PORTS-TO-PLAINS

ALLIANCE

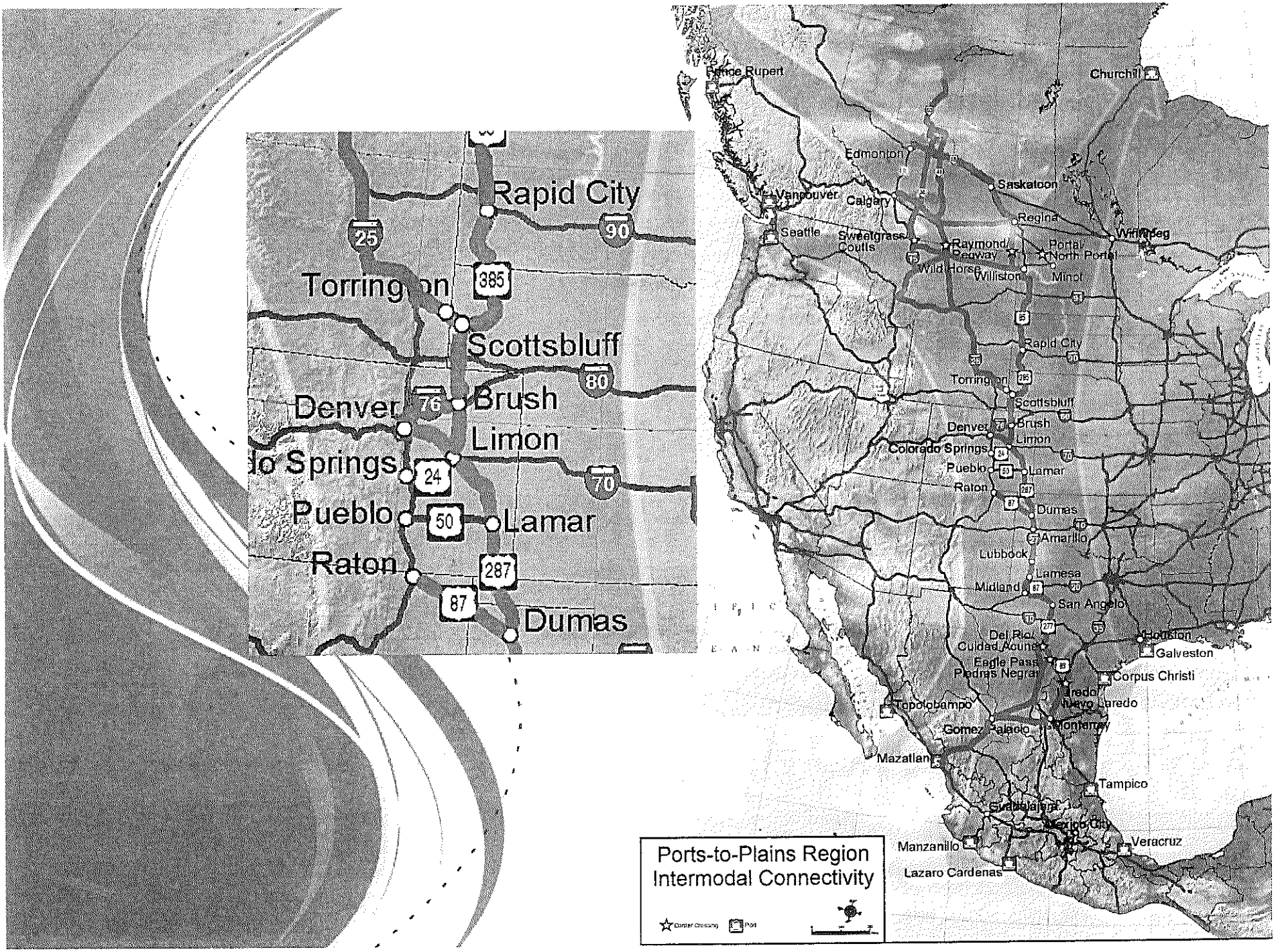
Securing the Benefits of Commerce to
North America's Energy & Agricultural Heartland

