



PORTS-TO-PLAINS

ALLIANCE

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



WASHTO – Highway Transport Committee
October 14, 2015 – Reno, NV

CORRIDOR ALLIANCE

Mazatlán, Sinaloa, Mexico to Mexico/Texas border through nine U.S. states to Alberta and Saskatchewan, Canada.



CORRIDOR ALLIANCE

High Priority Corridors on the NHS

Corridor No. 14 Heartland Expressway (ISTEA-1991)

Between Rapid City, SD
and Denver, CO via
Scottsbluff, NE



Heartland
EXPRESSWAY



CORRIDOR ALLIANCE

High Priority Corridors on the NHS

**Corridor No. 27
Camino Real
(ISTEA-1991)**

**Wyoming to Sweetgrass,
MT via Great Fall, MT**



CORRIDOR ALLIANCE

High Priority Corridors on the NHS

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

**Mexican Border via
Interstate 27 to Denver,
Colorado.**



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CORRIDOR ALLIANCE

High Priority Corridors on the NHS

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

Canadian Border to Rapid
City, SD via Williston, ND



CORRIDOR ALLIANCE

Avoids congestion delays experienced in Interstate 35 and Interstate 25



CURRENT STATUS

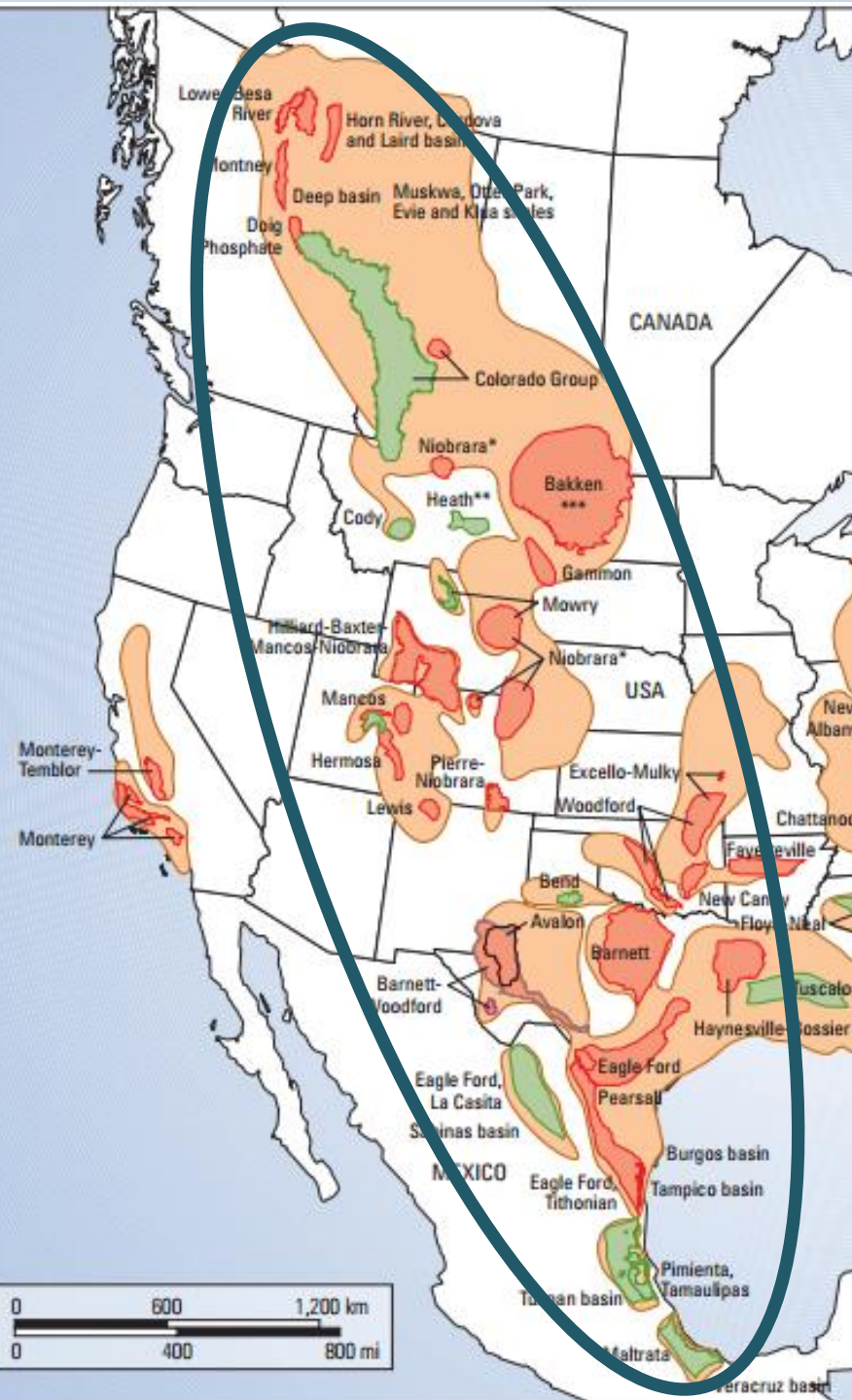
Over 270 member organizations

- **Municipalities**
- **Counties**
- **Economic Development**
- **Chambers of Commerce**
- **Business and Industry**



