



*Pacific NorthWest  
Economic Region*

*The Pacific Northwest Economic Region Presents:*

# **Developing Economic Corridors in the Pacific Northwest**

**Wednesday, November 15 | 3:00pm-5:00pm**

# Developing Economic Corridors in the Pacific North West

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Collaborative Pathways for Sustainable  
Growth & Development

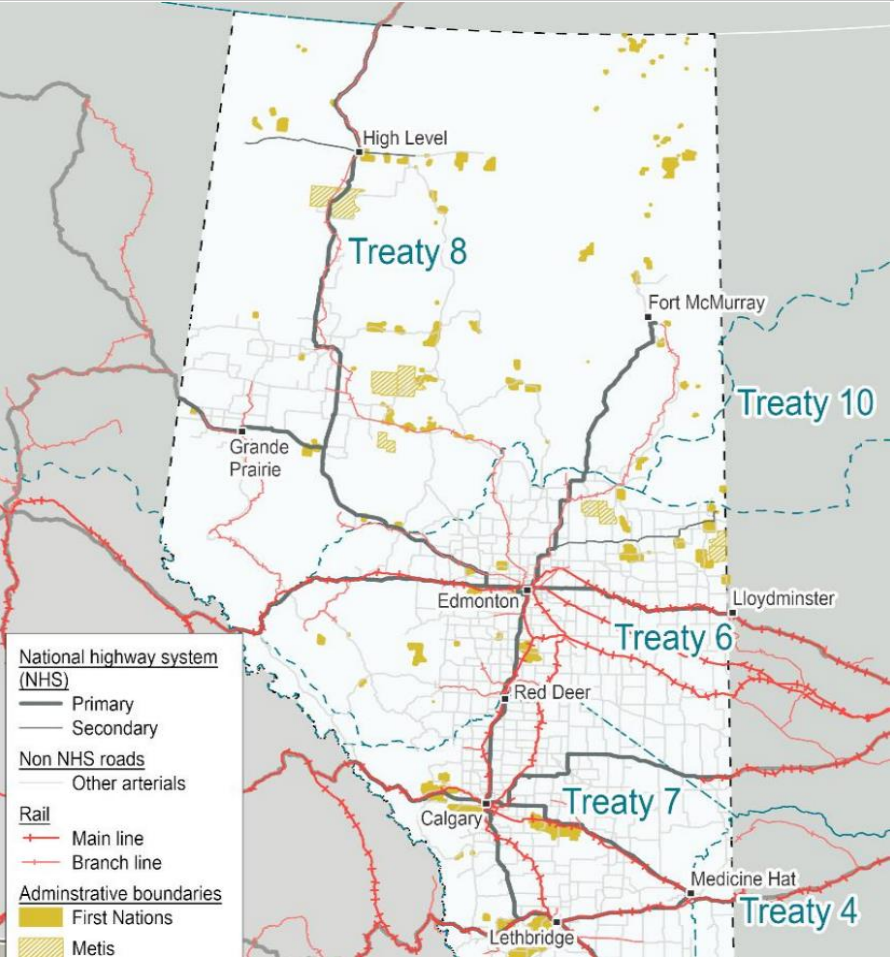
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# The Mandate – Task Force Phase 1 Report Complete Feb 18 2022

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*Establish Corridors within Alberta, Canada, and into the USA that will be to the economic and strategic benefit of Albertans, that will enable diversified economic growth, and provide economic stability for several generations. Determine the need, and opportunity for growth of our rail system within the province to facilitate economic growth and competitiveness addressing local needs, and mitigating shipping bottlenecks.*

# How we approached the Regions



# Some Early Wins

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## Ministry of Transportation & Economic Corridors

- Name and focus changed to include Economic Corridors
- Parliamentary Secretary for Economic Corridors

MOU Signed between AB, SK, and MB regarding Economic corridor Development

Fulsome meeting with industry and indigenous leadership, unanimous support of model

Two separate first nations – treaty 5, 6, and 8 have both identified “Economic Corridors with Sea Port Access”

Several Entities perusing access to Hudson Bay – NeeStaNan - JPL

Being here to present to you!

# Starting a Conversation “Planes, Trains, Pipes Ships, Trucks, Wire & Cable”

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1. “No, it’s not just a Pipeline or Railway, it’s an Economic Corridor” .....So What is an Economic Corridor?
2. It’s not restricted to a commodity, or asset type
3. It connects people and regions to mutual benefit and or trade
4. What do you have?, what do you need?, what can we trade?, and how can I get it to you?”
5. River, Road, Rail, Airport, Port, Pipe, Powerline, Fiber.....
6. “The shortest route may not be a straight line, but the path of least resistance”
7. It allows for predictable, responsible, and sustainable growth
8. Regulatory and Compliance conditions known in advance – Certainty of What Yes Looks Like

# What is the Advantage of a Corridor

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1. It formalizes a route
2. It concentrates the efforts for approvals
3. It allows for Anchor Tennent's, that then allow for densification
4. It meets the needs of some trade agreements (CanMex)
5. It increases project certainty
6. It makes us hunt in a pack, mutual benefits are identified and supported
7. It facilitates Collaboration & Communication
8. It strengthens Relationships and Trade
9. It helps us obtain Deep Sea Port Access, and channels strategic growth, not organic
10. It unlocks Private Capital for Infrastructure & Long-range Ownership
11. It Aligns in principle with Federal, Municipal, Indigenous, and Provincial goals

# Core Tennant and configuration

## Potential Corridor



## Regional development opportunities

### 1 Core Tennant (railway)

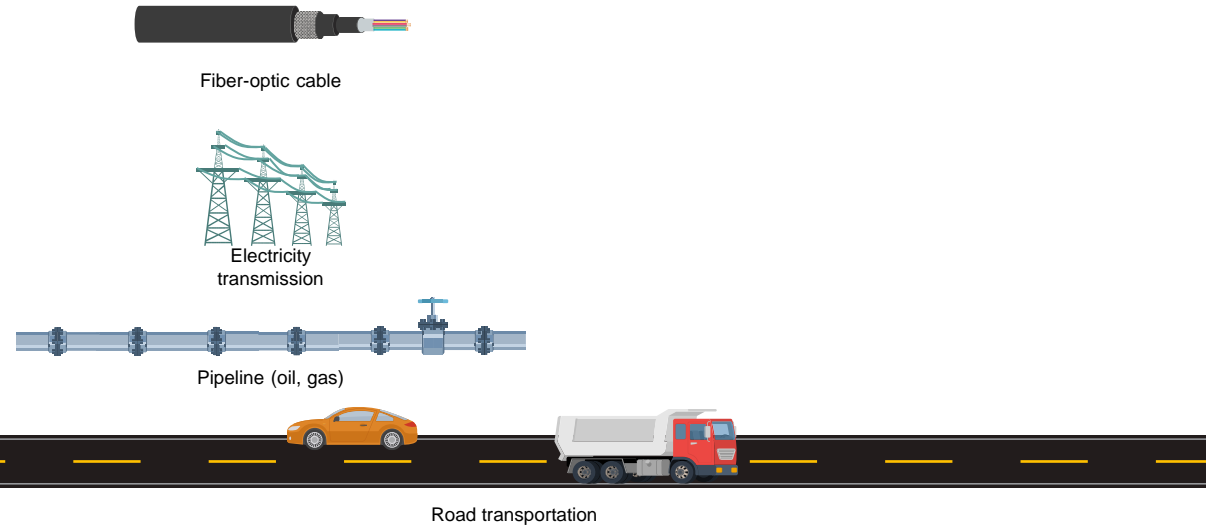


#### Socio-economic

- More jobs and rising income
- Lower cost of living
- Improved population services

