



# PORTS-TO-PLAINS

## ALLIANCE

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



## Theodore Roosevelt EXPRESSWAY



**PUBLIC SAFETY AND  
TRANSPORTATION  
COMMITTEE**

**August 4, 2010**



## Presentation Outline

- Theodore Roosevelt Expressway and Ports-to-Plains Alliance
- Purpose of a Corridor
- Advocacy Efforts





# Theodore Roosevelt Expressway and Ports-to-Plains Alliance







# Theodore Roosevelt Expressway and Ports-to-Plains Alliance

- [www.trexbpressway.com](http://www.trexbpressway.com)
- [www.portstoplains.com](http://www.portstoplains.com)

# Theodore Roosevelt Expressway and Ports-to-Plains Alliance





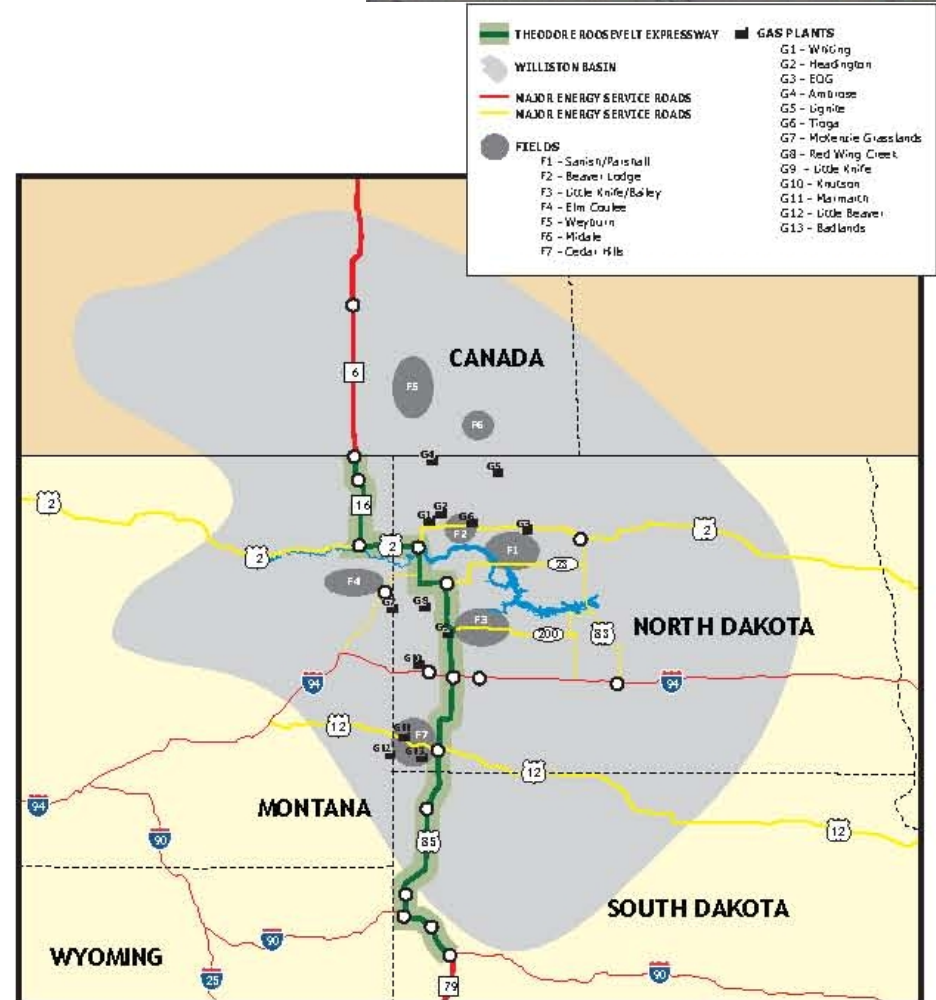


# Purpose of a Corridor



# Purpose of the Corridor

## The Bakken and Three Forks







# Purpose of the Corridor

## TRE Energy Industry Facts and Figures:



- TRE is the central corridor in the Williston Basin for daily production in excess of 400,000 barrels.
- Estimated production in the Bakken exceeding 300,000 barrels per day - summer, 2010.
- TRE provides a transportation corridor for oil rigs, pipe, steel and supplies from Edmonton, Calgary and Regina to the north and Houston, Dallas and Denver from the south.
- TRE transports tens of thousands of barrels of daily production to tank farms for pipeline transport.
- TRE is a collector corridor for six major east-west highway systems that service major oil development areas.
- TRE provides a safe and efficient highway for over 300 oil service companies and crew transport throughout the Williston Basin.



# Resources to Assist Oil Producing Communities

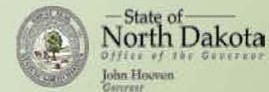
## **\$1.35 Billion Statewide for Transportation '10-11**

- 50% Increase, from \$900 million to \$1.35 billion in transportation funding
- \$500 Million Available for Rural State Roadways

### **Major Highway Project Examples:** (plus additional projects)

US 85	\$60 Million
ND 12	\$27 Million
ND 8	\$15 Million
ND 23	\$14 Million
ND 22	\$14 Million