CURRENT STATUS

North America's Energy and Agriculture Heartland



CORRIDOR ALLIANCE

Currently 54.83% of the 3,088 mile complete Ports-to-Plains Corridor is four-lane or better.



CORRIDOR ALLIANCE

In 2014, state and federal funds supported \$1.07 billion of expansion and relief route construction projects across the entire Alliance region.



CORRIDOR ALLIANCE

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.



CORRIDOR ALLIANCE

Texas is exploring extending Interstate 27, which now connects Lubbock and Amarillo, north and south along the Ports-to-Plains corridor.



CORRIDOR ALLIANCE

New Mexico has completed four-lane across the northern tier connecting Raton and Clayton to the Texas Panhandle and beyond.



CORRIDOR ALLIANCE

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.



CORRIDOR ALLIANCE

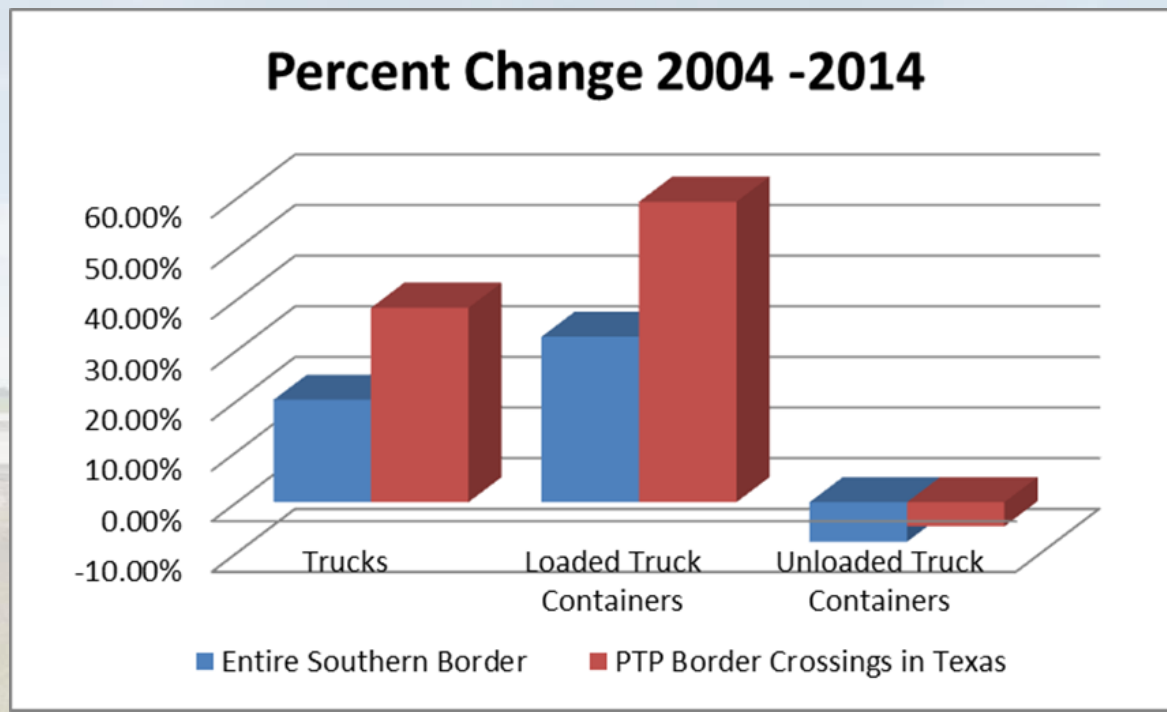
Over 2,032,363 trucks entered the United States in 2014 through these three border crossings.



CORRIDOR ALLIANCE



Since 2004 the market share for Mexico truck crossings for these three border crossings has increased 15.11%.



