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Building the Ports-to-Plains Interstate Corridor Could Support Nearly 34,500 Jobs Annually Across Nine States

REMI study projects $175.82 billion in cumulative economic output during an assumed 25-year construction period

Developing Future I-27 and the broader Ports-to-Plains Interstate corridor could support an average of **34,519 jobs annually across nine states** during construction, according to an October 2026 economic impact report prepared by REMI Consulting.

The analysis estimates that corridor construction would generate an average of **$7.03 billion in annual economic output and $3.91 billion in annual gross domestic product**. These findings reflect economic activity across **Colorado, Montana, Nebraska, New Mexico, North Dakota, Oklahoma, South Dakota, Texas, and Wyoming**.

The Ports-to-Plains Alliance is highlighting the construction findings as part of a series examining the corridor's economic potential. **Individual press releases will follow for each of the nine states**, presenting state-specific findings and their implications for businesses, workers, and communities.

Construction spending reaches beyond the work zone

Building an Interstate corridor creates demand for workers, materials, equipment, engineering, and other professional services. That spending supports contractors and suppliers, while purchases by businesses and workers extend the economic activity into local communities.

The REMI construction estimates capture these broader effects. The projected employment includes jobs supported throughout the economy—not solely highway construction positions.

For communities along the corridor, development could create opportunities for material suppliers, equipment providers, transportation businesses, lodging establishments, restaurants, retailers, and other service providers. Preparing workers and businesses to participate will be an important part of coordinating project delivery.

A sustained contribution during corridor development

The report assumes construction investment is distributed evenly over 25 years. Across that period, the nine-state construction impacts are estimated to total:

- **$175.82 billion in economic output**, reflecting business production and sales.
- **$97.82 billion in gross domestic product**, measuring value added within the regional economy.
- **862,982 job-years of employment**, equivalent to an average of approximately 34,519 jobs supported annually.
- **$8.15 billion in state and local tax revenue**.
- **$17.51 billion in estimated federal tax revenue**.

A job-year represents one job supported for one year. The cumulative employment estimate therefore does not represent 862,982 individual workers or permanent positions. Economic output and GDP are different measures and should not be added together.

Coordinating investment across nine states

The study examines a 2,049-mile corridor connecting production regions, communities, and markets across the nine-state study area. Its construction findings illustrate the economic activity associated with delivering that transportation infrastructure.

Actual construction activity would vary with project schedules, funding, engineering, environmental review, and procurement. The annual figures are averages under the study's assumed construction schedule, rather than forecasts of identical activity every year.

The report recommends coordinating corridor delivery with local access improvements, utility readiness, and workforce programs. These efforts can help communities and businesses prepare for construction and position themselves to use improved highway connections.

Construction and ongoing mobility provide distinct benefits

Construction impacts occur as investment purchases labor, materials, equipment, and services. The report separately evaluates the continuing economic effects of improved mobility and lower transportation costs after improvements are delivered.

This release focuses on construction-related economic activity across all nine states. Upcoming state releases will provide a closer look at how the modeled economic effects are distributed throughout the corridor.

All monetary figures are expressed in constant 2025 dollars. Results are modeled estimates based on the study's assumptions.

About the study

I-27 and Ports-to-Plains Corridor Economic Impact, prepared by REMI Consulting in October 2026, brings together results for nine states and presents construction and ongoing mobility impacts separately.

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