### 2 Ec. Cdr.

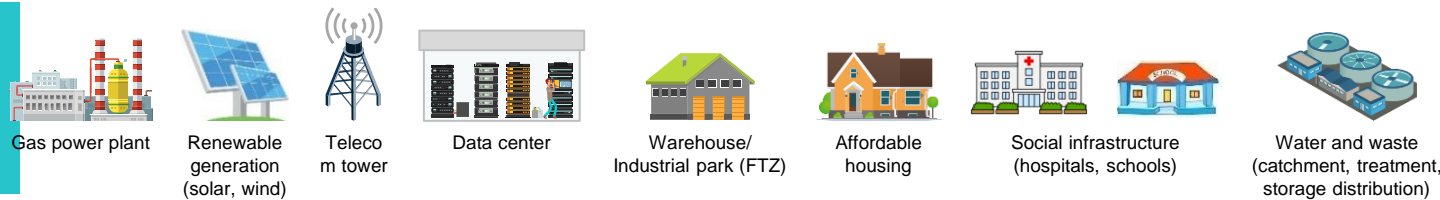
#### Linear Assets



#### Industrial

- Increased minerals and hydrocarbons exploitation
- Local petrochemicals industry
- Diversification into new industries (tech, tourism, ...)

#### Local assets



#### Strategic

- Strategic supply route to Northern bases for arctic security exploration
- Cyber backbone for northern early warning



# Current Issues – Logistics and More

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Vancouver port is congested. – BC Floods / Supply Chain Backup

Lack of Short line Rail services – Mainline and Customer impacts

Energy Security, Russia / China in the Arctic – Yamal Peninsula – Invasion of Ukraine

Fortress North America is not yet built – Energy demand , cost of services, fertilizer, potash supply....Food Shortages?

Trade partners must be aligned with our goals, values, and principals

Costs of Shipping and Backlog West Coast USA – Cascades into Canada

Construction is Easy, It's the Regulations and Political posturing that's unpredictable

Attitude – Can Nadians!, Americans Can Do! The Get it Done Attitude needs to be rekindled again!

# Key Ports & Access Points

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Prince Rupert (Alberta's Port) – 70% growth Potential – Yellow Head Corridor

Anchorage / Port Richards – 24/7, operating at 60%– Logistics, and Defense

Vancouver,– Critical Link –Capacity concerns, congestion Permitting Challenges?

Hudson Bay – Siberian Yamal Peninsula in means of construction and operation for LNG Etc.

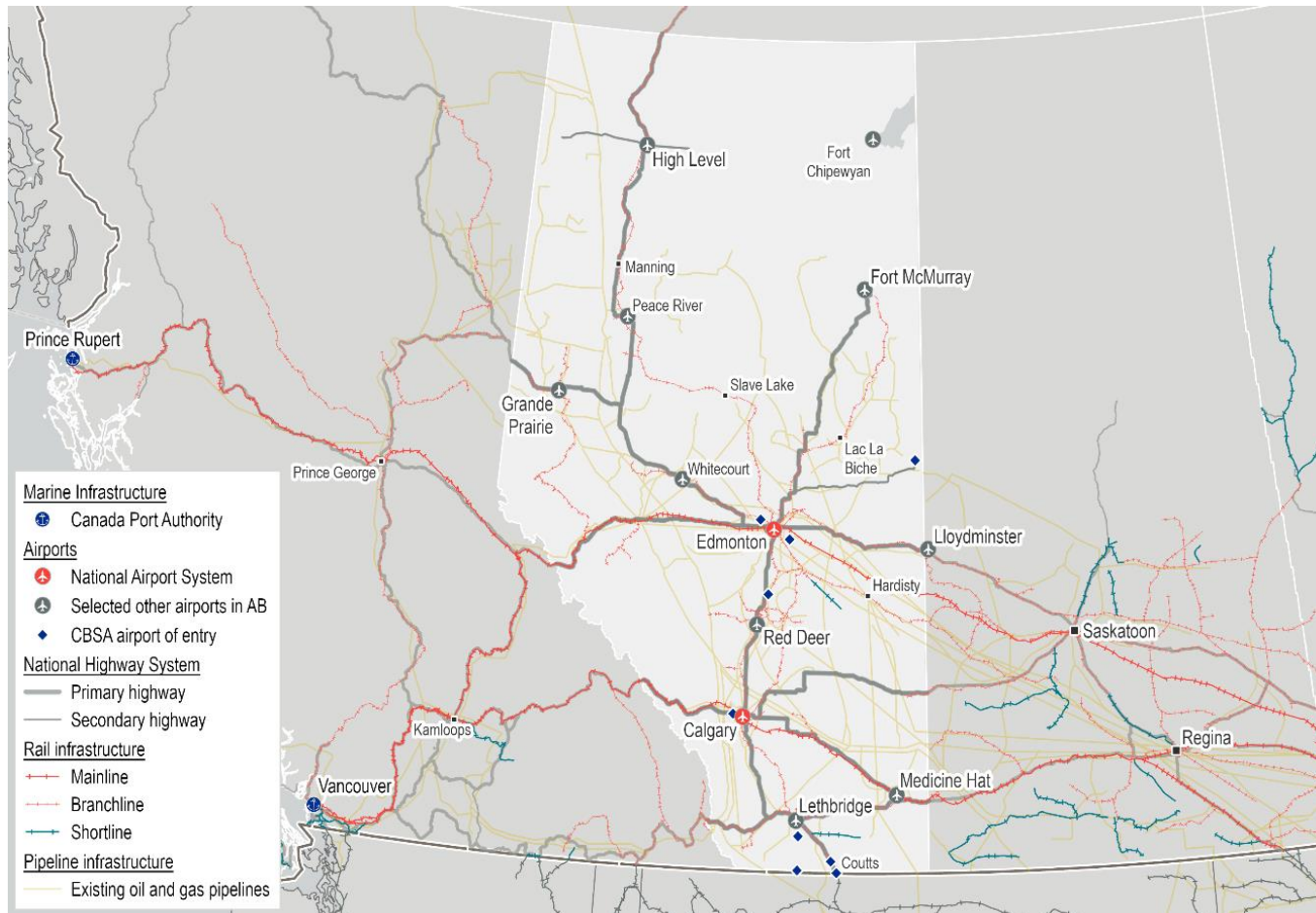
Tuktoyaktuk – NWT Gas Play, All weather Road, PL ROW Active, Liquids into Norman Wells System

Land Border Crossings – Critical links, expand volumes – De-Bottleneck not only infrastructure, but regulations-