CORRIDOR ALLIANCE

Fourteen (14) border crossings from Portal, ND to the east and Sweetgrass, MT to the west are served by the Corridor



CORRIDOR ALLIANCE

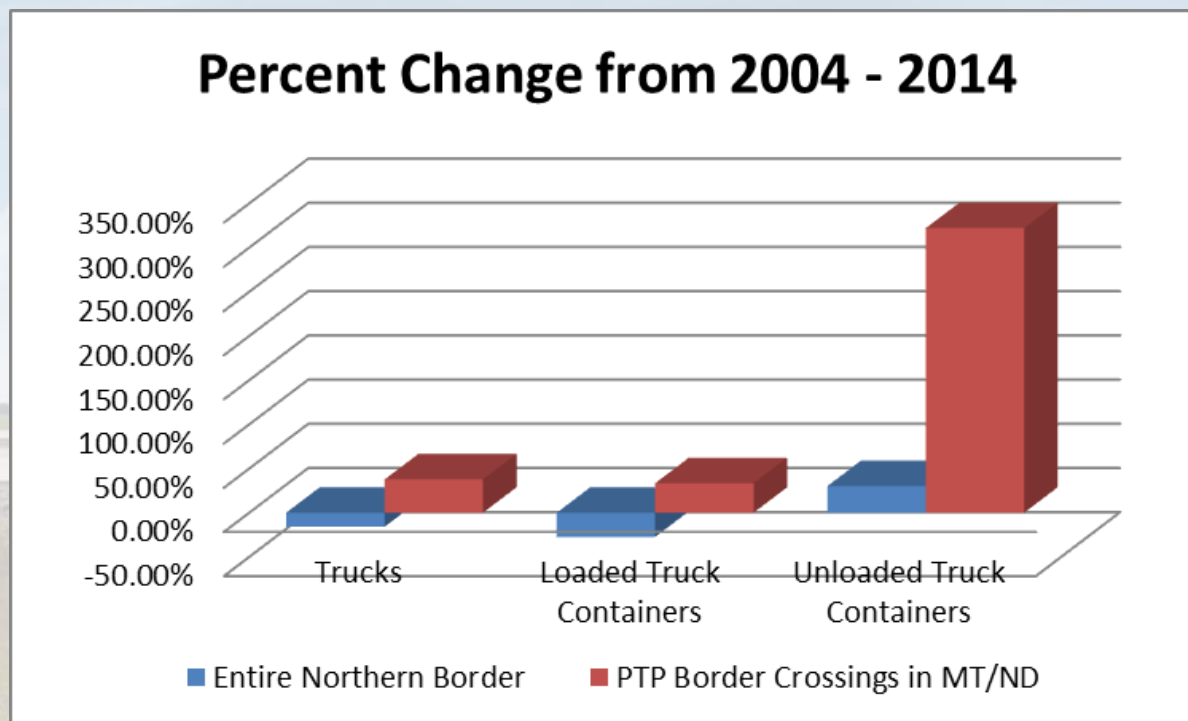
Fourteen (14) border crossings from Portal, ND to the east and Sweetgrass, MT to the west are served by the Corridor.

These crossings have experienced an increase of 37.6% in number of trucks entering the U.S. from Canada between 2004 and 2014.



CORRIDOR ALLIANCE

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.






CORRIDOR ALLIANCE

U.S. Highway 85 of the Theodore Roosevelt Expressway saw 72,000 permits for Oversize and overweight trucks in 2014.






FEDERAL ADVOCACY

MONTANA








Sen. John Walsh (D)
Sen. Jon Tonbar (D)
Rep. Steve Daines (R)
At-Large

KANSAS




Sen. Pat Roberts (R)
Sen. Jerry Moran (R)
Rep. Tim Huelskamp (R)
CD 5

COLORADO




Sen. Michael Bennet (D)
Sen. Mark Udall (D)
Rep. Scott Tipton (R)
Rep. Cory Gardner (R)
Rep. Doug Lamborn (R)
Rep. Mike Coffman (R)
Rep. Ed Perlmutter (D)
CD 3 CD 4 CD 5 CD 6 CD 7

NEW MEXICO








Sen. Tom Udall (D)
Sen. Martin Heinrich (D)
Rep. Ben Ray Lujan (D)
CD 3

OKLAHOMA


Sen. James Inhofe (R)
Sen. Tom Coburn (R)
Rep. Frank Lucas (R)
CD 3

TEXAS

Sen. John Cornyn (R)
Sen. Ted Cruz (R)
Rep. Mike Conaway (R)
Rep. Mac Thornberry (R)
Rep. Randy Neugebauer (R)
Rep. Pete Gallego (D)
Rep. Henry Cuellar (D)
CD 13 CD 19 CD 23 CD 28

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Ports-to-Plains Alliance Fly-In



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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**

Ports-to-Plains is a grassroots alliance of communities and businesses whose mission is to advocate for a robust transportation infrastructure to promote economic security and prosperity throughout North America's energy and agricultural heartland.

