

PORTS-TO-PLAINS & THEODORE ROOSEVELT EXPRESSWAY: A POWERFUL NEW ADVOCACY & ECONOMIC DEVELOPMENT PARTNERSHIP

WHO WE ARE

Hundreds of elected and government officials, business leaders, communities and citizens nine states, acting together to bring the benefits of trade home to North America's energy and agricultural heartland.



OUR ASSETS

- **A powerful and effective U.S. Congressional Caucus;** together, we have secured over \$270 million to develop, build and improve the Ports-to-Plains Corridor, and lobby effectively with coalition partners to mobilize policy resources throughout the U.S. Southwest, Midwest and Rockies.
- **6 major cross-border ports** to Canada & Mexico, including NAFTA's #2 and #15 busiest crossings (Laredo-Nuevo Laredo & Sweetgrass-Coutts).
- **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.
- **7 of the top 10 U.S. states for installed and potential wind energy,** generating over 5185MW, nearly 45% of the U.S. total.
- **North America's agricultural heartland,** producing \$44.3 billion of agricultural goods, or 22.1% of the U.S. total; 6 of the top 10 farm states.
- **A major U.S. trading region** generating \$166.7 billion in trade with Canada and Mexico, nearly 20% of total U.S.-NAFTA trade.
- **Nearly 25% of U.S. ethanol refining capacity,** with 33 existing refineries and more underway.

**PORTS-TO-PLAINS & THEODORE ROOSEVELT EXPRESSWAY:
POWERFUL NEW ADVOCACY & ECONOMIC PARTNERSHIP**

- The Ports-to-Plains coalition, www.portstoplains.com, together with its partners, the Theodore Roosevelt Expressway, www.treexpressway.com, and the Heartland Expressway, is the primary Congressionally-designated north-south corridor serving North America's energy and agricultural heartland, a nine-state, 2333-mile economic space extending from Mexico and Texas to the Saskatchewan and Alberta borders.
- The Ports-to-Plains Trade Corridor Coalition (PTP) and the Theodore Roosevelt Expressway Association (TRE) continue to strengthen their collaboration on several shared priorities. The two groups will achieve a major milestone this month when they formalize the PTP-TRE Cooperative Agreement (the "Agreement").
- The greater Ports-to-Plains coalition already serves much of trade between North America's top energy jurisdictions. The 38.5 million citizens of the greater Ports-to-Plains corridor region produce most of America's energy and nearly a quarter of U.S. commercial farm output, generate 14% of US GDP (USD \$1.7 trillion), and transact 20% of US-NAFTA trade (US \$166.7 billion)(2006 data).
- The Agreement will provide a framework through which the two groups can build a 9-state U.S. Congressional Caucus and appropriate bilateral partnerships with key Canadian provinces (especially Alberta and Saskatchewan) in anticipation of the 2009 Congressional session, particular in connection with the 2009 Transportation Reauthorization.

PTP & TRE: HOW WE SERVE OUR COMMUNITIES

In 1998, Congress designated the Ports-to-Plains Trade Corridor a Federal High Priority Corridor in the Transportation Equity Act for the 21st Century (TEA-21). The current Corridor extends from Laredo, Texas through Lubbock, Texas and in Colorado follows US 40/287 from the Colorado/Oklahoma border through Lamar to Limon and then follows Interstate 70 from Limon to Denver. This corridor received final route designation by Congress in 2001.

The Theodore Roosevelt Expressway (TRE), which Congress designated a High Priority Corridor in 2005 under SAFTEA-LU, is the Northern third of the Great Plains International Trade Corridor. The TRE begins in Rapid City and flows through the cities of Spearfish, Belle Fourche, Bowman, Belfield, Watford City, Williston, Culbertson, Plentywood, and finally through the Port of Raymond into Canada. It



also provides the primary link south from the Port of Portal, North Dakota. TR Expressway is a major transportation corridor and primary delivery artery serving the Williston Basin.

Together, Ports-to-Plains and Theodore Roosevelt Expressway will serve their member communities in three principal ways:

- First, the Coalition ***identifies, pursues and captures vitally needed infrastructure investment*** for its member communities. By acting as a group, we are able to raise awareness and influence decision-making to much greater effect. Our Coalition activities have yielded hard dollars for local highway projects that would have been very difficult for any single one of us to secure.
- Second, the Coalition provides our communities ***a platform for marketing local business, investment and tourism*** to a national and even international audience of business executives, elected officials and opinion leaders. Companies invest in our communities; buyers throughout North America and across the globe buy from our companies; and policymakers listen to us; because we act as one.
- Third, Coalition provides ***a full-time professional staff to member communities, to ensure Coalition efforts support the local policy, media relations and economic development efforts of each member.*** Our staff includes distinguished federal lobbyist, a seasoned trade and cross-border affairs advisor, and several career local officials and economic developers, who together extend the reach of each member community.