STILL A VIABLE OPTION TO INTERSTATE 25

Joe Kiely, Ports-to-Plains Alliance

August 19, 2013

Attachment A


Rapid City
Torrington
Scottsbluff
Denver
Brush
Limon
Colorado Springs
Pueblo
Lamar
Raton
Dumas
25
90
385
80
76
24
70
50
287
87
Prince Rupert
Churchill
Edmonton
Saskatoon
Vancouver
Calgary
Regina
Seattle
Sweetgrass/Coutts
Raymond/Regway
Portal/North Portal
Winnipeg
Wild Horse
Williston
Minot
Rapid City
Torrington
Scottsbluff
Denver
Brush
Limon
Colorado Springs
Pueblo
Lamar
Raton
Dumas
Amarillo
Lubbock
Lamesa
Midland
San Angelo
Del Rio/Ciudad Acuna
Houston
Galveston
Eagle Pass/Piedras Negras
Corpus Christi
Laredo/Nuevo Laredo
Topolobampo
Gomez Palacio
Monterrey
Mazatlan
Tampico
Guadalajara
Mexico City
Veracruz
Manzanillo
Lazaro Cardenas
Ports-to-Plains Region
Intermodal Connectivity
Border Crossing
Port

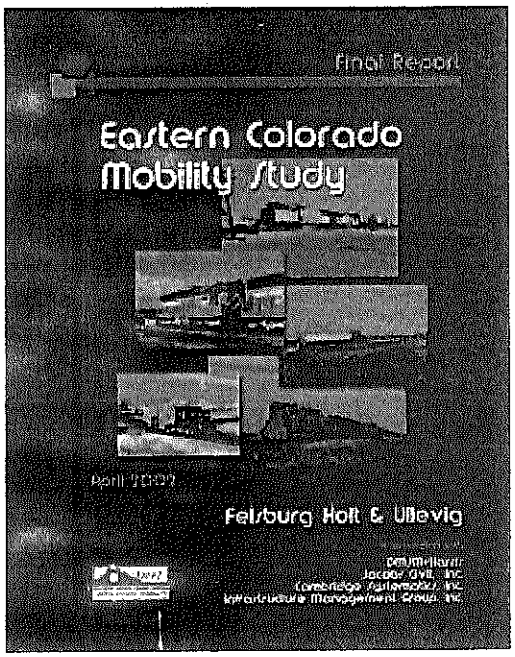
Ports-to-Plains and Heartland Expressway: High Priority Corridors on the National Highway System

The Transportation Commission's Resolution TC-796 states: "CDOT is committed to diverting traffic from congested segments of I-25 through infrastructure improvement in eastern Colorado and views the Ports to Plains Program as an opportunity to pursue such goals."

"To better understand this scenario, an additional analysis that considered only improvements to the US 64 or New Mexico branch was completed. The results of this analysis showed that if only improvements to the US 64 New Mexico branch are made, then the shifting from US 64 to US 287 as previously explained would not occur, and traffic would in fact be attracted to the 4-lane US 64 roadway."

CDMP, Dec, 2004 Pages 10-11

2008 Eastern Colorado Mobility Study:



"Improvement of the SH 71 connector, for example, would result in the greatest diversions in the segment of I-25 between Colorado Springs and Denver and the segment north of Denver."

132 miles... One urbanized area – Brush

Eastern Colorado Mobility Study:

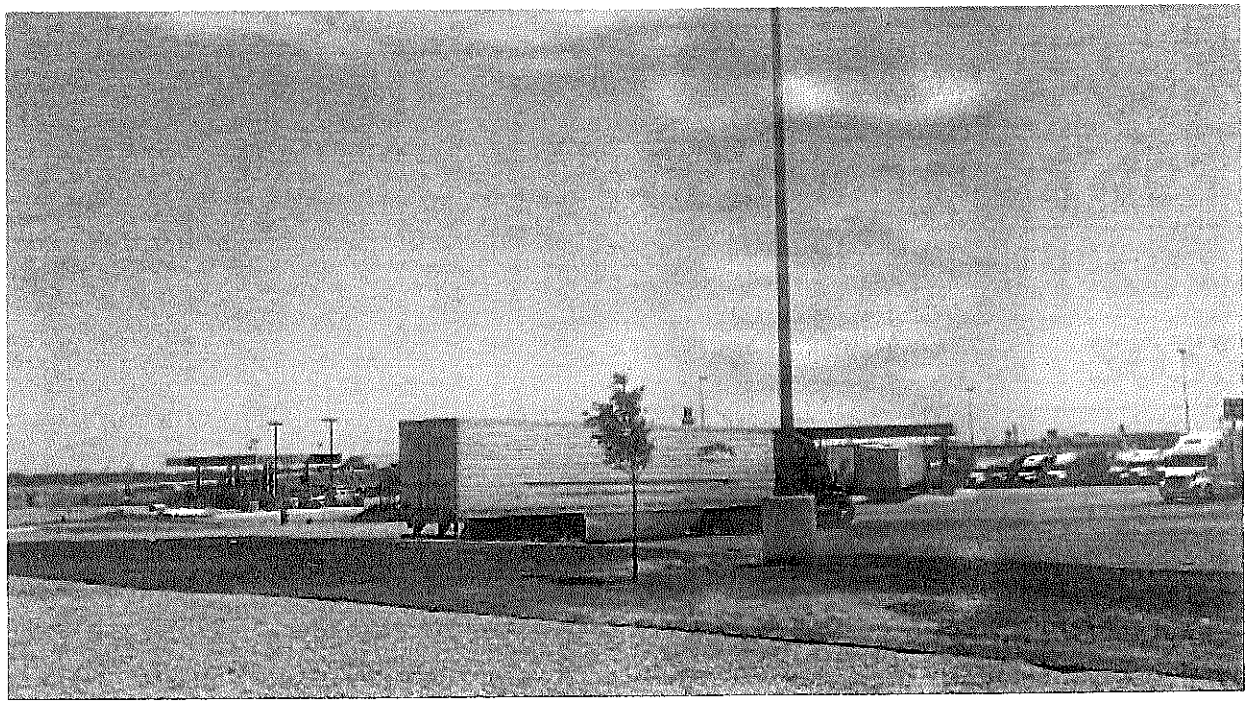
SH 71 connector are the least costly, ranging from approximately $280 to $340 million.

Heartland EXPRESSWAY

CDOT has reconstructed 24 segments of U.S. 40/287 between the Oklahoma border and Limon since 1991. Those reconstructions, in most instances, have consisted of removing the existing asphalt roadway, replacing it with concrete, and upgrading it to a "super-two" configuration – a wider two-lane highway, with occasional passing lanes and wider shoulders.

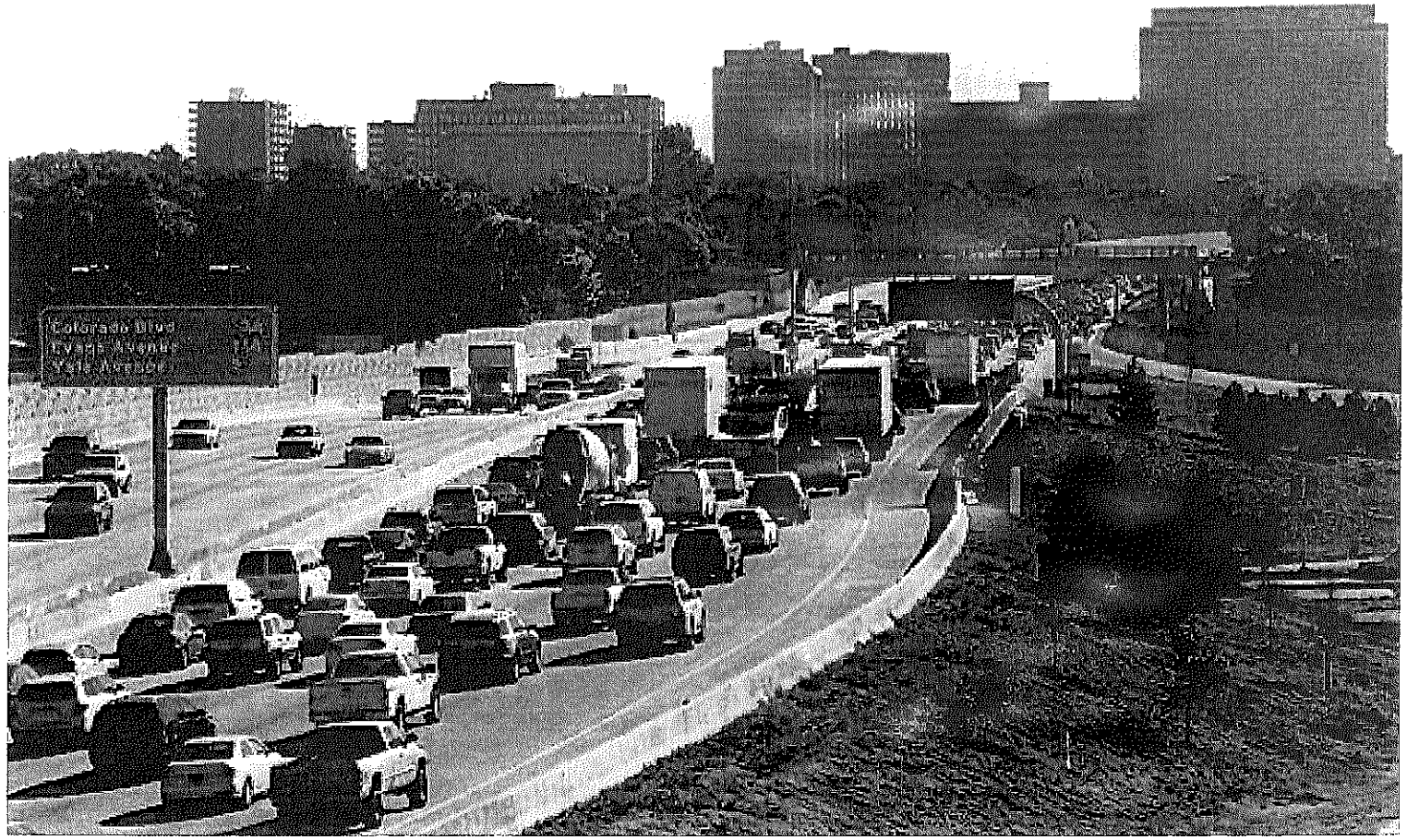
Ports-to-Plains US 40/287		
	2012	2022
AADT	2,900	3,248
Trucks	1,240	1,389
% Trucks	43%	43%