**A MODERN, EFFICIENT
AND SAFE
TRANSPORTATION
CORRIDOR**

**FIX THE HIGHWAY
TRUST FUND**

**INCREASE OVERALL
INVESTMENT**

**ENSURE FOCUSED
RESOURCES FOR
CRITICAL RURAL
FREIGHT/ENERGY
CORRIDORS**



PORTS-TO-PLAINS

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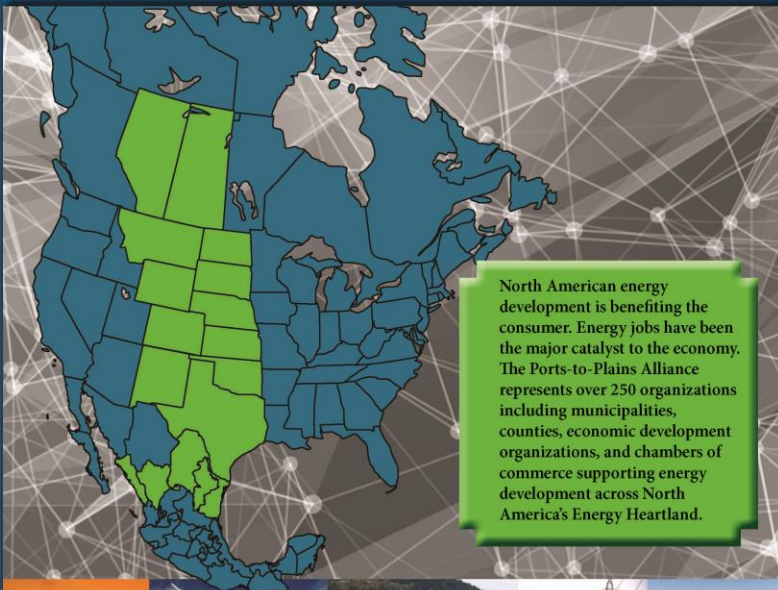


PORTS-TO-PLAINS

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2015 ENERGY POLICY AND FEDERAL RECOMMENDATIONS



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.





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Western States
Transportation Alliance

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:

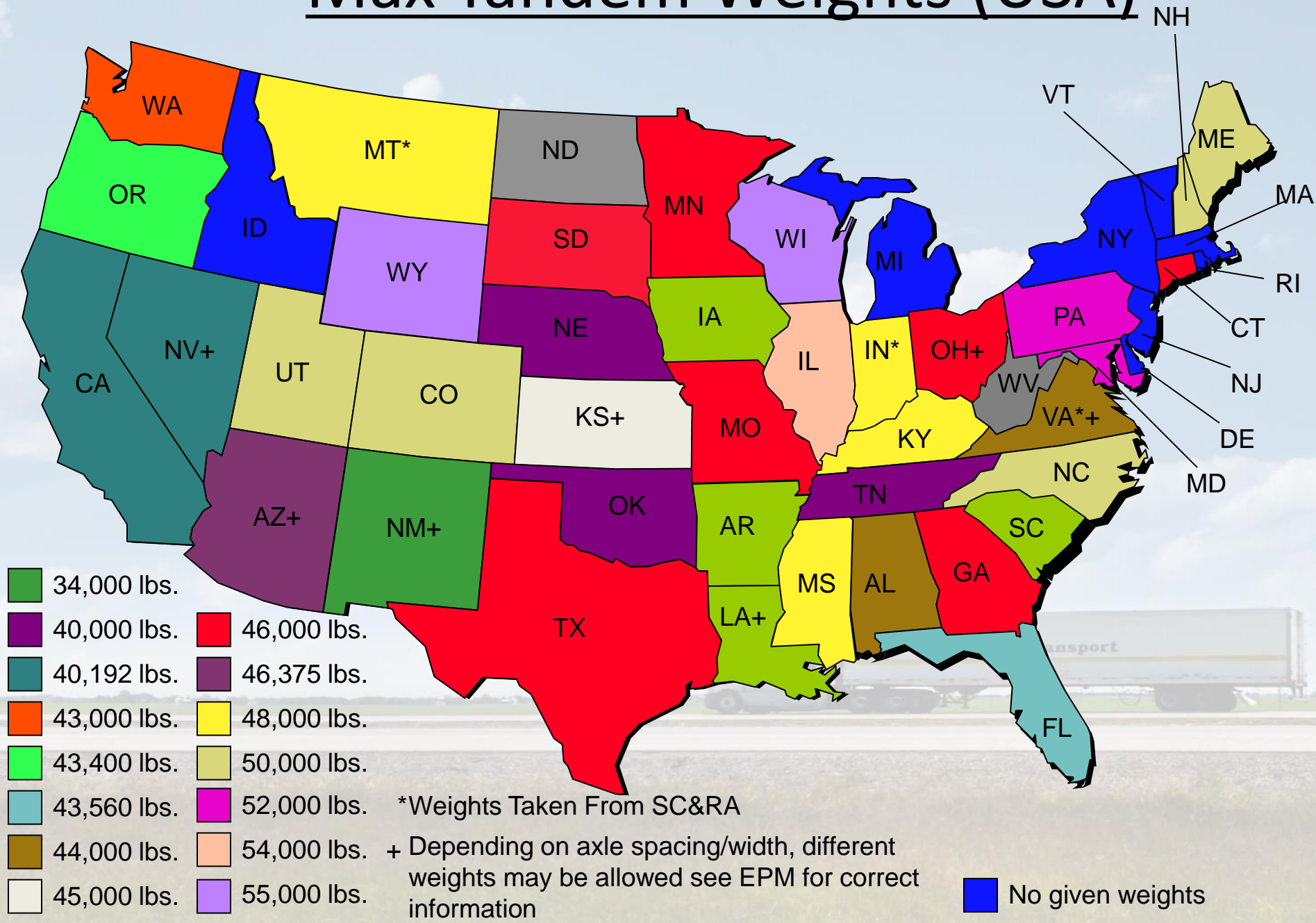
1. Lift the federal freeze on weight and size enacted by federal legislation in 1991 for these 14 states.
 2. Set limits on weight and size to not exceed 129,000 pounds gross vehicle combination weight or no longer than 100 feet cargo carrying length.
- The States in the compact agreement would have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