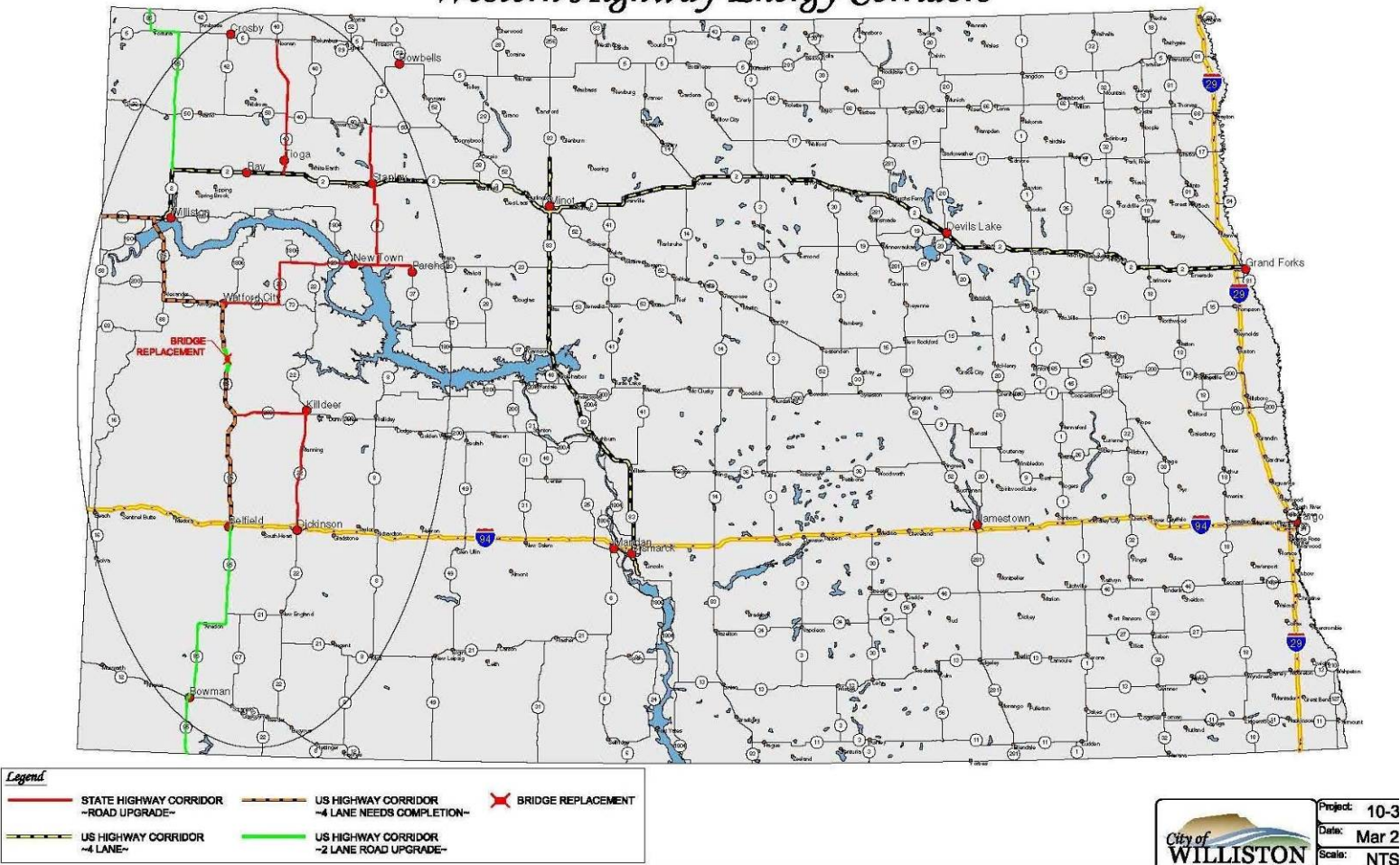
Presentation Materials Available  
<http://governor.nd.gov/>