Ports-to-Plains I-70		
	2012	2022
AADT	9,900	11,781
Trucks	2,910	3,463
% Trucks	29%	29%



Heartland Expressway		
	2012	2022
AADT	1,700	2,329
Trucks	360	593
% Trucks	21%	25%

The Result: Additional Trucks on Interstate 25 North of Denver



An Expanding Statewide Transportation System

Role of Trucks

- Filling your Favorite Store Shelves
- Getting That Product Just in Time
- Exporting that Manufactured Good
- Moving Components for Energy: Traditional and Renewable
- Transporting the Agriculture Economy
- Bringing Tourists and Hunters into Colorado

An Expanding Statewide Transportation System

Role of Trucks

Transportation and Logistics
2012

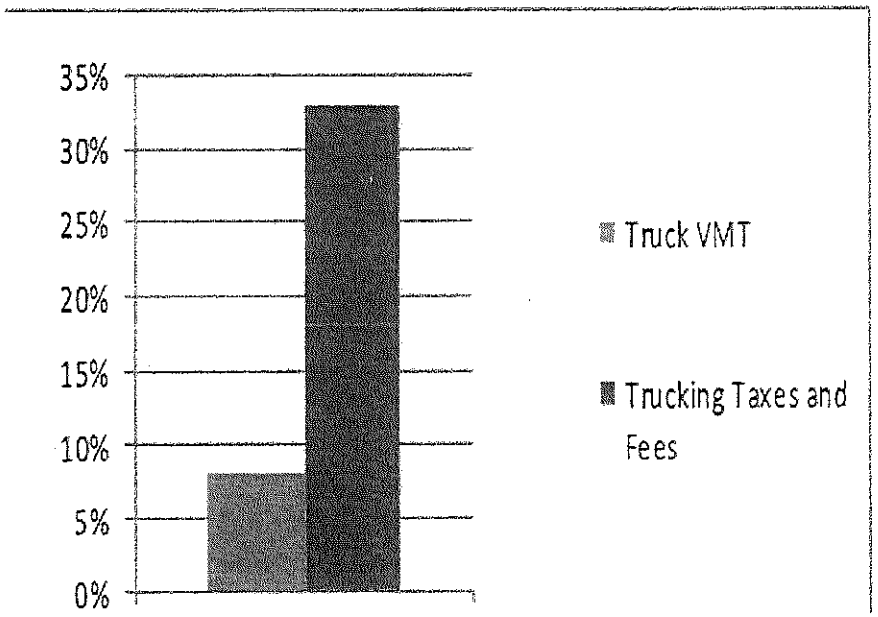
- 188,644 Employees
- $65,875 Average Wage
- 16,346 Companies