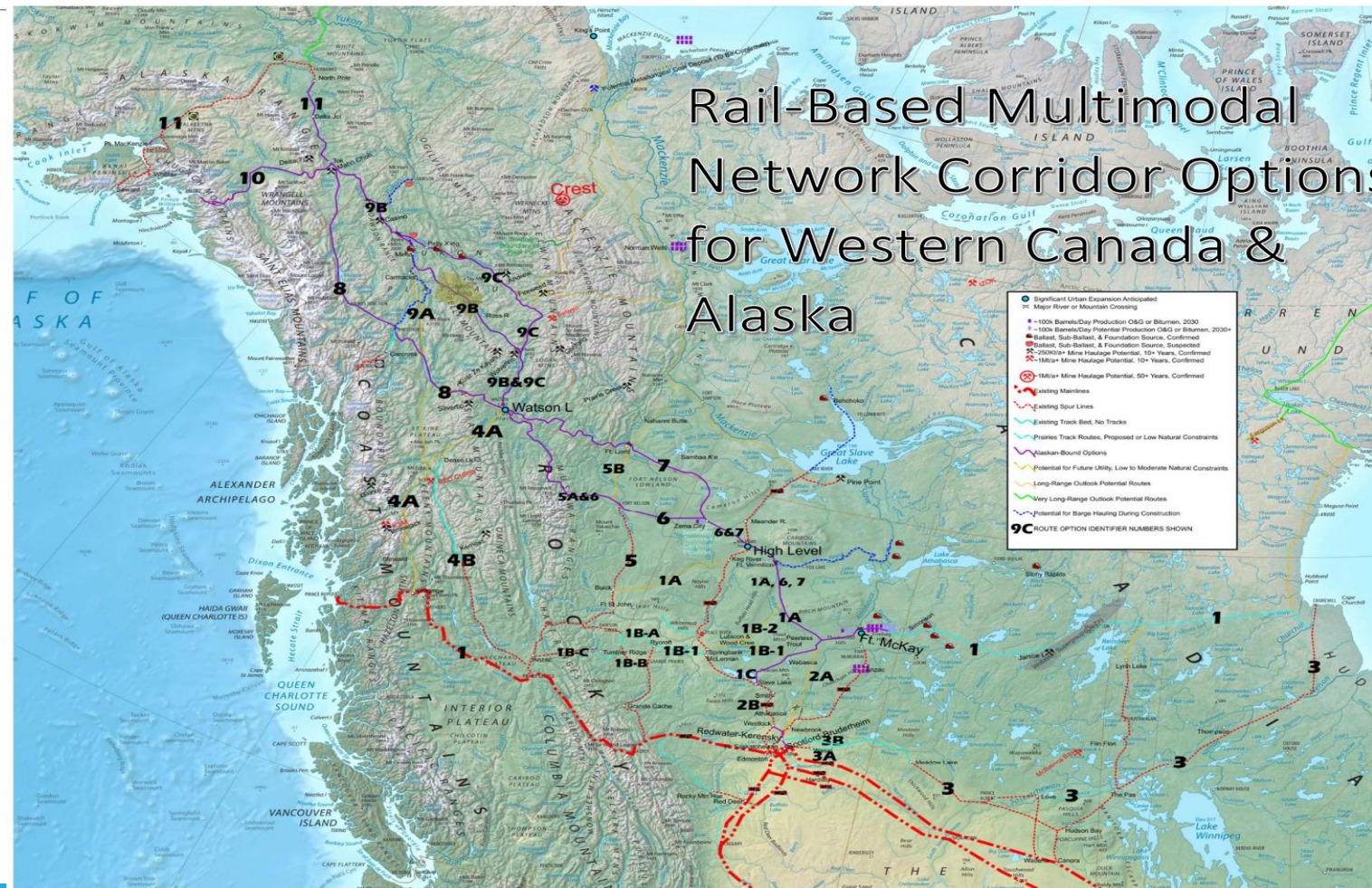
Flex Can Mex & other trade agreements

Free Trade Zones

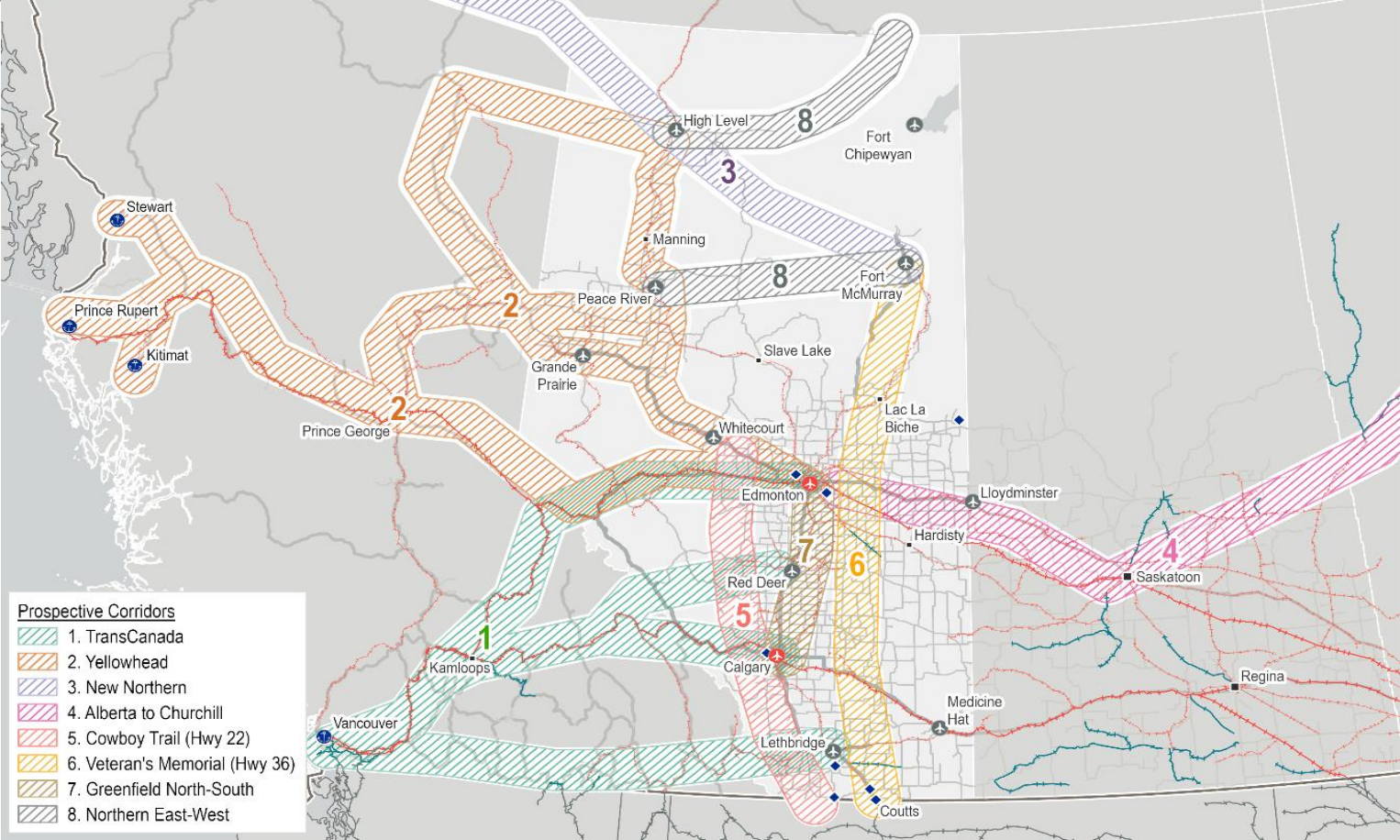
# Current “ AB Corridor” Infrastructure



# Rail Options – What is Old is New Again?



# Corridor Formalization



# Arctic Security = North American /NATO

**Security** Hudson Bay — FOOD, LNG / Hydrogen — Refining — Pipe — Rail — Year-Round Shipping Access



# AB NWT YK & AK – Mutual Benefits



# NWT / Yukon - Tuk





# Summary Points

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Corridors need to be Formalized & Defined