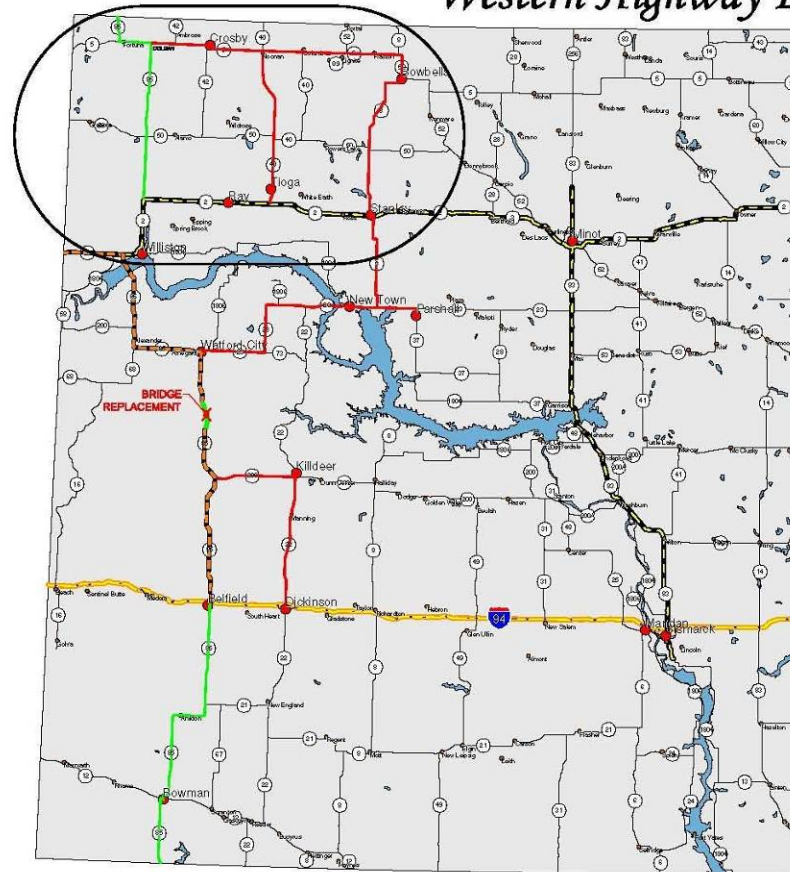


# Western Highway Energy Corridors





## Western Highway Energy Corridors



### NORTH OIL LOOP

HIGHWAY 2  
HIGHWAY 8  
HIGHWAY 5  
HIGHWAY 85  
HIGHWAY 40 / COUNTY 21

~WILLISTON TO STANLEY~  
~STANLEY TO BOWBELLS~  
~BOWBELLS TO COLGAN~  
~COLGAN TO WILLISTON~  
~TIOGA TO NOONAN~

<b>Legend</b>			
STATE HIGHWAY CORRIDOR ~ROAD UPGRADE~	US HIGHWAY CORRIDOR ~4 LANE NEEDS COMPLETION~	BRIDGE REPLACEMENT	
US HIGHWAY CORRIDOR ~4 LANE~	US HIGHWAY CORRIDOR ~2 LANE ROAD UPGRADE~		

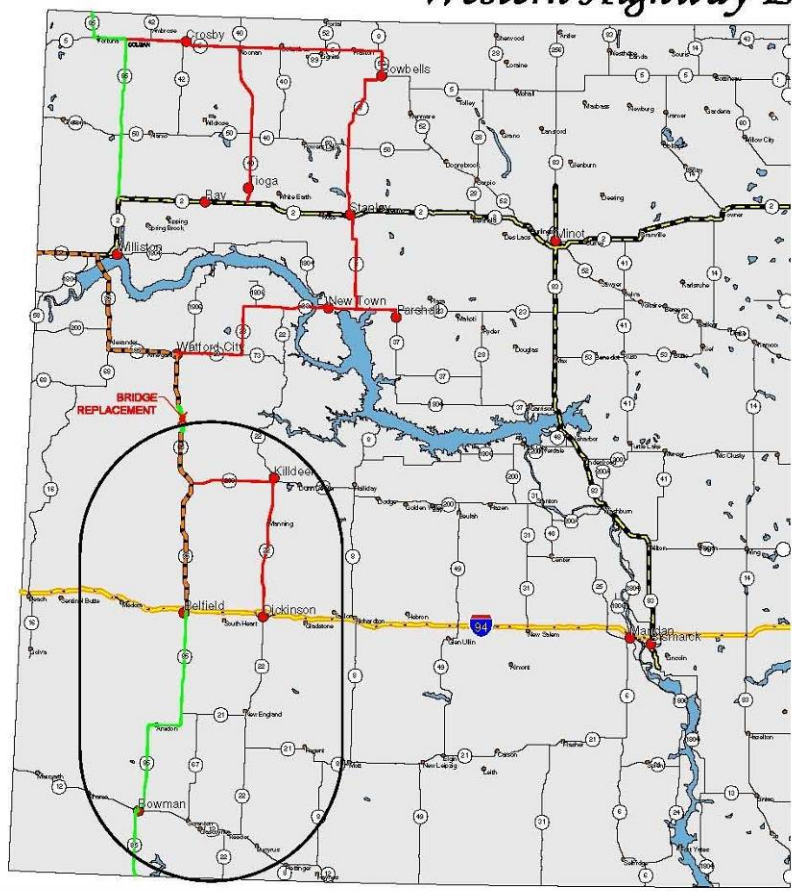


Project:  
Date:  
Scale:





# *Western Highway Energy Corridors*



**SOUTHERN OIL LOOP**  
HIGHWAY 85 ~GRASSY BUTTE TO BOWMAN~  
INTERSTATE 94 ~BELFIELD TO DICKINSON~  
HIGHWAY 22 ~DICKINSON TO KILLDEER~  
HIGHWAY 200 ~KILLDEER TO GRASSY BUTTE~

**Legend**

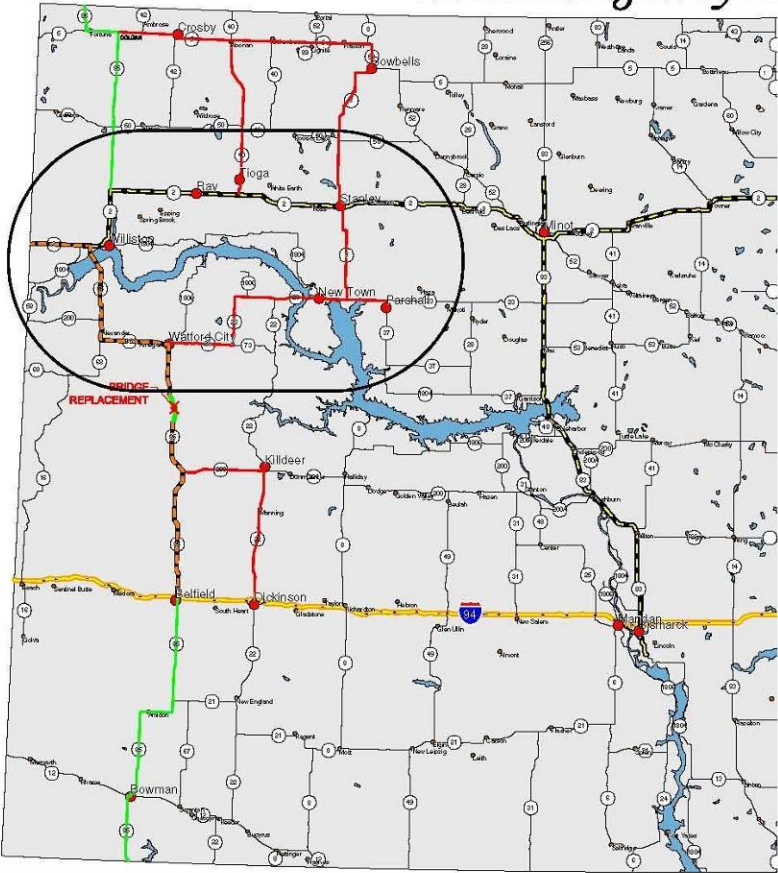
STATE HIGHWAY CORRIDOR ~ROAD UPGRADE~	US HIGHWAY CORRIDOR ~4 LANE NEEDS COMPLETION~	BRIDGE REPLACEMENT
US HIGHWAY CORRIDOR ~4 LANE~	US HIGHWAY CORRIDOR ~2 LANE ROAD UPGRADE~	