An Expanding Statewide Transportation System

Role of Trucks

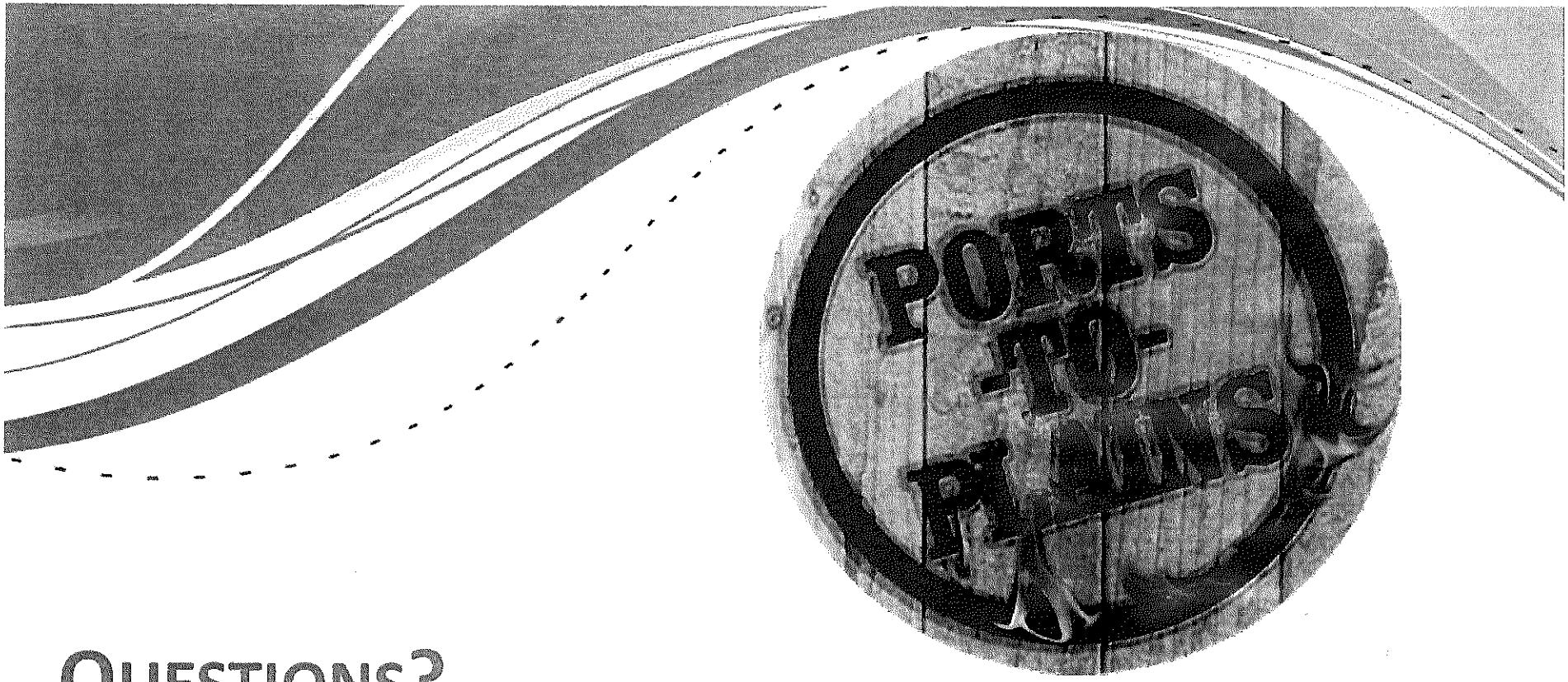
- Trucking employed almost 92,000 people in 2011
- 1 out of 20 workers work in trucking related businesses
- Trucking pays almost $4.3 billion in wages
- There are 9,240 trucking companies located in Colorado, most of them small, locally owned businesses. (most have less than 10 employees)

An Expanding Statewide Transportation System



Role of Trucks

- Trucking industry pays $443 million or 33% of Colorado's federal and state roadway taxes and fees.
- Trucking only represents 8% of vehicle miles traveled in Colorado.



QUESTIONS?

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