Corridor Authority needs to be established – Focus on growth, and trade connecting into ports and trade offices

MOU's with Like Minded States and Provinces – Early Adapters, and Trade Partners

First Nations – Real Participation and Ownership

Just in time balanced between Just in case. Our supply chain is very fragile

Balance of What is needed and realistic vs CYA & Superfluous regulations & Approval Process

ACT – Federal Study, trade and infrastructure corridors are paramount for Canada – over 4 Trillion on spending required (2020 – 70 ) HWY 3.3 Trillion, Rail 2.8 Billion, Ports 1.1 Billion

It's a point of North American Security, food, energy, and defense



# Questions / Next Steps & Collaboration

**PORT  
MACKENZIE**

**POINT  
MACKENZIE, AK**

**REPRESENTATIVE KEVIN MCCABE  
DISTRICT 30, ALASKA**

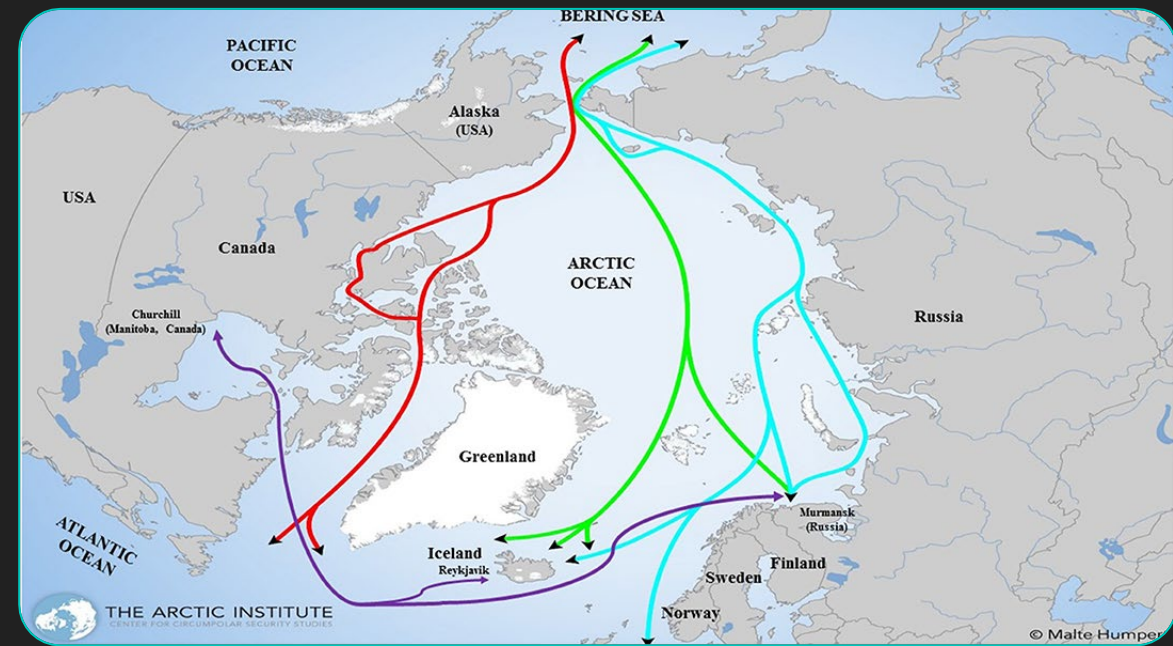


# Introduction

The MatSu Borough's Port MacKenzie, strategically positioned to access the Arctic region, the Pacific Rim, and beyond, is a pivotal asset for Alaska.

With deepwater port facilities near the Arctic, Port MacKenzie has the potential to boost regional security, facilitate trade, and contribute to economic development in the Indo-Pacific.

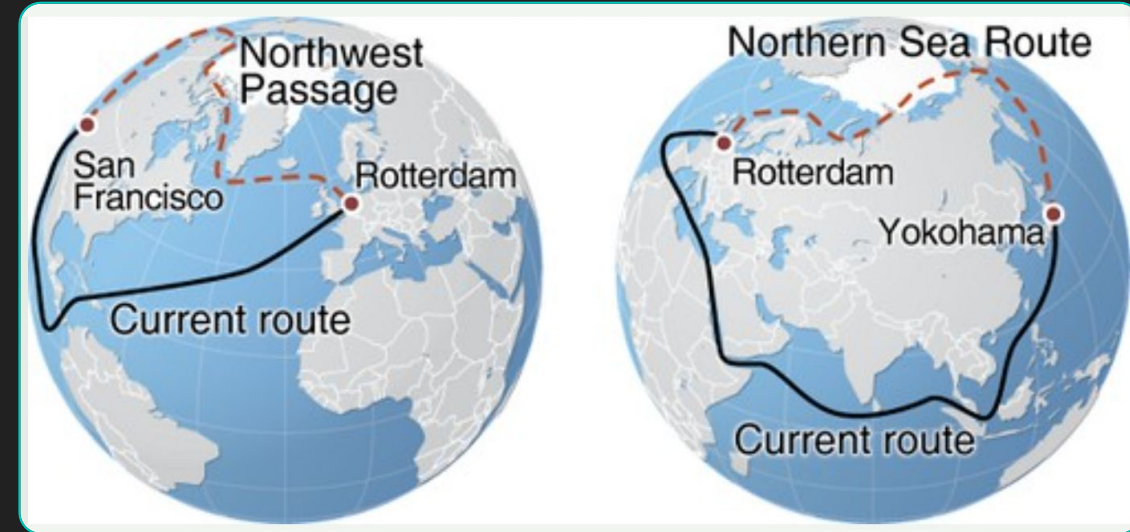
Port MacKenzie stands as a cornerstone, uniquely positioned to harness its geographical advantages for the benefit of Alaska and broader international connections.



Red: Northwest Passage; Turquoise: Northern Sea Route; Green: Transpolar Sea Route; Purple: Arctic Bridge Route.