PORTS-TO-PLAINS & THEODORE ROOSEVELT EXPRESSWAY: WHO WE ARE & OUR ASSETS

PTP and TRE are driven by local government initiative. Our groups are led by mayors, county commissioners, city councilman and other local officials who understand that, for trade to work, you need good infrastructure. You need safe, efficient infrastructure before you can expect to provide your local business cost-efficient access to export markets, appeal to tourists, and attract new investment.

Our leaders are all from largely rural communities with total populations under 200,000 that depend upon agricultural and natural resource industries for their livelihoods. To them, trade is not an abstraction; their survival depends upon good, efficient, intermodal infrastructures to get their produce, livestock and energy products to remote markets.



Ports-to-Plains is essentially North America's biggest Farm-to-Market road, moving energy, chemicals, oil and gas equipment, feedstocks, produce and renewables throughout North America and beyond. But it is also a driver of innovation. Whether the goal is building wind farms from the Texas Panhandle to Alberta, or making the cashiers ring in Limon, CO or Watford City, ND, there's new thinking and innovation happening in communities throughout these corridors. They have learned to tell NAFTA's narrative best.

A 2004 multi-state study (including Texas, Oklahoma, New Mexico and Colorado) of Ports-to-Plains' economic benefits concluded that over a 20-year period, development of the corridor as a 4-lane divided highway would generate \$4.53 billion new business activity, create 43,600 jobs and boost state tax receipts by \$742 million – all net of growth strictly related to increased traffic on the corridor. See full report at www.portstoplainscorridor.com. North Dakota is currently advertising its first phase of the same type of study for the Theodore Roosevelt Expressway.

Fully developed from Laredo, Texas, to ports of entry on the Canada-U.S. border, the Ports-to-Plains Trade Corridor Coalition offers its members the following assets for promoting infrastructure development, trade and tourism potentially serving a nine-state economic region:

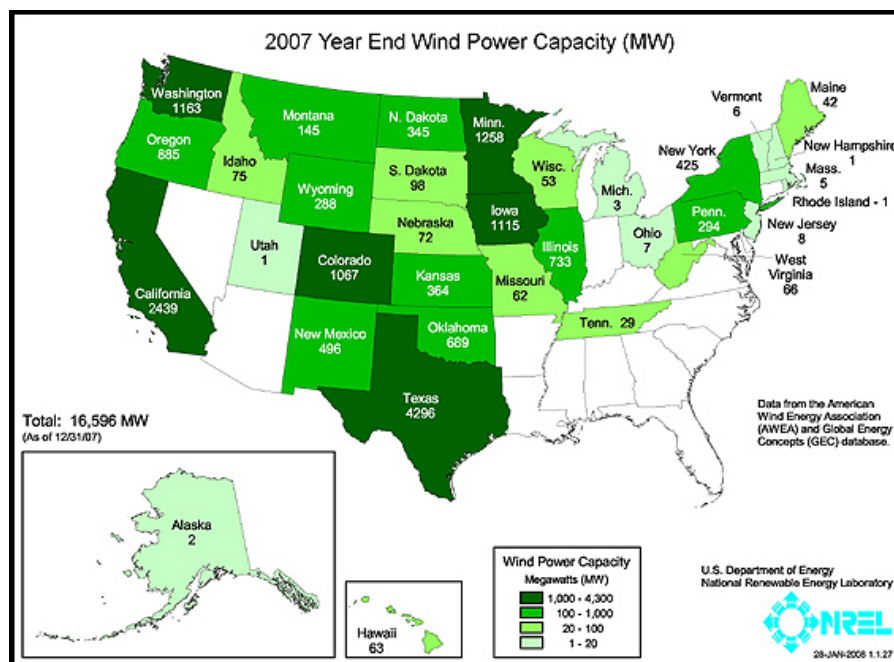
- **Three Congressionally-designated, north-south High Priority Corridors**, comprising 2333 miles of highway, 14% of total U.S. GDP (\$1.7 trillion), and 38.5 million citizens.
- **A major U.S. trading region** generating \$166.7 billion in trade with Canada and Mexico, nearly 20% of total U.S.-NAFTA trade.
- **A powerful and effective U.S. Congressional Caucus**; together, we have secured over \$270 million to develop, build and improve the Corridor in all 9 Coalition states.
- **6 major cross-border ports** to Canada & Mexico, including NAFTA's #2 and #15 busiest crossings (Laredo-Nuevo Laredo & Sweetgrass-Coutts).
- **7 of the top 10 U.S. states for installed and potential wind energy**, generating over 5185MW, nearly 45% of the U.S. total.
- **North America's agricultural heartland**, producing \$44.3 billion of agricultural goods, or 22.1% of the U.S. total; 6 of the top 10 farm states.
- Nearly 25% of U.S. ethanol refining capacity, with 33 existing refineries and more underway.