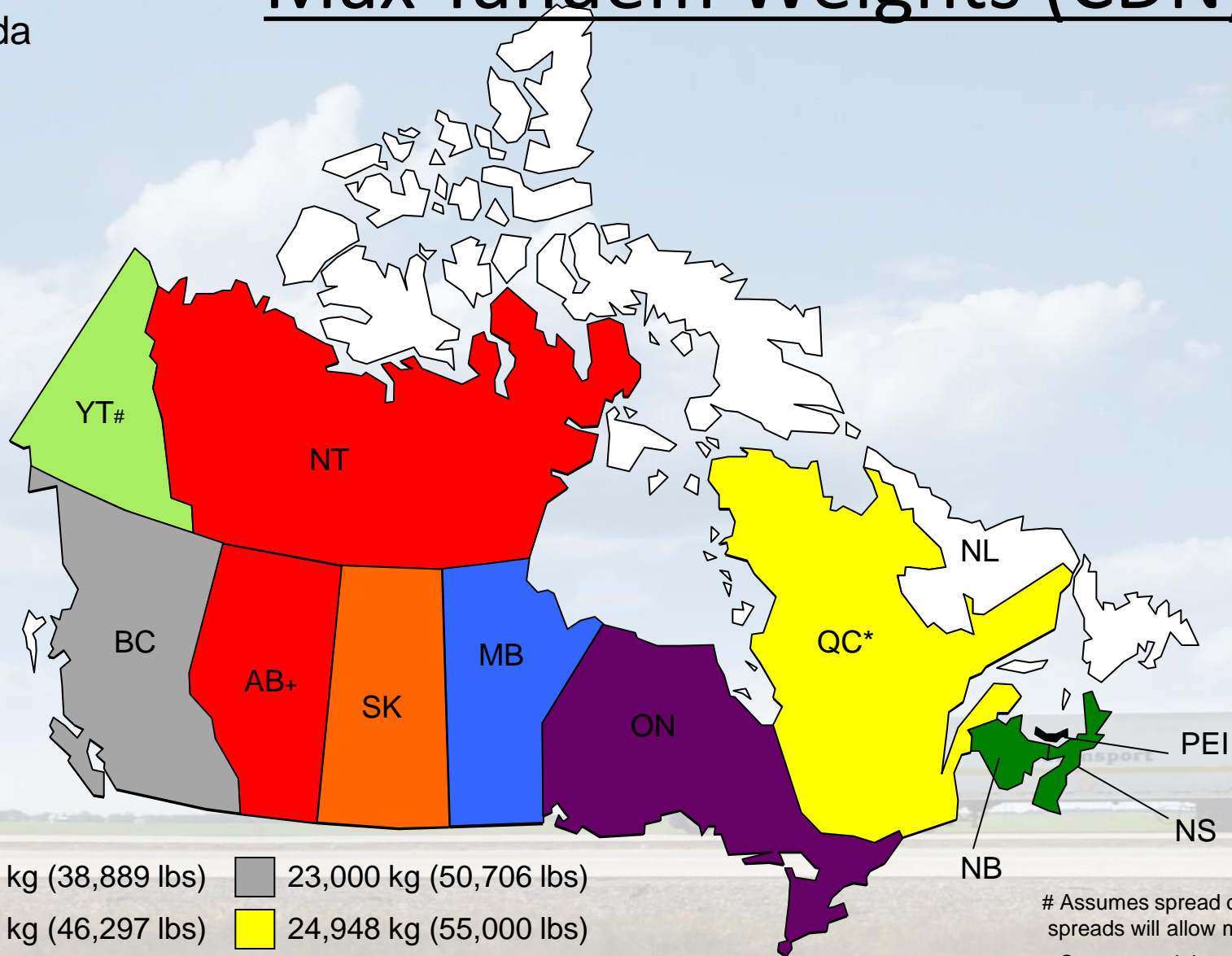
Ports-to-Plains Alliance supports the Western States Compact Request to Harmonize Commercial Vehicle Weight and Size Limits for LCV's