# Key Advantages for Canadian and Indo-Pacific Allies:

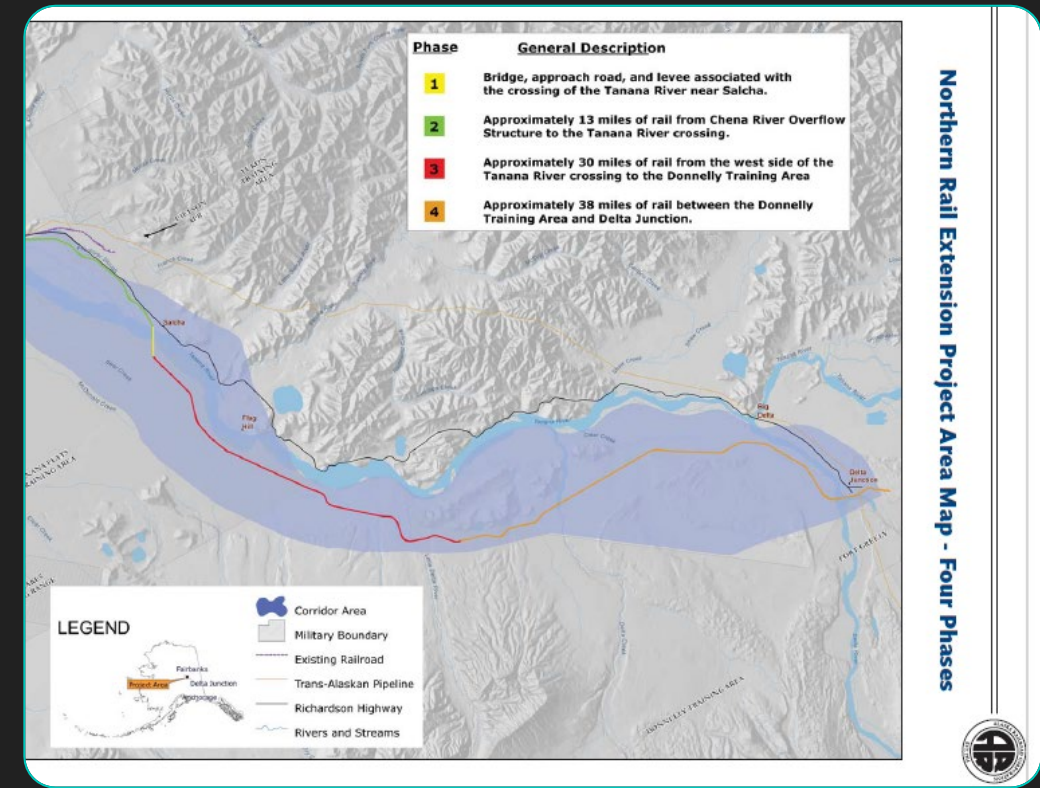
- Advancing rail development at Port MacKenzie opens access to the Northern Sea Route.
- Port MacKenzie's deepwater facilities are strategically positioned for Arctic access.
- Creating a direct route from Asia to Europe through the Arctic can significantly reduce transit times and costs, fostering global economic development for Alaska, Canada, and allied nations.
- Expansive facilities efficiently handle large cargo, while a railroad link boosts capacity, reduces congestion, enabling swift, sustainable transportation to interior Alaska.

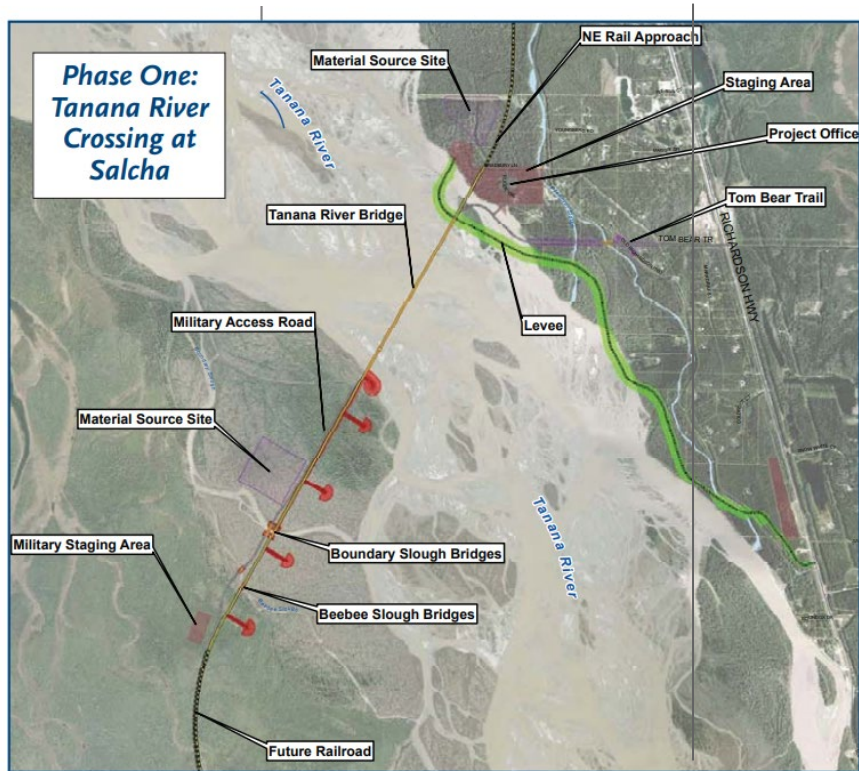


# Enhanced Trade & Economic Growth

## Efficient Cargo Handling and Strategic Rail Development:

- Port MacKenzie, designed for large vessels, optimizes railroad access for swift and efficient cargo transportation, enhancing capacity and mitigating congestion.
- Canada and Pacific allies can capitalize on Port MacKenzie's rail capabilities to leverage cost-effective transportation, fostering economic activities and product competitiveness.
- The completion of the Northern Rail Extension (NRE) in Alaska brings dual benefits—strengthening defense infrastructure and catalyzing economic growth.





# The Tanana River Bridge

THE LONGEST BRIDGE IN ALASKA



The Department of Defense contributed half the budget for this bridge because it provides year-round access to one million acres of US military training facilities.

