



PORTS-TO-PLAINS ALLIANCE

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

NEWS RELEASES

Energizing Christmas Dreams and New Year's Hopes

Over the past two weeks, as I respond to social media comments on the Keystone XL Pipeline, I have responded with three key points about the importance of North American energy.



Energy is critical to our economies and it is true in three ways: First there are the direct and indirect jobs created by the development of energy. When I use energy, I am talking about the range of alternatives: from fossil fuels to renewables. I support the development of wind and solar because as we move into the future they will become more a part of the energy portfolio of the Americas and like oil and gas create jobs. The current reality is that we rely heavily on oil and gas as energy sources in the Americas.

That leads me to the second point, that of cost. The cost of energy affects the cost of every other good that is bought and sold. Increased energy costs certainly affect the manufacturing sector in the Americas. Increasing energy costs affects jobs and the economy of the Americas.

Some comment that the role of the Keystone XL Pipeline in the products distribution network being moot because it is for export, I might add a third point: energy security. Where the oil and gas energy comes from is important to me. The environmental and political cost of importing oil from the Middle East is much larger than domestic production. The point is: which is more environmentally and politically acceptable? Domestic production or Middle Eastern production? We are using the resource. Even if it currently goes to export does not change the affect it has on energy security. The real question is one of reliance. Having access to northern oil makes us less reliant on Middle Eastern and other countries who are not our allies on the world stage. With less reliance on those countries, other political decisions are not affected by the oil we use to move the economy.

What the United States needs is a national energy policy that balances environmental, costs and regulation in such a way as businesses are given a clear picture of the future availability and cost of energy. Such a policy would be equally beneficial to oil and gas producers, renewable producers, manufacturers and consumers. Right now the playing field is a moving target that is bad for all four.

My two front teeth are adequate ... I hope and dream that we have adequate energy resources into the future that make North America competitive. It is competitiveness and commerce that makes transportation grow and thus the economy of the Ports-to-Plains region.

--Joe Kiely, Vice President of Operations

Upcoming Ports-to-Plains Alliance Activities

- Feb. 15, 2012 - Ports-to-Plains Board of Directors Meeting, San Antonio, TX
- Feb. 15-17, 2012 - [Texas Transportation Forum](#) - San Antonio, TX
- Apr. 16-20, 2012 - Washington DC Fly-in, Energy Mini-Summit, Board of Directors Meeting, Washington, DC
- July 19-20, 2012 - Ports-to-Plains Board of Directors Meeting, Limon, CO



TRANSPORTATION

[Building a Better Gas Tax: How to Fix One of State Government's Least Sustainable Revenue Sources](#)

Institute on Taxation and Economic Policy (ITEP)

A first of its kind, 50-state report reveals that state governments are losing out on over \$10 billion in transportation revenue every year, contributing to an estimated \$130 billion drain on the economy resulting from higher vehicle repair costs and travel time delays...

[Study? Is there a connection between Expanded Roadways and the Economy?](#)

It is always amazing to see the outcome of studies. The Scottsbluff Star Herald has done a good job of responding to the study done by University of Nebraska, Lincoln and both the original article and editorial pieces are linked below. But before you decide, take a look at the two graphics from FHWA comparing Populations along the interstates in 1950 and in 2000. Seems a simple thing. To even question a connection between highway expansion and economics is showing a lack of historical perspective. Take a look at the Corridor Development and Management Plan completed in 2004 by TxDOT, CDOT, NMDOT and OKDOT ... Projected 43,600 new jobs ... Tax gains for state and local governments are estimated to be \$742.0 million...

ECONOMIC DEVELOPMENT

[The Structural Costs of Manufacturing in the United States, 2011](#)

The Manufacturers Alliance for Productivity and Innovation (MAPI) and The Manufacturing Institute



The trade-weighted average structural cost burden (which includes corporate tax burden, employee benefits, tort costs, pollution abatement compliance, and energy costs) of U.S. manufacturers relative to their counterparts in the nine largest trading partners rose to 20 percent, up from 17.6 percent in the 2008 cost study...

[Small Business and Entrepreneurship during an Economic Recovery \(Conference Presentations\)](#)

[\\$10 million grant for Shelby train facility could leverage hundreds of jobs](#)



ENERGY

[Resource Rich Colorado: Colorado's National and Global Position in the Energy Economy](#)

The Colorado Energy Coalition (CEC), an affiliate of the Metro Denver Economic Development Corporation (Metro Denver EDC), today published its annual study measuring Colorado's competitive position in the wind, solar, coal, natural gas, and oil industries.

[AP Interview: CEO Says Pipeline Debate May Persist](#)



U.S. Representative [Mike Conaway](#) (TX)

Ports-to-Plains Alliance Caucus Member

THANK YOU VISIONARIES

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

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