Max Tandem Weights (USA)



Max Tandem Weights (CDN)

Canada



17,640 kg (38,889 lbs)

21,000 kg (46,297 lbs)

21,480 kg (47,355 lbs)

22,700 kg (50,044 lbs)

23,000 kg (50,706 lbs)

24,948 kg (55,000 lbs)

9 kgs/mm of tire width

Based on Bridge Formula

26,308 kg (58,000 lbs)

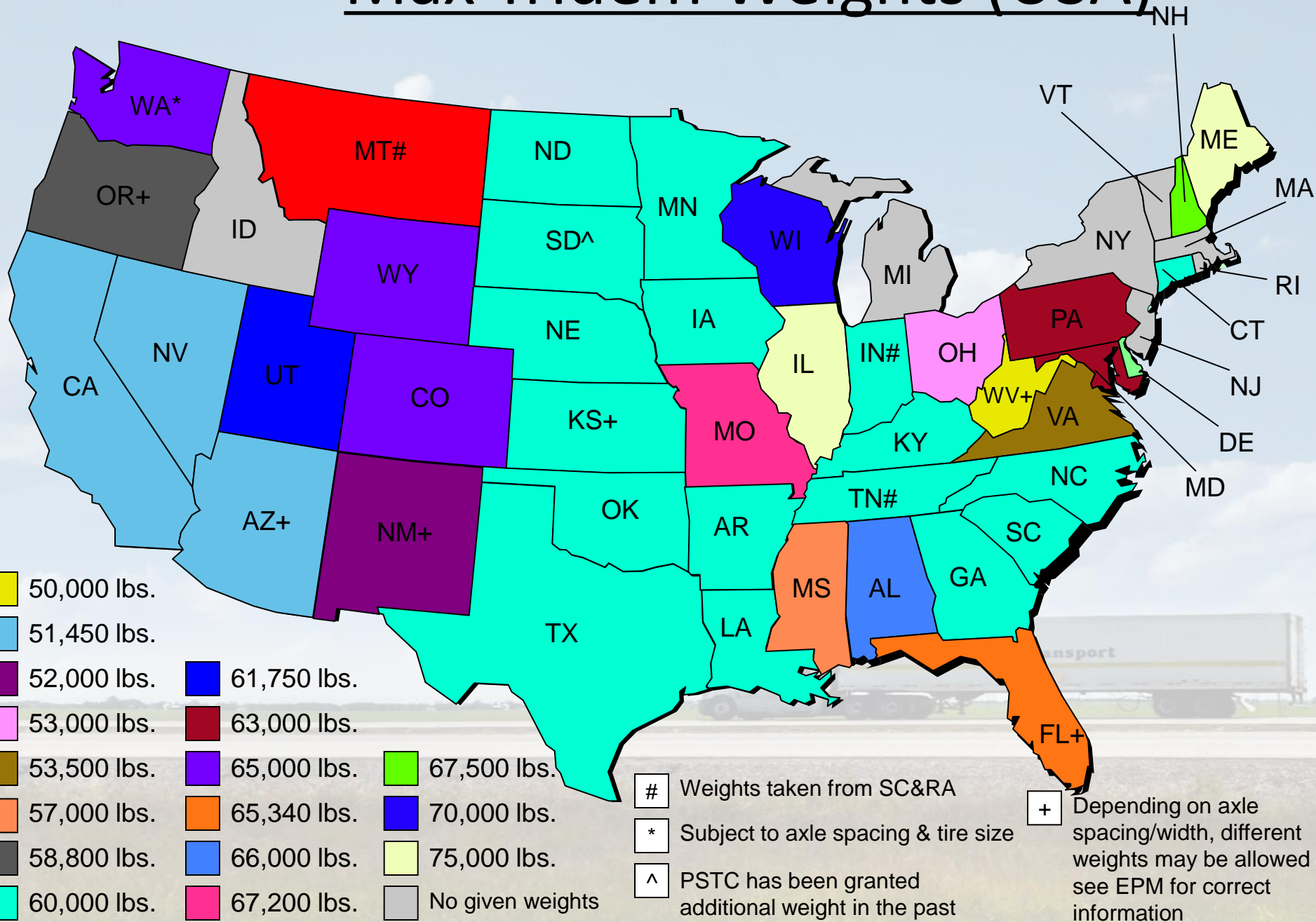
Unknown

Assumes spread of 1.6m; longer spreads will allow more weight

+ Summer weight, see EPM for seasonal increases/decreases

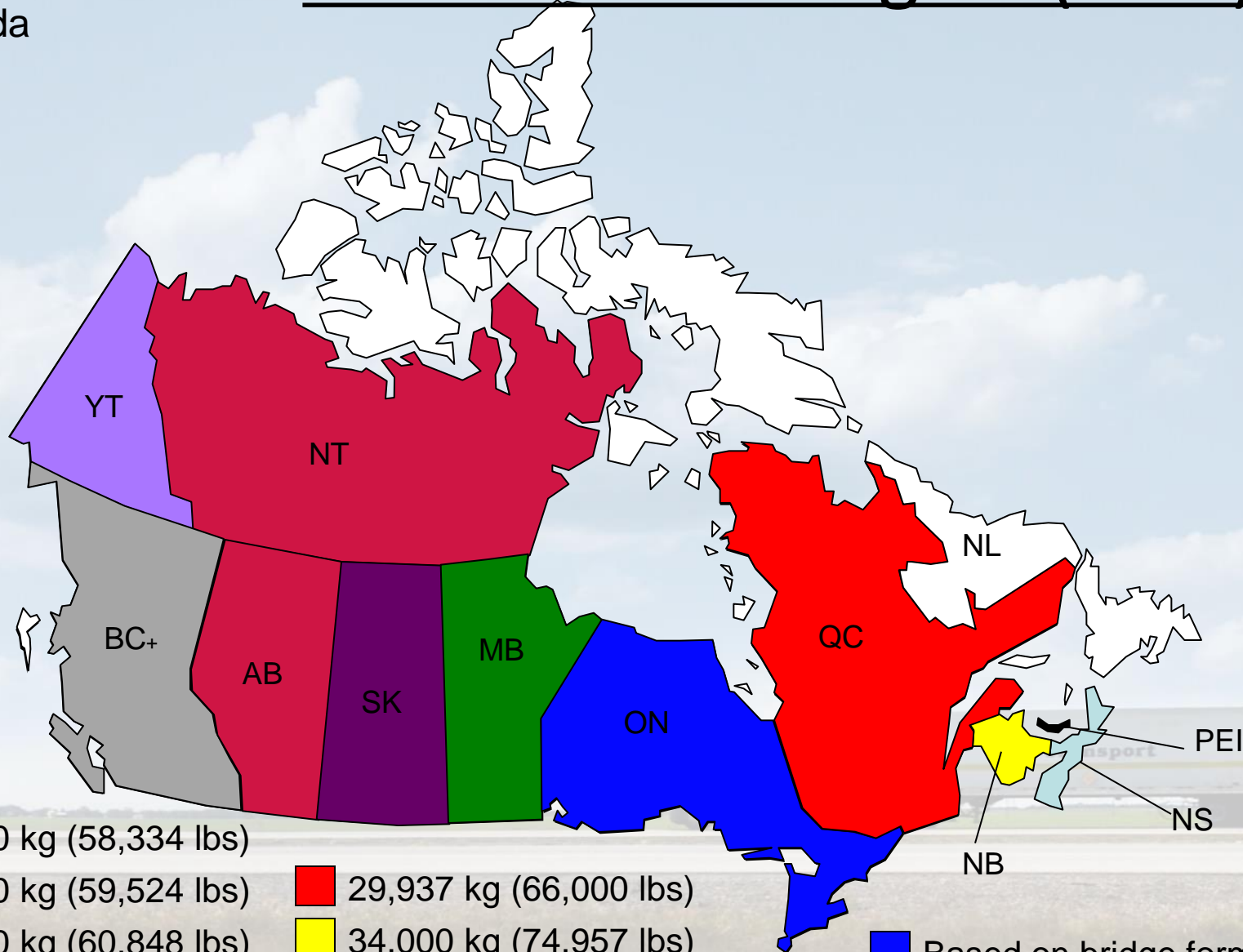
* Assumes 11" tires; thicker tires will allow more weight