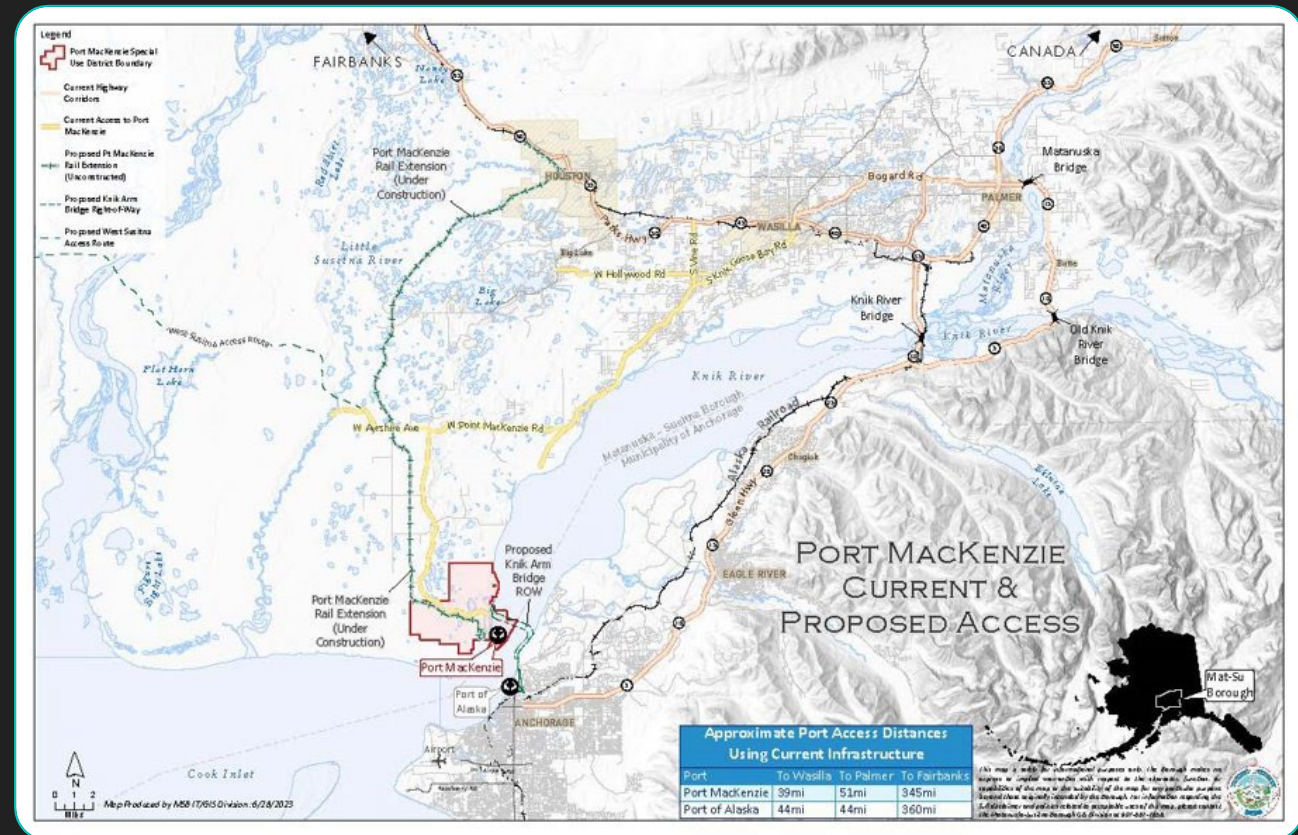
## FACTS ABOUT THE TANANA RIVER BRIDGE

- 3,300 feet long
- Opened in 2014
- Spans Tanana River near Salcha
- Part of the Alaska Highway



# Advantages for Alaska – Railroad to Port MacKenzie

- Reduced Road Congestion
- Sustainability and Lower Emissions
- Intermodal Efficiency
- Enhanced Logistics and Supply Chain Efficiency
- Collaborative Infrastructure Investment between US and Canada, trade partners and allies.



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# Conclusion

## Importance of Efficient Transportation Networks:

- Essential for economic growth and global trade.
- Saltwater ports lacking direct railroad connections face challenges like increased costs, limited opportunities, and environmental concerns.

## Significance of Port MacKenzie for Indo-Pacific Allies:

- Strategic location and deepwater facilities make Port MacKenzie crucial for Indo-Pacific allies of the United States and Canada.
- Leveraging the port can enhance trade, economic growth, security, and geopolitical influence in the Indo-Pacific region.

## Compelling Reasons for Railroad Connection to Port MacKenzie:

- Located in the Matanuska-Susitna Borough, Port MacKenzie is a significant deepwater port.
- Integration of a rail link is essential for unlocking its potential, promoting economic growth, and improving transportation logistics.

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# Conclusion, cont'd

## Benefits of Establishing a Railroad Connection:

- Pivotal for enhancing cargo capacity, reducing transportation costs, alleviating road congestion, promoting sustainability, and optimizing intermodal efficiency.
- Serves as a gateway for international trade, significantly boosting the economic development of Alaska and trade partners.

## Essential Components for Success:

- Investment, collaboration, and long-term planning are essential for efficient rail integration with Port MacKenzie.
- The rail spur at Port MacKenzie marks the beginning of a transformative journey for regional and global economic benefits.



© Ken Graham Photography.com



Port MacKenzie



Port MacKenzie





Port Mac - Storage Area





Port Mac Railbed



# Thank you

Representative Kevin McCabe | [Rep.Kevin.McCabe@akleg.gov](mailto:Rep.Kevin.McCabe@akleg.gov) | 907-376-2679

# Economic Corridors: Yukon Perspective



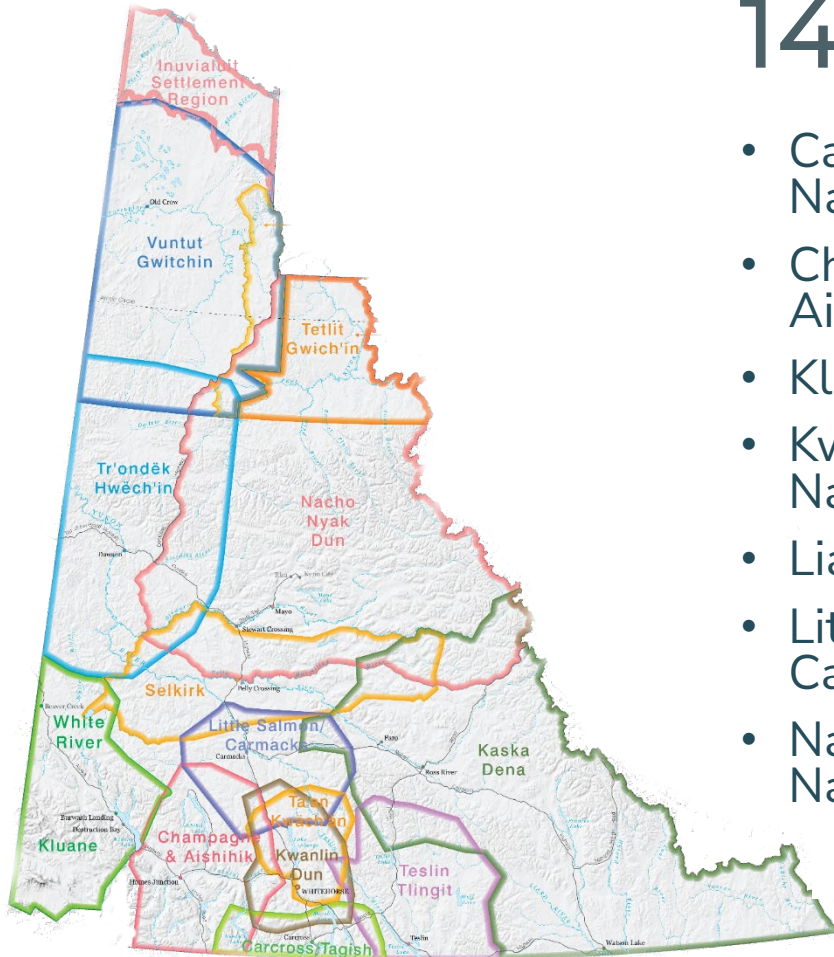
**Yukon**

# Yukon Basics

- **Land area:** 482,433 km
- **Population:** 45,000+
- **Labour Force:** 24,000
  - Population 23% increase since 2013
  - 3.7% Unemployment
- **GDP**
  - Yukon's real GDP, by industry for 2022 was \$3.03B, up by 21.4% in 10 years
  - Key Sectors: Mining and Construction



