Included in last bill but never implemented because of short timeframe of bill and USDOT never provide guidance to states on designation process
PORTS-TO-PLAINS RECOMMENDATIONS INCLUDED IN THE FINAL BILL

- Maintain MAP-21 reforms
  - Reforms are expanded as the FAST Act further streamlines the environmental review and permitting process
- State Freight Advisory Committees
  - Requires states to develop a State Freight Plan, but does not require an advisory committee
- Rural Planning
  - Maintains Rural Transportation Planning Organizations, but does not provide enhanced provisions requiring state DOTs to designate and fund them
- University Transportation Centers
  - Included with slight increases in funding to account for inflation
PORTS-TO-PLAINS RECOMMENDATIONS INCLUDED IN THE FINAL BILL

- Rural Corridors of National Significance
  - Nationally Significant Freight and Highway Projects program includes a rural component, but does not specifically address Rural Corridors of National Significance

- Harmonization of truck size and weights
  - Not addressed in the bill
WORKING TOGETHER MAKES US ALL STRONGER

Individually strong...

...together we are stronger