Proj  
Date  
Scale



# *Western Highway Energy Corridors*



- CENTRAL OIL LOOP**
- HIGHWAY 85 ~WILLISTON TO WATFORD CITY~
  - HIGHWAY 23 ~WATFORD CITY TO PARSHALL~
  - HIGHWAY 8 ~NEWTOWN TO STANLEY~
  - HIGHWAY 2 ~STANLEY TO WILLISTON~

**Legend**

STATE HIGHWAY CORRIDOR ~ROAD UPGRADE~	US HIGHWAY CORRIDOR ~4 LANE NEEDS COMPLETION~	BRIDGE REPLACEMENT
US HIGHWAY CORRIDOR ~4 LANE~	US HIGHWAY CORRIDOR ~2 LANE ROAD UPGRADE~	

Project

Date:

Scale:



## Western Highway Energy Corridors



**Legend**

- STATE HIGHWAY CORRIDOR  
~ROAD UPGRADE~
- US HIGHWAY CORRIDOR  
~4 LANE~

**LONG X BRIDGE REPLACEMENT**  
CURRENT STRUCTURE REQUIRES ALMOST 100 MILE  
DETOUR FOR CERTAIN OVER SIZED LOADS.

*1.9 million dollars in maintenance  
including repainting and resurfacing???*



# Traffic Counts

**Table 11: Traffic Volume Growth Before and During Oil Boom**

	Average Annual Growth from 1998 to 2005		Average Annual Growth from 2005 to 2008	
TRE Sections	Total Traffic	Truck Traffic	Total Traffic	Truck Traffic
Section 1	-0.8%	3.8%	8.4%	15.7%
Section 2	-1.6%	3.6%	9.0%	11.4%
Section 3	1.0%	3.8%	-1.8%	-1.2%

**Table 8: ND Traffic Volumes**

TRE Section	2008 Average AADT <sup>16</sup>	2008 Average TAADTT <sup>17</sup>	2008 % Trucks
Section 1	2,100	470	22%
Section 2	1,560	370	24%
Section 3	1,250	230	18%

**ATR Location US 85**

**5.1 Miles N of Belfield**

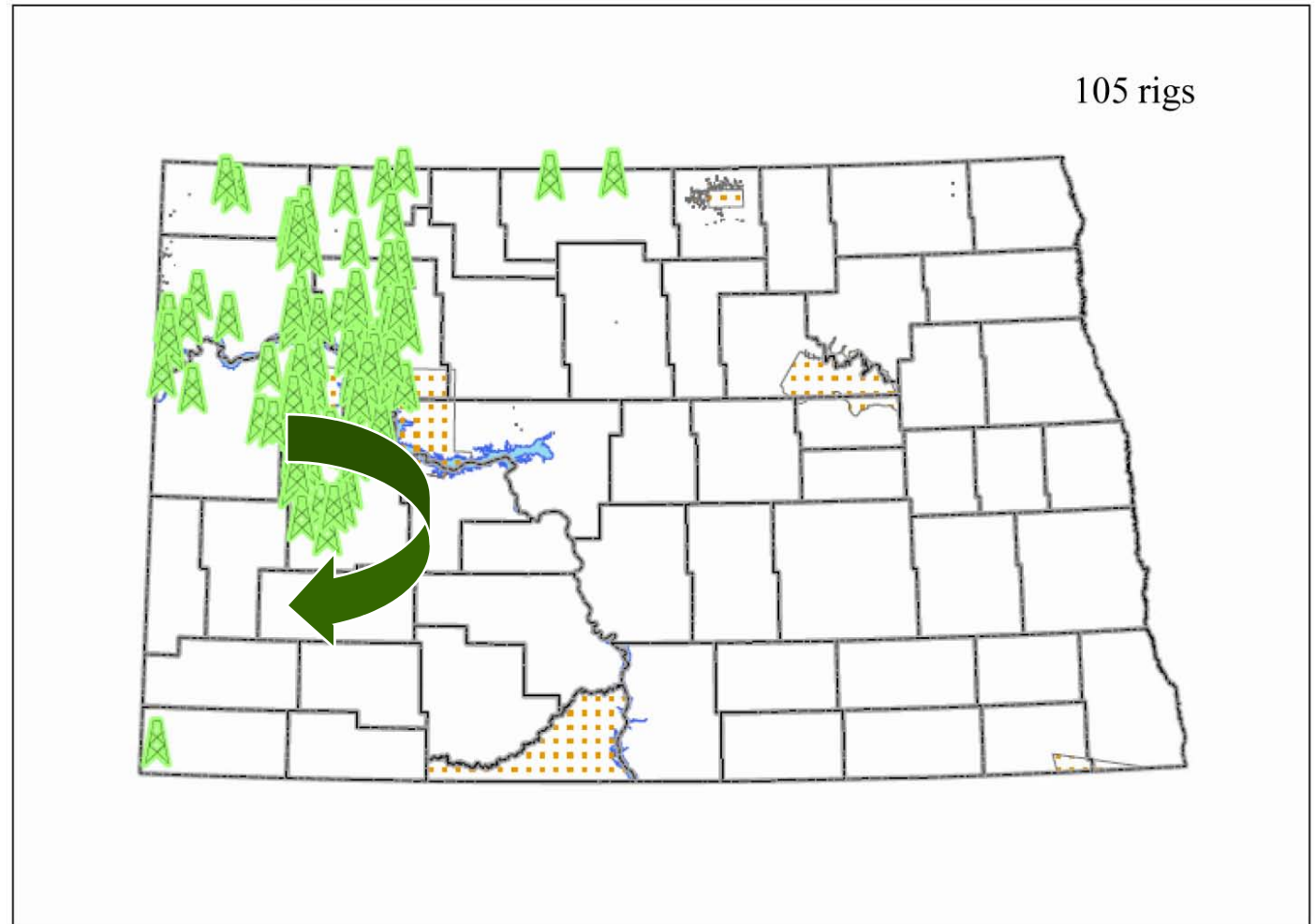
Year	Total AADT	Truck ADT	% Trucks		
2008	1,807	507	28.06%	Truck increase 2002-2008	14.29% per year
2007	1,754	475	27.08%	Total Increase 2002-2008	4.74% per year
2006	1,649	398	24.14%	Truck increase from 2005-2008	24.35% per year
2005	1,468	293	19.96%		