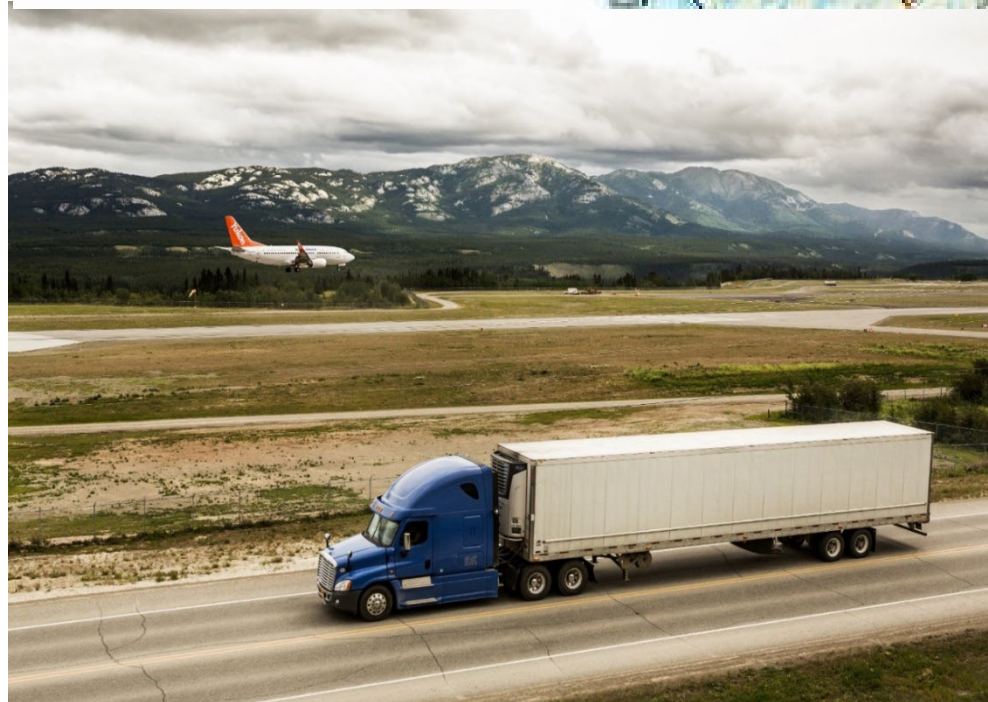
# 14 Yukon First Nations



- Carcross Tagish First Nation
- Champagne and Aishihik First Nations
- Kluane First Nation
- Kwanlin Dün First Nation
- Liard First Nation
- Little Salmon Carmacks First Nation
- Na-Cho Nyak Dün First Nation
- Ross River Dena Council
- Selkirk First Nation
- Ta'an Kwach'an Council
- Teslin Tlingit Council
- Tr'ondek Hwech'in First Nation
- Vuntut Gwitchin First Nation
- White River First Nation

# Transportation

- Land and air access to Alaska, BC, Alberta & NWT
- 4,800 km all-weather road system.
- The Alaska Highway links Yukon to Alaska and BC. Funding is governed by the US-Canada Shaktwak Agreement.
- International Airport
- Remote aerodromes





# Trade

## Top Interprovincial and US Partners – Two-way Merchandise Trade

Interprovincial		United States	
British Columbia	32%	Alaska	88%
Ontario	31%	Illinois	3.2%
Alberta	21%	Washington	2.5%
<b>Total (2019)</b>	<b>\$1776.5 M</b>	<b>Total (2022)</b>	<b>\$240.1M</b>

- Yukon's trade is mostly interprovincial, led by trade with BC, Ontario and Alberta.
- International trade is driven by the mining sector.
- The US, and particularly Alaska, is the Yukon's largest international trading partner.



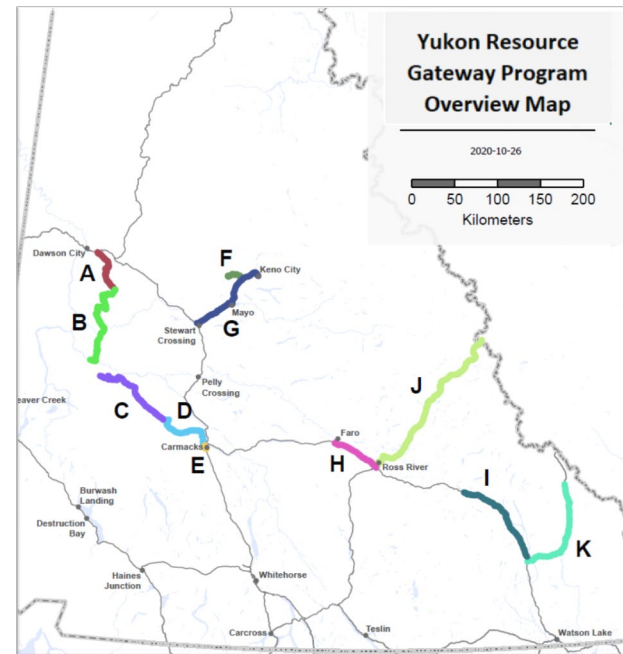
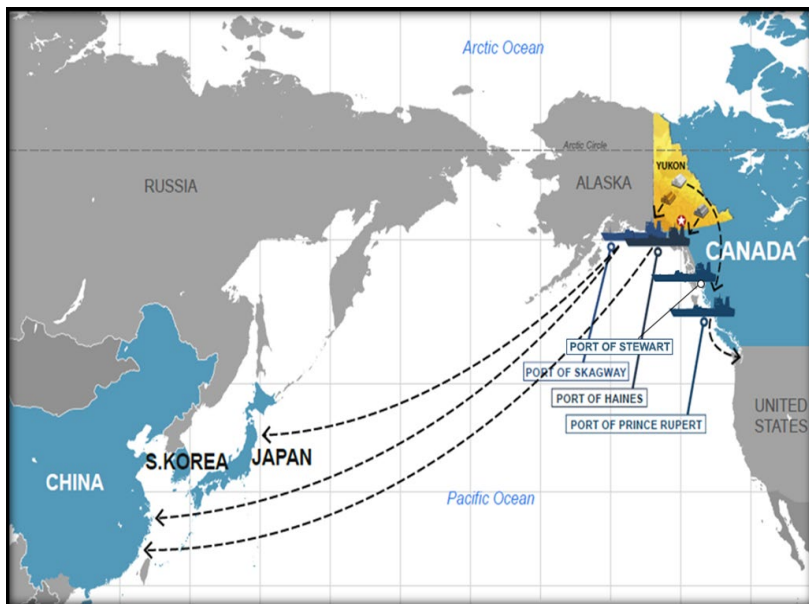
# Tourism

- People move through corridors !
- Of the 491,000 visitors to the territory in 2017-2018, 62% were from the United States, 28% were from Canada, and the remainder from other countries.
- Most visitors stated their main destination was either Yukon or Alaska.



