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REMI Study Projects Major Economic Gains from Completing the Ports-to-Plains Interstate Corridor

Nine-state analysis estimates \$36.67 billion in additional annual economic output and 59,057 additional jobs in 2080

The Ports-to-Plains Alliance is highlighting a new REMI Consulting report that projects substantial economic gains from developing the I-27 and Ports-to-Plains Interstate corridor across nine states. The October 2026 analysis examines how construction investment and improved transportation connections could support businesses, workers, and communities throughout the region.

The study estimates that lower transportation costs and improved access could generate **\$36.67 billion in additional annual economic output, \$15.77 billion in additional annual gross domestic product, and 59,057 additional jobs in 2080**. These ongoing mobility impacts are separate from the economic activity associated with building the corridor.

The assessment covers a 2,049-mile corridor across Colorado, Montana, Nebraska, New Mexico, North Dakota, Oklahoma, South Dakota, Texas, and Wyoming. All monetary results are expressed in constant 2025 dollars.

Construction supports jobs and business activity

During an assumed 25-year construction period, corridor development is estimated to support an average of **34,519 jobs annually**, along with **\$7.03 billion in annual economic output** and **\$3.91 billion in annual GDP**.

Those effects extend through purchases of labor, materials, equipment, and professional services, supporting contractors, suppliers, and businesses serving workers and their households. Over the full construction period, the report estimates \$175.82 billion in cumulative economic output.

Improved mobility supports lasting economic growth

After construction, the corridor's economic contribution comes from lower transportation costs and improved access to suppliers, customers, and workers. Those changes can reduce business costs, strengthen competitiveness, and support additional production and investment.

The benefits extend well beyond freight transportation. According to the report, **90.7% of the net additional employment projected for 2080 occurs outside transportation and warehousing**. Manufacturing, health care, retail, accommodation and food services, professional services, and other industries participate in the broader economic response.

All nine states record positive output and employment effects in 2080. The findings demonstrate how improved transportation connections can support both the region's production industries and the community services sustained by business and household spending.

Economic growth expands the public revenue base

Across the construction and mobility phases, the report estimates **\$71 billion in cumulative federal tax revenue** and **\$31.87 billion in cumulative state and local tax revenue**.

The federal estimate includes \$17.51 billion during construction and \$53.49 billion during the mobility period of 2055–2080. These figures describe tax revenues associated with the modeled economic activity; they do not represent funding committed or available to a particular highway program.

Moving from findings to implementation

The report identifies coordinated project delivery, measurable transportation savings, and connections to business locations as important implementation priorities. It also emphasizes aligning corridor improvements with local road access, utilities, industrial-site readiness, and workforce availability.

For the Ports-to-Plains Alliance, the findings provide a foundation for discussions with federal, state, and local partners about advancing corridor development and strengthening connections between rural communities and larger markets.

The results are modeled estimates rather than guaranteed outcomes. Realizing the projected gains will depend on delivering the transportation improvements and cost reductions underlying the analysis.

About the study

I-27 and Ports-to-Plains Corridor Economic Impact, prepared by REMI Consulting in October 2026, aggregates economic results across nine states and reports construction and ongoing mobility impacts separately. The research team includes Principal Investigator Billy Leung, Project Manager Sean McCarthy, and Analyst Sea Kay Leung.

Media contact:

Joe Kiely
Vice President of Operations
Ports-to-Plains Alliance
Ph: 719-740-2240
joe.kiely@portstoplains.com