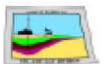
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0 35 70 140 Miles

Prepared by N.D.I.C.  
Oil and Gas Division  
DATE: 4/8/2010  
Time: 9:00:33 AM



# Traffic Counts

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2005	1,468	293	19.96%		





# Purpose of the Corridor North Dakota Trade



## Domestic Trade (9 State Region)

### Top Trading Partners (Exports)

- #1 South Dakota
- #2 Montana
- #3 Texas





# Purpose of the Corridor North Dakota Trade



## Domestic Trade (9 State Region)

State	Rail	Truck	Total	Total Percent of Regional Trade	Truck Percent of Regional Trade
Colorado	\$ 38	\$ -	\$ 38	2.3%	0.0%
Montana	\$ -	\$ 398	\$ 398	24.1%	25.2%
Nebraska	\$ -	\$ 151	\$ 151	9.2%	9.6%
New Mexico	\$ 32	\$ -	\$ 32	1.9%	0.0%
Oklahoma	\$ -	\$ -	\$ -	0.0%	0.0%
South Dakota	\$ -	\$ 745	\$ 745	45.2%	47.2%
Texas	\$ -	\$ 285	\$ 285	17.3%	18.0%
Wyoming	\$ -	\$ -	\$ -	0.0%	0.0%
TOTAL	\$ 70	\$ 1,579	\$ 1,649	100.0%	100.0%





# Purpose of the Corridor North Dakota Trade



Mexico (through Ports of Laredo, TX; Eagle Pass, TX and Del Rio, TX)

## Exports by Truck

2004	\$3.5 million
2008	\$11.1 million
Change	212.7%

## Imports by Truck

2004	\$15.9 million
2008	\$27.9 million
Change	75.5%



# Purpose of the Corridor North Dakota Trade



Canada (through Ports of Sweetgrass, MT,  
Wild Horse, MT; Raymond, MT and Portal,  
ND)

## Exports by Truck

2004	\$95.4 million
2008	\$374.4 million
Change	292.5%

## Imports by Truck

2004	\$137.9 million
2008	\$380.1 million
Change	175.7%



# Purpose of the Corridor North Dakota Trade



"The reconstruction of the U.S. 40 and 287 segments of the Ports-to-Plains route is one of our major goals. Since it's a designated freight corridor, it's important not just to Colorado but to the U.S. transportation system due to its current and future use as a major truck route."

*Russell George, Executive Director, Colorado Department of Transportation*





# Advocacy Efforts





# Advocacy Effort



- These existing highways are inadequate to meet current and future needs of the region and the nation. To promote economic security and prosperity throughout America's energy and agricultural heartland, these high priority corridors must be upgraded and modernized.



## Advocacy Effort



- An improved transportation network will produce significant benefits:
  1. It will improve safety, cutting accidents by 50 percent from today's levels.
  2. It will increase the efficiency of agricultural freight flow. Our corridor runs through six of the top ten farm states that produce nearly a quarter of all U.S. agriculture products.





## Advocacy Effort



**An improved transportation network will produce significant benefits:**

- **It is necessary for the development of the traditional energy resources essential to our nation's energy security. We serve six of the top ten oil producing states. The corridor also goes through five of the top six natural gas producing states. A single oil well requires an estimated 1,200 truck movements to develop.**

# Advocacy Effort



**An improved transportation network will produce significant benefits:**

- **It is essential to developing the growing renewable energy industry. We serve seven of the top ten states for wind energy potential, and five of the top twelve installed wind generation states. A single wind tower requires eight trucks for major parts, not including the crane, concrete or rebar. One planned wind farm in West Texas would install more than 2,600 towers, and put more than 21,000 trucks and 42,000 pilot cars on the highways in and out of the site.**



# Advocacy Effort



**An improved transportation network will produce significant benefits:**

- **It is a cost-efficient way to take pressure off of highly-congested parallel corridors, such as the I-35 corridor.**
- **It will promote economic development in a region of the country that has the highest rate of population loss over the last decade and ensure that America's heartland and its communities are connected to America by a modern, efficient and safe transportation facility.**

# Advocacy Effort



- We support significant reform of the federal surface transportation programs, including development of a clear and compelling federal vision, a performance-based, outcome-oriented program structure, and an improvement in project delivery.



