



PORTS-TO-PLAINS ALLIANCE

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



Transportation: Beyond the Elections: Looking Forward

If you missed this Webinar, you missed key information. The opportunity still remains as the Ports-to-Plains Alliance has released a video and presentation from the one hour webinar on November 30, 2012 by Jack Schenendorf, Ports-to-Plains Alliance Transportation Consultant in Washington, which looked at the possible effects of the elections, leadership and the fiscal cliff on transportation. Additionally, Mr. Schenendorf looked at possibilities for addressing HUTF's own cliff and the future reauthorization process in the 113th Congress.

Plains Alliance region supporting the findings of the Nebraska Division of Environmental Quality regarding the **Draft Evaluation Report for Keystone's proposed Nebraska Reroute of the Keystone XL Pipeline**. As of this writing, over 120 elected officials and leaders have agreed to have their name on this letter and a later letter to Nebraska Governor Dave Heineman.

You have the opportunity to be added to those letters but you must act today. Send an email to joe.kiely@portstoplains.com indicating your permission to use your name and provide your title, organization, city, state and zip code.

Keystone Pipeline has the potential to be a major economic driver that will also increase our energy security throughout the Ports-to-Plains region. If you are looking for additional information on the economic benefits specifically to Nebraska, I suggest: <http://www.keystonelinebraska.com/the-facts/jobs-and-economic-impact>. The portion of the pipeline that is passing through Nebraska is being reviewed by the Nebraska Division of Environmental Quality and ultimately must be approved by Nebraska Governor Dave Heineman. The Draft Evaluation Report for Keystone's proposed Nebraska Reroute of the Keystone XL Pipeline has been released and the documents are available at <http://www.ptpblog.com/official-blog-for-ptp-alliance/2012/10/31/keystone-xl-pipeline-ndeq-releases-pipeline-draft-evaluation.html>. The Evaluation Report's findings are summarized in the body of the letter to the Nebraska Division of Environmental Quality.

Key leaders from across the Ports-to-Plains region have previous supported letters to the State Department expressing support for the permitting of the project. We are now requesting elected officials and leaders to allow their names be added to two additional letters:

1. [Letter to Nebraska Division of Environmental Quality](#) supporting its findings to be presented at Public Hearing on December 4th
2. [Letter to by Nebraska Governor Dave Heineman](#) urging his approval of the Keystone route through Nebraska on a date to be determined once the Evaluation Study is finalized.

You know the Facts... but does your neighbor?

When it comes to transportation facts, you know the details. The history of transportation revenue ... the use details ... the role of transportation in the economy... Of course you do!

The real question is this... **Do your neighbors and friends know the transportation facts?**

In both Texas and Colorado there are serious discussions taking place regarding the future of the transportation systems that move people and goods throughout our states, nation and continent. Will we stop the deterioration of the system... stop increasing the future costs that come from doing nothing? Not unless your friends and neighbors know the facts!

The Ports-to-Plains Alliance is taking a lead in both Texas and Colorado in providing those facts in a simple, continuous, daily basis.

Of course you know:

- Nearly half of Texas' state and locally maintained urban roads are deteriorated
- TX rural traffic fatality rate is significantly greater than the fatality rate on all other roads in the state
- 23% of vehicle travel in the state occurred on rural, non-Interstate routes
- The total annual statewide cost to TX motorists of lost time & wasted fuel due to congestion is \$10.8 billion
- Under current funding scenarios, overall pavement quality is projected to decrease by 30 percent by 2022

Everyone knows:

- The 22 cent per gallon CO state gas tax was last raised in 1991
- Over the past five years, CDOT's budget has decreased by about 30% - from \$1.6b to \$1.1b in 2012
- When gas prices increase in CO, the amount of tax paid remains the same per gallon
- 31% of CO's major urban highways are congested
- 34% of Colorado's major roads are in poor or mediocre condition

Of course they know... or do they?

