Mazatlán, Sinaloa, Mexico to Mexico/Texas border through nine U.S. states to Alberta and Saskatchewan, Canada.
High Priority Corridors on the NHS

Corridor No. 14
Heartland Expressway (ISTEA-1991)
Between Rapid City, SD and Denver, CO via Scottsbluff, NE
High Priority Corridors on the NHS

Corridor No. 27
Camino Real
(ISTEA-1991)

Wyoming to Sweetgrass, MT via Great Fall, MT
High Priority Corridors on the NHS

Corridor No. 38
Ports-to-Plains (TEA-21-1997)

Mexican Border via Interstate 27 to Denver, Colorado.
High Priority Corridors on the NHS

Corridor No. 58
Theodore Roosevelt Expressway
(SAFETEA-LU-2005)

Canadian Border to Rapid City, SD via Williston, ND
Avoids congestion delays experienced in Interstate 35 and Interstate 25
CURRENT STATUS

Over 270 member organizations

- Municipalities
- Counties
- Economic Development
- Chambers of Commerce
- Business and Industry
CURRENT STATUS

North America’s Energy and Agriculture Heartland
Currently 54.83% of the 3,088 mile complete Ports-to-Plains Corridor is four-lane or better.
In 2014, state and federal funds supported $1.07 billion of expansion and relief route construction projects across the entire Alliance region.
In the past five years Texas has upgraded 150 miles of two lane to four-lane and 105 miles of that is on the Ports-to-Plains corridor.
Texas is exploring extending Interstate 27, which now connects Lubbock and Amarillo, north and south along the Ports-to-Plains corridor.
New Mexico has completed four-lane across the northern tier connecting Raton and Clayton to the Texas Panhandle and beyond.
On the southern border, the three border crossings served by the Ports-to-Plains corridor: Del Rio, Eagle Pass and Laredo account for 38.39% of all truck crossing from Mexico to the United States in 2014.
Over 2,032,363 trucks entered the United States in 2014 through these three border crossings.
Since 2004 the market share for Mexico truck crossings for these three border crossings has increased 15.11%.
Fourteen (14) border crossings from Portal, ND to the east and Sweetgrass, MT to the west are served by the Corridor
Fourteen (14) border crossings from Portal, ND to the east and Sweetgrass, MT to the west are served by the Corridor.

These crossings have experienced an increase of 37.6% in number of trucks entering the U.S. from Canada between 2004 and 2014.
The result is an increase in market share when compared to the entire northern border from 2.93% in 2004 to 5.22% in 2014.
U.S. Highway 85 of the Theodore Roosevelt Expressway saw 72,000 permits for Oversize and overweight trucks in 2014.
A MODERN, EFFICIENT AND SAFE TRANSPORTATION CORRIDOR

FEDERAL PRIORITIES OF THE PORTS-TO-PLAINS ALLIANCE FOR TRANSPORTATION REAUTHORIZATION

SPRING 2015

OPPOSE DEVOLUTION
PASS A MULTI-YEAR BILL
INCREASE INVESTMENT
FIX THE HIGHWAY TRUST FUND
PRIORITIZE RURAL MULTI-STATE CORRIDORS
ADDRESS PORTS-TO-PLAINS ALLIANCE POLICY PRIORITIES

FIX THE HIGHWAY TRUST FUND

ENSURE FOCUSED RESOURCES FOR CRITICAL RURAL FREIGHT/ENERGY CORRIDORS

INCREASE OVERALL INVESTMENT
North American energy development is benefiting the consumer. Energy jobs have been the major catalyst to the economy. The Ports-to-Plains Alliance represents over 250 organizations including municipalities, counties, economic development organizations, and chambers of commerce supporting energy development across North America's Energy Heartland.
Western States Transportation Alliance (WSTA) 2014 Federal Legislative Request Western Compact Agreement Authorization

The western states that make up the Western States Transportation Alliance (WSTA) respectfully request Congressional authorization for the 14 Western states listed below to create a compact agreement to harmonize commercial vehicle combinations weight and size limitations by authorizing these states to:

1. Lift the federal freeze on weight and size enacted by federal legislation in 1991 for these 14 states.
2. Set limits on weight and size to not exceed 129,000 pounds gross vehicle combination weight or no longer than 100-feet cargo carrying length.
3. States in the compact agreement would have the authority to adopt routes, set restrictions on operations and participation by each state in the compact would be voluntary.