**PORTS-TO-PLAINS & THEODORE ROOSEVELT EXPRESSWAY:
COLLABORATING TO UNLEASH THE POWER OF WIND**

Today, led by state leaders from Texas to North Dakota and Montana, wind power entrepreneurs and road developers are working together to build an integrated wind and road infrastructure corridor. The farmers, ranchers and oil and gas veterans who are plentiful among Ports-to-Plains membership and dominant on our Board are adapting to new global realities and pursuing ways to fully capitalize upon the natural assets of the corridor and the ways they can be made operational to respond to new challenges.

Many ranchers, farmers and independent oilmen have redirected their skills and energies to harvesting the region's wind resources. In so doing, a new generation of high-tech, wind entrepreneurs are bringing hope, new tax revenues and new employment to their communities. In particular, they relish the Ports-to-Plains coalition's robust commitment to developing wind power transmission in the Ports-to-Plains corridor and the unique opportunity wind creates for rural communities to contribute to America's energy security.

In close consultation with each of the states and other Ports-to-Plains partners, the Coalition will pursue opportunities to play a progressive role in promoting local wind power development, strengthen state commitments and incentives to wind power, and advocate for stronger interstate and public-private sector collaboration on wind power transmission infrastructure.



Ports-to-Plains also views its wind power and biofuels strategy as a means of strengthening America's security and economic independence, by boosting renewable fuels capacity, strengthening North American energy security, and reducing America's dependence on hateful foreign regimes for crude oil and other fuels.

PTP + TRE: THE NEW ENERGY ECONOMY

Together, PTP and TRE form a primary north-south highway corridor serving the surface transportation needs of North America's energy and agricultural heartland. Much of the equipment and other supplies the oil and gas industry will rely upon to assess, explore, develop, produce, transport, store and refine North America's hydrocarbon resources will move by truck on our corridors.

To support ongoing, robust growth in the sector, and reliable supply to our communities and industries, we will all need to focus resources to maintain the existing Corridor and to enhance it with additional lanes, urban bypasses and new intelligent transportation technology to make it as efficient as possible. These needs present important issues for investment, trade, and development.

- **North America is one of the world's most important regions for energy** – producing about one-fourth of global energy supply and consuming about one-third of the world's commercial energy, including petroleum (29 percent), natural gas (29 percent), coal (22 percent), and electricity (30 percent). In 2003, North America's per capita GDP U.S. was USD \$27,977, about five times the world average. (*Source: US Commerce Dept.*)
- **Canada is America's top source of imported energy, including oil and petroleum products, natural gas, and electricity**, exceeding all other nations, including Saudi Arabia. In total for 2006, Canada exported to the United States 2.3 million barrels per day (bbl/d) of oil and petroleum products (11 percent of U.S. supply), 3.6 trillion cubic feet of natural gas (16 percent of U.S. supply), and 41.2 billion kilowatthours of electricity (1 percent of U.S. supply). (*Source: U.S. Energy Information Agency, 2008.*)
- **Mexico is second, only to Canada (again exceeding Saudi Arabia), as a source of petroleum imports.** Mexico exported 1.7 million barrels per day (bbl/d) of oil and petroleum products to the United States in 2006. (*Source: U.S. Energy Information Agency, 2008.*)
- Some of North America's newest, highest-potential onshore hydrocarbon developments are located on our corridors, including new exploration, production and infrastructure programs in **Alberta, Saskatchewan, Montana and North Dakota**. Proven recoverable reserves in the Alberta oil sands alone comprise

the largest deposit of crude oil in the world outside Saudi Arabia. New US federal estimates project that the Bakken oil shale formation (most of which is located in North Dakota) contains 3.65 billion barrels of recoverable oil and 1.85 tcf of natural gas. (Source: US Geological Survey, 2008)

- While much of the oil, natural gas, electricity and petroleum by-products travel between Canada and the U.S. by pipeline or transmission wire, **trucks carry most of the equipment and supplies needed to maintain and grow the region's energy sector**, including capital goods, construction materials, exploration and production equipment. Even the wind power sector is heavily dependent upon specialized trucking services to move, store and properly install its highly specialized wind generating turbines and related equipment.

Everyone in the energy sector has an interest in safe, efficient and reliable bilateral highway network serving the Great Plains oilpatch. Likewise, everyone in the sector shares the costs of excessive or duplicative regulation. For example, Transport Canada estimates that **U.S. border security measures** result in added costs to the Canadian trucking industry -- and passed on to end consumers of trucking services related to U.S.-Canada cross-border trucking services -- ranging from \$179 million to \$406 million per year in 2005 dollars.

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