# Advocacy Effort



- Recognizing that preserving and upgrading our national transportation infrastructure will be costly, we support significantly increased transportation investment and continued user financing through a dedicated trust fund.

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# Advocacy Effort



## Policy Recommendations:

- **Rural Connectivity and Mobility** – The new legislation should include a major focus on upgrading and modernizing the transportation infrastructure that provides connectivity and mobility for America's small communities and rural areas, especially federally-designated high priority corridors on the National Highway System.
- It is imperative that the new legislation provide adequate, targeted resources sufficient to make significant progress toward upgrading our rural transportation network.



# Advocacy Effort



## Policy Recommendations:

- **Freight Transportation** – The new legislation should also include a major focus on freight movement, including freight corridors in rural areas, especially high priority corridors on the National Highway System.
- It is imperative that the new legislation provide adequate, targeted resources sufficient to make significant progress toward upgrading our national freight network.

# Advocacy Effort



## Policy Recommendations:

- **Border Infrastructure** -- Border infrastructure is critical to promote the safe, efficient movement of goods, facilitating trade and supporting jobs in America.
- The new legislation should provide adequate, targeted resources sufficient to make the necessary investments in border infrastructure.
- We support the continuation of the Coordinated Border Infrastructure (CBI) program with adequate funding.



# Advocacy Effort



## Policy Recommendations:

- **Rural Safety** -- The new legislation should include a major focus on highway safety, especially safety on two-lane rural roads which often have fatality rates well above urban interstates.
- It is imperative that adequate, targeted resources be provided sufficient to allow the upgrading and modernizing of two-lane rural roads.
- These overburdened two-lane roads are carrying much of the food and fuel destined for our nation's major metropolitan areas.

# Advocacy Effort



## Policy Recommendations:

- **Environment/Energy** – It is critically important, however, that climate change requirements—whether included in surface transportation legislation, climate change legislation, or energy legislation—recognize that the options in rural areas are different than the options in major metropolitan areas. A one size fits all approach to climate change will not work. The legislation must provide sufficient flexibility to allow upgrading and modernizing of rural highways, especially rural high priority corridors on the National Highway System.



## Advocacy Effort



- **Permitting Pilot Program** -- We support a pilot program for streamlined transport of overweight and oversize equipment along the Ports-to-Plains Corridor, the Heartland Expressway and the Theodore Roosevelt Expressway. One of the key challenges facing transporters of the heavy equipment used in the energy industry is permitting oversized loads. They must frequently cross multiple jurisdictions, with varying regulations on size and weight, and requiring multiple permits. We recommend a pilot program to provide uniform size and weight restrictions and streamlined permitting throughout the corridor to find a more efficient way to move these important products.





PORTS-TO-PLAINS  
ALLIANCE

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



Theodore Roosevelt  
EXPRESSWAY



Thank You from the  
TRE and PTP Alliance  
Communities!





# PORTS-TO-PLAINS ALLIANCE

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



## SAFETEA-LU REAUTHORIZATION RECOMMENDATIONS OF THE PORTS-TO-PLAINS ALLIANCE



***"A Corridor of National Significance"***





# PORTS-TO-PLAINS

## ALLIANCE

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

## INTRODUCTION

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The [Ports-to-Plains Alliance](#) is a non-profit, non-partisan, community-driven advocacy group led by mayors, councilpersons, economic development officials, business and other opinion leaders from a nine-state, 2300-plus mile transportation and economic development corridor between Texas and Alberta, Canada.

Today, we collaborate with our federal and state leaders, partners in Canada and Mexico, and industry partners, to deliver the infrastructure, food and fuel to secure the quality of life of America's great cities. At the same time, we embrace America's new energy economy, and are capitalizing upon wind power, biofuels and other innovation sectors to renew one of America's greatest legacies, the rural heartland.

The north-south movement of goods and persons through this region relies on an existing network of mostly two-lane highways which have been designated by federal law as National Highway System High Priority Corridors: the Ports-to-Plains Corridor (#38), the Heartland Expressway (#14), and the Theodore Roosevelt Expressway (#58).

**These existing highways are inadequate to meet current and future needs of the region and the nation. To promote economic security and prosperity throughout America's energy and agricultural heartland, these high priority corridors must be upgraded and modernized.**

An improved transportation network will produce significant benefits:

- It will improve safety, cutting accidents by 50 percent from today's levels.
- It will increase the efficiency of agricultural freight flow. Our corridor runs through six of the top ten farm states that produce nearly a quarter of all U.S. agriculture products.
- It is necessary for the development of the traditional energy resources essential to our nation's energy security. We serve six of the top ten oil producing states. The corridor also goes through five of the top six natural gas producing states. A single oil well requires an estimated 1,200 truck movements to develop.



