



PORTS-TO-PLAINS ALLIANCE

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

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Ports-to-Plains Staff in Washington DC This Week

Ports-to-Plains Alliance Staff will be in Washington, DC this week visiting with Congressional Offices throughout the Region. This trip is in preparation for the larger effort scheduled for April 22-26, 2013 that we refer to as the Ports-to-Plains Fly-in. This usually includes 20-30 participants including the Ports-to-Plains Alliance Board of Directors. With a new Congress in place, we have new elected officials and staffers in both the Senate and House. Additionally, the Ports-to-Plains Caucus, because of the new Congress, must be re-created and new leadership must be identified. Sending Ports-to-Plains Staff prior to the Fly-in assists in making the Fly-in more effective for both Ports-to-Plains but also the elected officials and staff.

PTP Representatives:

- Michael Reeves, President, Ports-to-Plains Alliance, Lubbock, TX
- Duffy Hinkle, Vice President of Membership & Marketing, Ports-to-Plains Alliance, Lubbock, TX
- Joe Kiely, Vice President of Operations, Ports-to-Plains Alliance, Limon, CO
- Cal Klewin, Executive Director, Theodore Roosevelt Expressway Association, Bowman, ND
- Marlin Johnson, Communications Director, Heartland Expressway Association, Scottsbluff, NE
- Jack Schenendorf, Covington & Burling, Washington, DC
- David Manning, Government of Alberta
- Mary Ballantyne, Government of Alberta

Topics to be included in the discussion are:

- Ports-to-Plains Alliance Caucus
- Ports-to-Plains Alliance Energy Conference in Washington DC on April 26
- Transportation and Energy Policy
- Ports-to-Plains Alliance Fly-in on April 22-26

Southern Work Group Meeting in San Angelo, TX

February 14-15, 2013

This article is excerpted from San Angelo City Manager Daniel Valenzuela's keynote address at the Ports-to-Plains Southern Work Group meeting in San Angelo last week. Ports-to-Plains is an alliance of communities and businesses that advocate for transportation infrastructure.

The good fortunes everyone anticipates with the development of the Cline Shale could not be better timed for San Angelo — or for how we can be of benefit to the Ports-to-Plains effort.

The Cline Shale play is projected to be mammoth, with economic ripples that could swell into a figurative tidal wave, even compared to the sonic oil booms that shook West Texas in the 1970s and '80s...

[Link to Event Photos](#)

Upcoming Activities of the Ports-to-Plains Alliance

- February 26-28 -- PTP Alliance Staff to Washington, DC
- April 10-12 -- Economic Developers Alberta Conference and Annual General Meeting
- April 17 -- Heartland Expressway Annual Meeting, Alliance, NE
- April 22-26 -- Ports-to-Plains Alliance D.C. Fly-In
- April 23 -- Ports-to-Plains Board Meeting at 9 a.m. in office of Jack Schenendorf
- April 26 -- Ports-to-Plains Energy Conference on the Hill
- July 18-19 -- Ports-to-Plains Regional Meeting and Board Meeting in Sonora, TX
- October 1-3 -- 16th Annual Ports-to-Plains Conference in Amarillo, TX



(AP Photo/Eric Gay)

TRANSPORTATION

Texas' other major transportation funding challenge: fixing roads damaged by oil and gas development

Much has been made of the Texas Department of Transportation's broad funding challenges and especially the \$4 billion-a-year boost the agency says it needs for road maintenance and system expansion.

But thanks to one of the Texas' biggest economic booms, there's another massive transportation funding issue looming large: how to pay for road damage caused by the tremendous growth in the state's oil and gas industry.

Heavy truck traffic related to the development and production of new oil and gas wells has hammered away at state highways, city streets and county roads that were never intended for such prolific activity.

GOP state senator from East Texas promotes gas tax increase to fund transportation

A Republican state senator is arguing forcefully for raising taxes to fund transportation, saying it would be more conservative to pay as you go with increased tax revenue than to go further into debt to complete road projects.

And Sen. Kevin Eltife of Tyler, adding a step further Monday during a panel discussion at the Texas Transportation Forum in Austin, went that he's not concerned about how such a stand might impact his re-election chances in typically anti-tax East Texas.

"It is what it is," he said, earning loud applause from the crowd. "I was fine before I got this job. If they kick me out of office, I'll be fine..."

The high cost of America's bad roads and bridges

President Obama once again called for billions more in federal spending on roads, bridges, rail and other infrastructure projects in his State of the Union address Tuesday night.

He's not likely to get it.

Funding for the Department of Transportation was \$73 billion in 2012. That number includes federal capital spending on things such as roads, bridges, passenger rail, buses, waterways, ports and aviation, as well as some operating costs. It represents about 30% to 40% of what the country spends on transportation infrastructure each year, with the rest coming from state, local or private sources...

'Fix It First' program takes aim at road repair

President Obama called in his State of the Union address for a "Fix it First" program to encourage public-private partnerships to fund transportation improvements in the country. "Tonight, I propose a 'Fix-It-First' program to put people to work as soon as possible on our most urgent repairs, like the nearly 70,000 structurally deficient bridges across the country," Obama said in his address Tuesday night.

The President's Plan to Make America a Magnet for Jobs by Investing in Infrastructure

ENERGY

Alberta: Quest talks Keystone XL

Strathcona-Sherwood Park MLA Dave Quest represented the province at a recent meeting in Texas to discuss a transportation corridor between the U.S. and Alberta's oilsands, as well as the proposed Keystone pipeline.

The 2013 Ports-to-Plains Alliance board of directors met between Feb. 17 and 19 in Austin in order to address the need for best possible route for transferring materials from Fort McMurray to the U.S. gulf coast. The group is advocating for the development of a 10-state, 2,300-mile long economic development corridor...



Michael Reeves, President, Ports-to-Plains Alliance and Strathcona-Sherwood Park MLA Dave Quest meet with Texas Representative Rafael Anchia.

The Environmental Dangers of Not Building Keystone XL

Opponents of the proposed Keystone XL pipeline worry that if the crude coming down from Canada's oil sands were to spill, it could be an ecological disaster for areas of the Midwest through which the line would run, which are also home to precious groundwater sources. But if Keystone is killed, the oil still will flow—and more of it might be transported by ship through dangerous waters...

Tax Increases: Washington's Next Threat to the Oil & Natural Gas Industry (Western Energy Alliance)

The President frequently refers to his November election victory over Mitt Romney and reminds the news media that "the American public clearly supported my desire to ask a little more from the wealthiest Americans as well as the need to address a host of current tax loopholes that benefit corporations and hurt the middle class." One of the tax "loopholes" he plans on repealing is the Intangible Drilling Costs (IDC) deduction, a 99 year-old tax provision for the oil and natural gas exploration industry designed to ensure robust domestic production.

Every business whether a family farm, a tool factory, or automobile parts supplier deducts the costs associated with the research, development, and production of its goods and services. If a business builds a factory, those costs are deducted. We should be no different. For the oil and natural gas industry, our factory is miles underground, and it's as modern as any other factory, and more high-tech than most.

Unfortunately, these tax deductions are often intentionally mischaracterized as subsidies or loopholes. Call it whatever you like, but tax increases are industry's greatest threat in Washington today.

THANK YOU VISIONARIES

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

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Membership Opportunities

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