PORTS TO PLAINS ALLIANCE

Completing the Ports-to-Plains Corridor Interstate

A nine-state economic case for coordinated Interstate investment

The 2,049-mile study corridor crosses Colorado, Montana, Nebraska, New Mexico, North Dakota, Oklahoma, South Dakota, Texas and Wyoming. Interstate-standard improvements would reduce transportation costs, improve access to suppliers and customers, and strengthen regional production. The REMI analysis finds substantial activity during construction and sustained economic gains after the improved network is in service.

Economic contribution during construction

Statewide effects across nine states	Construction total
Economic output	$175.820 billion
Gross domestic product	$97.820 billion
Jobs supported	862,982
Tax revenue	$8.150 billion

Construction spending supports contractors, suppliers and businesses serving workers and their households. These are static economic impacts over the construction program; the 862,982 jobs-supported figure is not a count of permanent positions. Procurement, workforce preparation and the sequencing of projects will shape where and when these effects occur.

A lasting mobility contribution

Annual effects above baseline	2055	2080
Economic output	$12.247B	$36.671B
Additional jobs	37,129	59,057
Gross domestic product	—	$15.773B
Tax revenue	—	$1.243B

Annual output rises as lower travel and freight costs reach more firms and households. Across 2055–2080, mobility impacts sum to $644.328 billion in output and $23.724 billion in tax revenue in constant 2025 dollars. In 2080, 90.7% of the net detailed employment gain occurs outside transportation and warehousing, including health care, manufacturing, construction, government, retail and professional services.

Interpretation. The construction and mobility measures have different time periods. Output is total production, while GDP is value added; they must not be added together. These undiscounted economic impacts are not a project benefit–cost ratio or a forecast of money available for highway financing.

From regional gains to a connected corridor

The nine states share one transportation challenge: benefits depend on useful connections across state lines, not isolated segments. In 2080, every corridor state has a positive modeled output and employment effect. Texas and Colorado account for $31.139 billion of the $36.671 billion annual output gain; the other seven states contribute $5.532 billion and 10,453 additional jobs.

Annual mobility effects by state in 2080

State	Output above baseline	Additional jobs
Texas	$23.505B	34,323
Colorado	$7.634B	14,281
Nebraska	$1.964B	3,433
South Dakota	$1.352B	2,895
North Dakota	$0.822B	1,765
Wyoming	$0.389B	370
Oklahoma	$0.379B	842
Montana	$0.315B	342
New Mexico	$0.311B	806
Nine-state total	$36.671B	59,057

Policy priorities for delivery

1 Create a predictable funding pathway. A multi-state Future Interstate formula program would let states coordinate long-range planning, project development and phased construction across the full network.

2 Complete a coordinated feasibility study. Use a common corridor framework to identify missing links, compare alternatives, and prioritize travel-time, vehicle operating-cost, safety and freight-reliability improvements.

3 Finish designation and numbering work. Advance Future Interstate designation and I-27 route numbering north of Texas and New Mexico while preserving practical flexibility for environmental review and state-level route decisions.

Make the modeled gains measurable

Package projects around complete trips between business locations and markets. Coordinate opening dates with local access, industrial-site readiness and workforce needs. Measure travel times, freight operating costs and accessibility before and after delivery, then compare those results with the assumptions used in project evaluation.

Source and scope. Ports-to-Plains REMI Combined Report, September 2026, drawing on the nine state workbooks and the prior construction report. All regional monetary figures here use constant 2025 dollars as reported in the combined study. The study area is not a claim that every segment already has I-27 route designation. Federal priorities above are Alliance recommendations; the model estimates economic impacts, not the benefits or costs required for a formal benefit–cost analysis.