- It is essential to developing the growing renewable energy industry. We serve seven of the top ten states for wind energy potential, and five of the top twelve installed wind generation states. A single wind tower requires eight trucks for major parts, not including the crane, concrete or rebar. One planned wind farm in West Texas would install more than 2,600 towers, and put more than 21,000 trucks and 42,000 pilot cars on the highways in and out of the site.
- It is a cost-efficient way to take pressure off of highly-congested parallel corridors, such as the I-35 corridor.
- It will promote economic development in a region of the country that has the highest rate of population loss over the last decade and ensure that America's heartland and its communities are connected to America by a modern, efficient and safe transportation facility.

## SAFETEA-LU REAUTHORIZATION RECOMMENDATIONS

The Ports-to-Plains Alliance urges Congress to expeditiously enact comprehensive, multi-year surface transportation legislation that modernizes our Nation's surface transportation network to meet the challenges of the 21<sup>st</sup> century.

We support significant reform of the federal surface transportation programs, including development of a clear and compelling federal vision, a performance-based, outcome-oriented program structure, and an improvement in project delivery. The legislation should be balanced; meet the needs of small communities and rural areas as well as major metropolitan areas; fund system preservation and needed capacity; and be environmentally responsible and energy efficient.

*Recognizing that preserving and upgrading our national transportation infrastructure will be costly, we support significantly increased transportation investment and continued user financing through a dedicated trust fund.*

### Policy Recommendations

1. **Rural Connectivity and Mobility** – The new legislation should include a major focus on upgrading and modernizing the transportation infrastructure that provides connectivity and mobility for America's small communities and rural areas, especially federally-designated high priority corridors on the National Highway System. It is imperative that the new legislation provide adequate, targeted resources sufficient to make significant progress toward upgrading our rural transportation network.



2. **Freight Transportation** – The new legislation should also include a major focus on freight movement, including freight corridors in rural areas, especially high priority corridors on the National Highway System. It is imperative that the new legislation provide adequate, targeted resources sufficient to make significant progress toward upgrading our national freight network.





3. **Border Infrastructure** -- Border infrastructure is critical to promote the safe, efficient movement of goods, facilitating trade and supporting jobs in America. The new legislation should provide adequate, targeted resources sufficient to make the necessary investments in border infrastructure. We support the continuation of the Coordinated Border Infrastructure (CBI) program with adequate funding.

4. **Rural Safety** -- The new legislation should include a major focus on highway safety, especially safety on two-lane rural roads which often have fatality rates well above urban interstates. It is imperative that adequate, targeted resources be provided sufficient to allow the upgrading and modernizing of two-lane rural roads. This is especially the case with respect to National Highway System high priority corridors essential to the movement of people and goods in our rural heartland. These overburdened two-lane roads are carrying much of the food and fuel destined for our nation's major metropolitan areas.



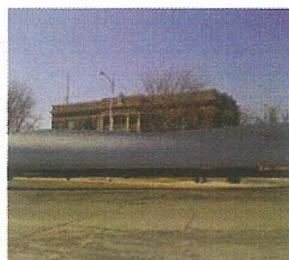
5. **Environment/Energy** -- The new legislation should be environmentally responsible and energy efficient. As a Nation we must reduce greenhouse gas emissions and we must reduce or eliminate our reliance on overseas oil. It is critically important, however, that climate change requirements—whether included in surface transportation legislation, climate change legislation, or energy legislation—recognize that the options in rural areas are different than the options in major metropolitan areas. A one size fits all approach to climate change will not work. The legislation must provide sufficient flexibility to allow upgrading and modernizing of rural highways, especially rural high priority corridors on the National Highway System.

#### **Specific Ports-to-Plains Corridor Recommendations**

1. **NHS High Priority Corridors** -- We support the continued designation of the Ports-to-Plains Corridor (#38), the Heartland Expressway (#14), and the Theodore Roosevelt Expressway (#58) as High Priority Corridors on the National Highway System.
2. **Rural Connectivity/Freight/Border Infrastructure/Highway Safety** -- The Ports-to-Plains Corridor, the Heartland Expressway and the Theodore Roosevelt Expressway should be made eligible for funding under these programs. If special treatment/funding or pilot projects are provided under these programs, these corridors should be considered, if appropriate.
3. **Freight Pilot Program** -- We support a freight pilot program for upgrading and modernizing the Ports-to-Plains Corridor, the Heartland Expressway, and the Theodore Roosevelt Expressway.



- 4. Permitting Pilot Program** -- We support a pilot program for streamlined transport of overweight and oversize equipment along the Ports-to-Plains Corridor, the Heartland Expressway and the Theodore Roosevelt Expressway. One of the key challenges facing transporters of the heavy equipment used in the energy industry is permitting oversized loads. They must frequently cross multiple jurisdictions, with varying regulations on size and weight, and requiring multiple permits. We recommend a pilot program to provide uniform size and weight restrictions and streamlined permitting throughout the corridor to find a more efficient way to move these important products.



*Picture sequence above is a wind turbine blade being transported around the courthouse in Boise City, Oklahoma*

- 5. High Priority Projects** – If Congress includes high priority projects in the new surface transportation legislation, then we support funding for individual projects along these three corridors.
- 6. Ports-to-Plains Transportation Center** – We support the creation of the Ports-to-Plains University Transportation Center at Texas Tech University. The unique facilities and programs at Texas Tech make it possible to incorporate the many aspects associated with modern transportation needs including renewable energy, electric power transmission, legal issues, rural health issues and rural social issues. We propose to use the existing transportation, wind energy and other programs at Texas Tech University as a platform for developing an integrated approach to developing a University Transportation Center to meet the research needs for the Ports-to-Plains corridor. One of the center's primary goals is to initiate economic growth within the Ports-to-Plains region through the provision of enhanced transportation capacity and connectivity.
- 7. Theodore Roosevelt Expressway Expansion** – We support an expanded designation for the Theodore Roosevelt Expressway, Corridor #58 in the National Highway System High Priority Corridors.