Are you sharing the facts with your friends and neighbors?

Every working day, the Ports-to-Plains Alliance will provide you with two facts about the transportation system. All you need to do is share them with your friends and neighbors.

Some of you are sharing where you drank coffee today! Facebook, Twitter and LinkedIn all provide shared information to your network of neighbors and friends. Simply **SHARE, COMMENT** or **RETWEET** the Transportation Facts every day. And... perhaps your friends and neighbors will share the facts with their friends and neighbors... who will share with...

It starts with you... otherwise they may never know the value of the transportation system or the cost of a poor system. Start with the links at the bottom of this newsletter!

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Upcoming Activities of the Ports-to-Plains Alliance

- December 4 -- [Keystone XL Pipeline Draft Evaluation Report Public Hearing](#), Albion, NE
- February 17 -- Ports-to-Plains Alliance Board of Directors Meeting, Austin, TX
- February 17-19 -- [8th Annual Texas Transportation Forum](#), Austin, TX



Shuster Selected Chairman of the House Transportation & Infrastructure Committee

TRANSPORTATION

Texas: Highway leader says time to turn away from debt for roads

The Texas Department of Transportation will spend 10 percent of its next two-year budget on debt payments, the legacy of a several-year borrowing binge — conceived by the Legislature and approved by voters — that allowed the agency to spend tens of billions on new construction in the state's larger urban areas. Incurring more than \$17 billion in debt — and this doesn't include other borrowing such as the \$2.2 billion for three Central Texas tollways and private debt on roads built under long-term leases with TxDOT — allowed the Legislature to put off raising transportation taxes or fees at a time when explosive growth and an aging road system required massive highway spending...

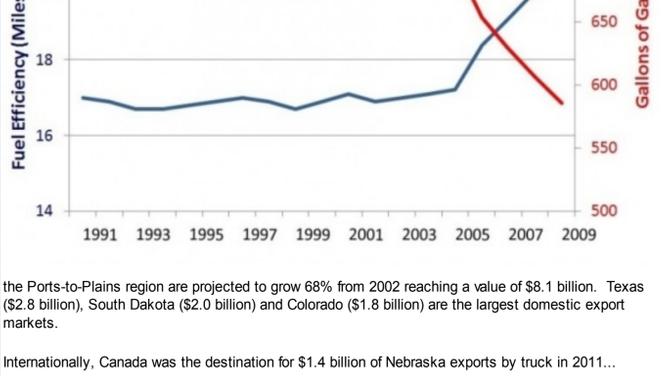
Fiscal cliff: How Colorado transportation will be affected



Less fuel tax revenue is causing Texas-size transportation problems

"We pay \$321 a year in fuel taxes, but the cost associated with wasted time, fuel and maintenance costs is about \$6,000 per year per household," he said. "It's false economy to say, guys, we can't afford to spend money on transportation solutions; We can't afford not to."

Effect of Fuel Efficiency on Consumption of Gasoline



the Ports-to-Plains region are projected to grow 68% from 2002 reaching a value of \$8.1 billion. Texas (\$2.8 billion), South Dakota (\$2.0 billion) and Colorado (\$1.8 billion) are the largest domestic export markets.

Internationally, Canada was the destination for \$1.4 billion of Nebraska exports by truck in 2011...

Markets, broad and deep

Trains, planes and automobiles in Leduc, AB

ENERGY

Wind power sweeps Texas into higher green spot

Texas is the third-friendliest state for renewable energy, rising in the biannual Ernst & Young ranking because of improvements to transmission lines that carry wind-generated power across the state.

Texas jumped two spots in Ernst & Young's renewable energy attractiveness index released this month, behind only California and Colorado...

Ernst & Young Renewable Energy Attractiveness Study



U.S. Representative Rick Berg (ND) 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-NE
Senator Mike Johanns	R-NE
Rep. Rick Berg	R-ND

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