Max Tridem Weights (USA)



Max Tridem Weights (CDN)

Canada



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)

34,000 kg (74,957 lbs)

33,565 kg (74,000 lbs)

9 kgs/mm of tire width

Based on bridge formula

Unknown

+ Assumes 3m spread; longer spread will increase allowed weight



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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.**



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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.





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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.





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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.





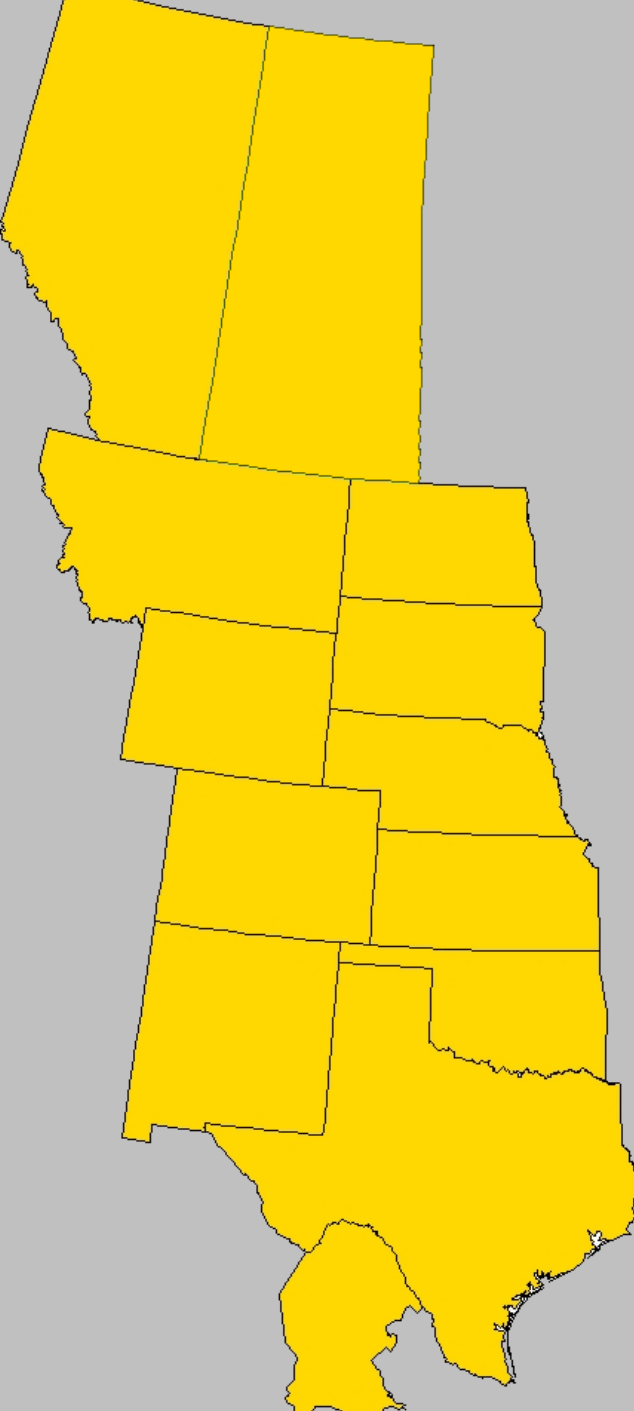
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Benefits of Western States Compact Request Identified in USDOT Study and State Reviews:

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.

A map of the United States with the central states highlighted in yellow. The highlighted states include Washington, Oregon, California, Nevada, Idaho, Utah, Arizona, New Mexico, Texas, Montana, Wyoming, Colorado, Nebraska, Kansas, Oklahoma, Missouri, Arkansas, Louisiana, Iowa, Minnesota, North Dakota, South Dakota, Wisconsin, Illinois, Indiana, Michigan, Ohio, Kentucky, Tennessee, Mississippi, Alabama, Georgia, Florida, and South Carolina.

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.

A background image showing a semi-truck on a highway under a blue sky with clouds. The truck is white with a yellow stripe and the word "Transport" is visible on its side. The truck is reflected in the wet pavement below it.

**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

