



PORTS-TO-PLAINS ALLIANCE

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

See the Transportation section below for the latest update on the Surface Transportation Reauthorization. This may be your final opportunity to voice your support of rural transportation priorities as Congress nears final approval.

Please consider adding your voice to the Ports-to-Plains Alliance letter:

We currently have 85 that have committed!

Dear Ports-to-Plains Alliance Members:

The purpose of this information is to request permission to add your name, title and organization on this [letter supporting recommendations](#) for the House-Senate Conference on H.R. 4348 (Surface Transportation Reauthorization bill.) This letter will be sent on behalf of the Ports-to-Plains Alliance to the entire congressional delegation to emphasize how rural corridors are critical for the nation's economy and the need to expand alternatives like transit and addressing congestion, but just where does the rural transportation system that moves our natural resources and Colorado products to markets, that bring products to the urban high population areas, and that bring tourists to the Colorado fit into the future?

Please reply to me as soon as possible at duffy.hinkle@portstoplains.com, letting me know whether or not I have your permission to include your name, title and organization as a signatory on this letter.

Thank you in advance and for your immediate response in regard to this effort.

Kindest regards,
Duffy Hinkle
Vice President of Membership & Marketing
Ports-to-Plains Alliance

Early Registration ends July 3rd

Registration Now Open for Colorado Regional Meeting

As CDOT completes its commitment to US 40/287 as a high priority project (7th Pot) and has already completed the reconstruction of Interstate 70 from Aurora to Limon, what does the future look like for the Ports-to-Plains and Heartland Expressway corridors through Colorado? Where does rural transportation fit into future plans? We hear a great deal about the importance of the transportation system and the need to expand alternatives like transit and addressing congestion, but just where does the rural transportation system that moves our natural resources and Colorado products to markets, that bring products to the urban high population areas, and that bring tourists to the Colorado fit into the future?

Alliance Activities Upcoming Ports-to-Plains

- June 25-27 -- [Empower Southern Colorado](#) - Visit With Cabinet Members
- July 12 - [Colorado Regional Ports-to-Plains Meeting, Byers, CO](#)
- July 12-13 - Ports-to-Plains Board of Directors Meeting, Limon, CO
- October 2-4 - Ports-to-Plains Alliance Annual Conference, Medicine Hat, AB



TRANSPORTATION

It looks as though the House T&I Committee conferees and the Senate EPW Committee conferees may have reached a tentative agreement "in principle" on the key issues in the highway portion of the bill. This would be a real breakthrough. It means that the two committees would have reached an understanding with respect to some of the most controversial items in the conference, including:

- Streamlining
 - Transportation enhancements
 - Program consolidation
- Funding levels
- Length of bill

Mica / Boxer Statement

In a joint release, Rep. Mica and Senator Boxer said: "The conferees have moved forward toward a bipartisan, bicameral agreement on a highway reauthorization bill. Both House and Senate conferees will continue to work with a goal of completing a package by next week."

What Remains To Be Done

Notwithstanding the significant progress described above, much remains to do done before the conference report is finalized, including:

- Drafting the T&I-EPW agreement
- Completing staff negotiations and drafting the "underbrush" provisions in T&I-EPW portion of the conference report;
- Completing negotiations on, and drafting, the mass transit portion of the bill (T&I-Banking);
- Completing negotiations on, and drafting, the safety / rail portion of the bill (T&I-Commerce); and
- Completing negotiations on, and drafting, the finance portions of the bill, including offsets (W&M-Finance).

In addition, decisions would have to be made on the non-transportation initiatives in the bill, including:

- Keystone XL pipeline;
- Coal ash; and
- RESTORE Act.

What About An Extension

Senate Majority Leader Reid and House Majority Leader Cantor have both indicated that conferees are trying to wrap the conference report up by next Friday so that an extension would not be necessary. Given what remains to be done, this would be exceedingly difficult but not impossible.

If the conferees continue to make progress but have not quite finished, then a short term extension--until the August recess or shorter--would be likely.

If the conferees run into problems, or if some of the agreements are not well received by the rank-and-file in the House, Senate, or both, then look for the House leadership to push for a six-month extension.

North Dakota: Permits for oversize, overweight trucks increase

San Angelo Standard Times: OUR OPINION: Highway bill faces more bumpy roads

Scottsbluff Star Herald: OPINION: Heartland Expressway: Progress

ECONOMIC DEVELOPMENT

Main Street Economist: Rebuilding Rural Manufacturing

Since the turn of the century, rural America has struggled with the erosion of its manufacturing base. During the past two years, however, rural manufacturing has rebounded with a vengeance. This issue of the Main Street Economist explores the rebound in rural manufacturing and the potential for additional growth at rural factories.



[Eagle Ford Shale - A Key Driver in the South Texas Economy](#)

Revenue North Business Growth Conference: FREE PASSES!!



ENERGY

Energy package passes House - Will the Senate now act on it?

Congressman Cory Gardner's (R-CO) package of domestic energy production legislation, H.R. 4480, received final approval from the House today. The package of seven bills enjoyed bipartisan support in the House, and now Gardner is calling on the United States Senate to consider the legislation...

Colorado Governor: Hydraulic fracturing has gotten a bad rap

Fighting for wind jobs

San Angelo Standard Times: OUR OPINION: Time to reconsider Canadian pipeline

Wind: Vestas CEO sees U.S. market down 80 percent in 2013

Tri-State: combination of greenhouse rule and MATS a coal killer

15th Annual Conference

PORTS-TO-PLAINS ALLIANCE
Securing the Benefits of Commerce to North America's Energy & Agricultural Heartland

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



U.S. Representative
[Cory Gardner](#)
(CO)
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 Ben 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-ND |
| Rep. Rick Berg | R-ND |

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