States to included are: Colorado, Idaho, Kansas, Montana, Nebraska, New Mexico, Nevada, North Dakota, Oklahoma, South Dakota, Texas, Utah, Washington, Wyoming

Approved by: Western States Transportation Alliance- November 17th 2014
Signed by: Utah Senator Kevin Van Tassell- Chairman of WSTA Board Directors WSTA Executive Director R J Hicks
Max Tandem Weights (USA)

Weights Taken From SC&RA

*Weights Taken From SC&RA

+ Depending on axle spacing/width, different weights may be allowed see EPM for correct information

No given weights

40,000 lbs.

43,000 lbs.

45,000 lbs.

43,400 lbs.

43,560 lbs.

44,000 lbs.

40,000 lbs.

40,192 lbs.

46,000 lbs.

46,375 lbs.

34,000 lbs.

48,000 lbs.

50,000 lbs.

52,000 lbs.

54,000 lbs.

55,000 lbs.
Max Tandem Weights (CDN)

- **17,640 kg (38,889 lbs)**
- **21,000 kg (46,297 lbs)**
- **22,700 kg (50,044 lbs)**
- **23,000 kg (50,706 lbs)**
- **21,480 kg (47,355 lbs)**
- **24,948 kg (55,000 lbs)**
- **26,308 kg (58,000 lbs)**

# Assumes spread of 1.6m; longer spreads will allow more weight
+ Summer weight, see EPM for seasonal increases/decreases
* Assumes 11” tires; thicker tires will allow more weight
Max Tridem Weights (USA)

- **50,000 lbs.**
- **51,450 lbs.**
- **52,000 lbs.**
- **53,000 lbs.**
- **53,500 lbs.**
- **55,000 lbs.**
- **56,000 lbs.**
- **57,000 lbs.**
- **58,800 lbs.**
- **60,000 lbs.**
- **61,750 lbs.**
- **66,000 lbs.**
- **65,340 lbs.**
- **65,000 lbs.**
- **67,500 lbs.**
- **69,000 lbs.**
- **70,000 lbs.**
- **75,000 lbs.**

* Depending on axle spacing/width, different weights may be allowed see EPM for correct information

^ PSTC has been granted additional weight in the past

+ Weights taken from SC&RA

* Subject to axle spacing & tire size

No given weights
Max Tridem Weights (CDN)

- **Canada**
- **Max Tridem**
- **Weights (CDN)**
- **Assumes 3m spread; longer spread will increase allowed weight**

- **26,400 kg (58,334 lbs)**
- **27,000 kg (59,524 lbs)**
- **27,600 kg (60,848 lbs)**
- **28,000 kg (61,729 lbs)**
- **29,500 kg (65,036 lbs)**
- **29,937 kg (66,000 lbs)**
- **33,565 kg (74,000 lbs)**
- **34,000 kg (74,957 lbs)**
- **9 kgs/mm of tire width**
- **Based on bridge formula**
- **Unknown**

+ Assumes 3m spread; longer spread will increase allowed weight
Benefits of Western States Compact Request

Identified in USDOT Study and State Reviews:

1. Allows states to meet and review transportation data; freight demands, safety issues, emerging markets and congestion issues in each state. Limits weight to 129,000 and length to 100 feet cargo space. Encourages combination of vehicle adoption by states for uniformity.
Benefits of Western States Compact Request

Identified in USDOT Study and State Reviews:

2. Allows states to engage in conversation on creating greater productivity for our highway system by establishing a uniform weight and size limits for LCVs.
Benefits of Western States Compact Request

Identified in USDOT Study and State Reviews:

3. Allows states to decide what routes can be utilized, operating parameters and other requirements each state would deem necessary for LCV operations.
Benefits of Western States Compact Request

Identified in USDOT Study and State Reviews:

4. Reduces commercial vehicle traffic by nearly 10-15% thus assists in congestion mitigation and mobile source emissions by like percentage.
Benefits of Western States Compact Request

Identified in USDOT Study and State Reviews:

5. Due to the establishment of axle weights and bridge formula application, our infrastructure would not be impacted beyond current levels.

This move allows the western states to create productivity while setting the standards and safe guards necessary to our highways.
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 throughout North America's energy and agricultural heartland including Mexico to Canada.

THANK YOU FOR THE INVITATION
Joe Kiely
Vice President of Operations
P.O. Box 9
Limon, CO 80828
P: 719-775-2346
C: 719-740-2240
joe.kiely@portstoplains.com
www.portstoplains.com
www.ptpblog.com