# OUR ASSETS



- **Through partners, we are three Congressionally-designated, north-south High Priority Corridors,** comprising 2333 miles of highway, 14% of total U.S. GDP (\$1.7 trillion), and 38.5 million citizens
- **A major U.S. trading region** generating \$166.7 billion in trade with Canada and Mexico, nearly 20% of total U.S.-North America trade
- **7 of the top 10 U.S. states** for installed and wind energy potential generating over 5185MW, nearly 45% of the U.S. total
- **6 of the top 10** oil producing states
- **Alberta** has the **world's 2<sup>nd</sup> largest** recoverable oil reserves
- **5 of the top 6** natural gas producing states
- **Nearly 25% of U.S. ethanol refining capacity,** with 33 existing refineries and more underway
- **North America's agricultural heartland,** producing \$44.3 billion of agricultural goods, or 25% of the U.S. total; 6 of the top 10 farm states; Canada and Mexico are the top two export markets for U.S. farm products
- **Accidents will be significantly reduced** on current two-lane segments of the corridor when they are upgraded to four-lane-divided highway. Rural roads are dangerous and improving them saves lives. Each year, more than 42,000 Americans are killed and nearly 3 million are injured on our nation's roadways. The total economic cost of these crashes exceeds \$230 billion annually. Unfortunately, nearly 60 percent of highway fatalities typically occur on two-lane rural roads. When adjusted for vehicle miles traveled, according to the GAO, some rural roads have a fatality rate over six times greater than urban interstates. These facts are extremely troubling since only 40 percent of all vehicle miles are traveled on two-lane rural roads.



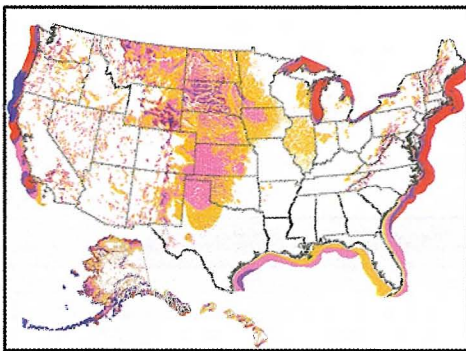


# PORTS-TO-PLAINS CORRIDOR NOT JUST A HIGHWAY

## Ports-to-Plains: North America's Energy Corridor

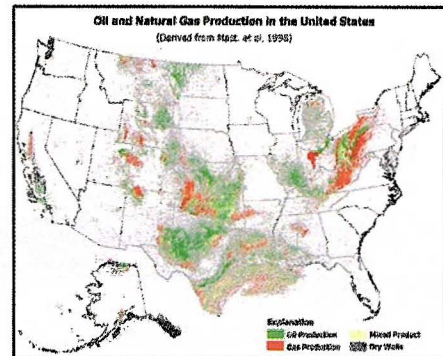
*"The most important energy corridor on the planet is no longer the Persian Gulf. It runs from the oil sands, Fort McMurray to Port Arthur, Texas." - Montana Governor Brian Schweitzer*

### THE PORTS-TO-PLAINS REGION *North America's Energy Heartland*



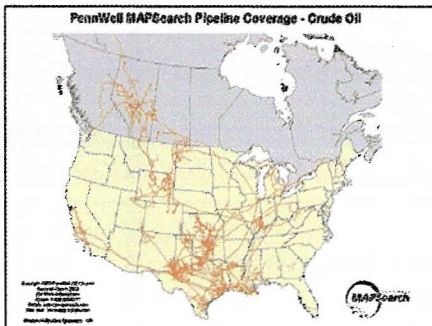
#### 7 of America's Top 10 Wind States

Source:  
U.S. Department of Energy



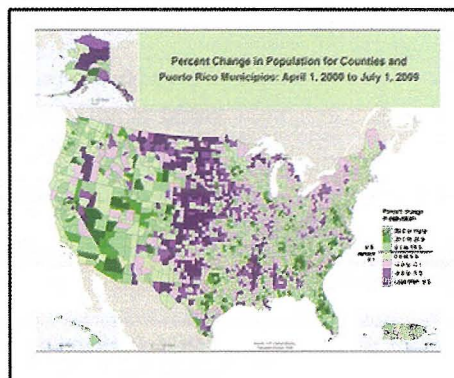
#### America's Top Oil and Gas States

Source:  
U.S. Department of Energy



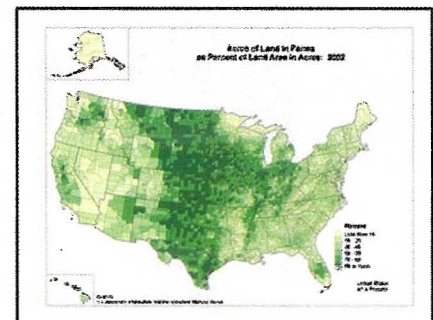
#### Primary Pipeline Corridor for North America's Oil

Source:  
PennWell MapSearch



#### Percent Population Change 2000-2009

Source:  
U.S. Census Bureau



#### America's Agricultural Heartland

Source:  
U.S. Department of Agriculture



# PORTS-TO-PLAINS

## ALLIANCE

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North America's Energy & Agriculture Heartland



### PORTS-TO-PLAINS ALLIANCE MISSION STATEMENT

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.

### PORTS-TO-PLAINS ALLIANCE STAFF

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