# Mining Corridors

- Mining is a key industry in Yukon: 13.9% of GDP in 2021.
- Yukon transportation corridor projects to support industry:

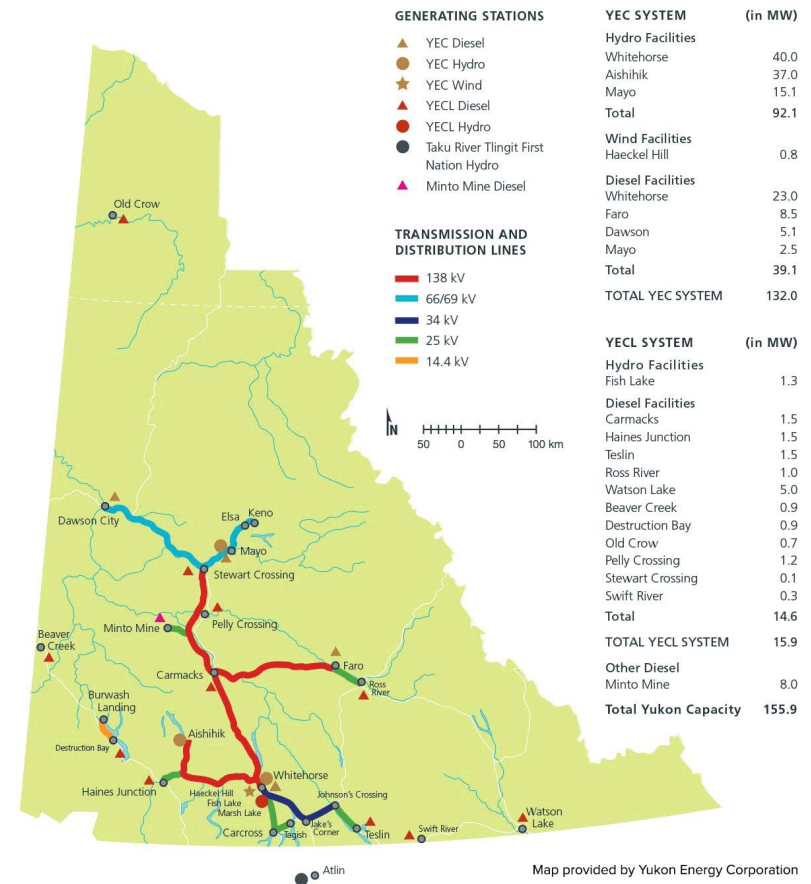


- **Port of Skagway:** Closest deep-water port, developing a dock as a footprint for long-term use.
- **Resource Gateway:** Upgrades to remote roads and bridges in areas of high mineral potential.

# Energy




- Yukon has an isolated grid, but rapidly growing demand
  - Peak demand to grow 40% in the next 10 years.
  - Atlin Hydro Expansion, potential BC intertie.
- Future growth and energy infrastructure are a priority
- Currently 90% of electricity is renewable; Target of 93% by 2030

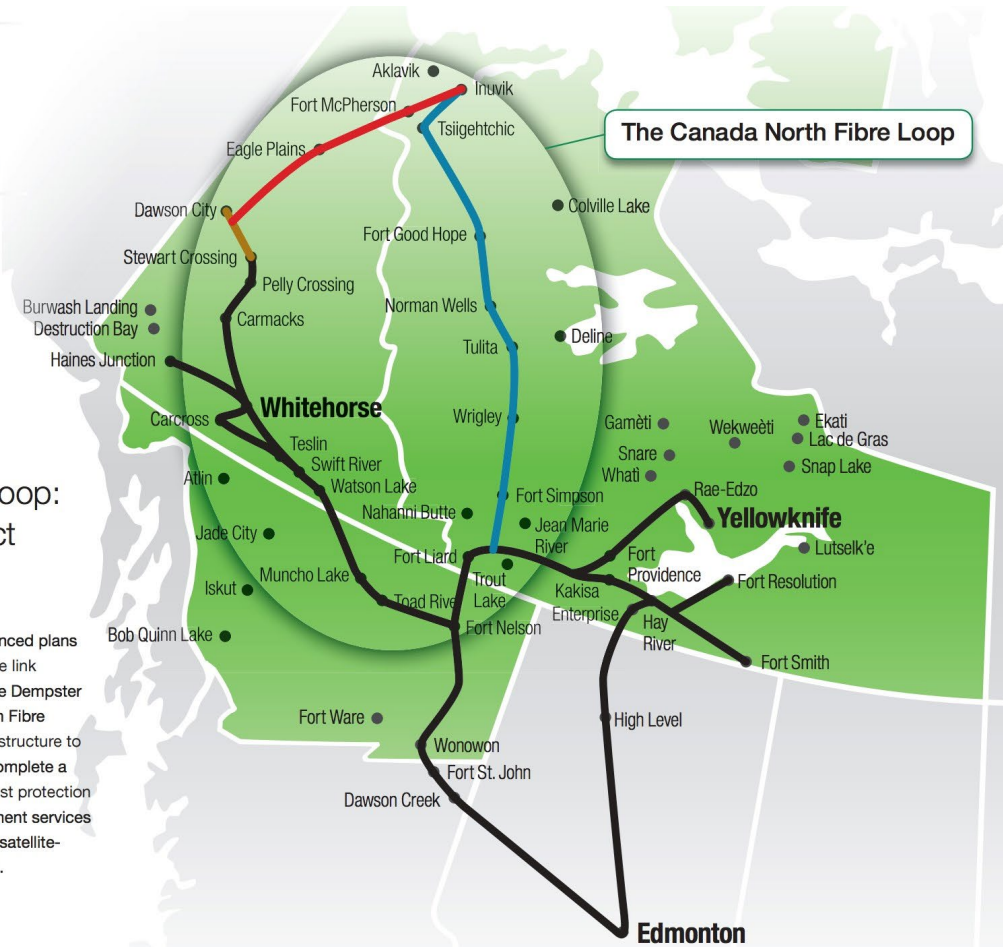
## Yukon's Transmission and Generation Facilities 2014



# Telecommunications

## Legend

-  Existing Fibre Infrastructure
-  MVFL
-  Dawson City Extension
-  Dempster Highway Fibre Line



Canada North Fibre Loop:  
Taking steps to protect  
every day services

In October, the Yukon Government announced plans to partner with Northwestel to build a fibre link between Dawson City and Inuvik along the Dempster Highway, thereby creating a Canada North Fibre Loop. By connecting our Yukon fibre infrastructure to the Mackenzie Valley Fibre Link, we will complete a redundant fibre loop that will provide robust protection for phone, internet, business and government services in the Yukon, Northwest Territories and in satellite-served communities throughout the North.



# Summary

- Yukon is geographically distant from major economic hubs in Canada and the US, and relies heavily on secure supply chains.
- Consequently, Yukon supports interjurisdictional cooperation on economic corridors.
- Trans-boundary infrastructure is critical to the long-term economic growth of our region.



**Andrew Gaule**  
**Director of Policy**  
**Department of Economic**  
**Development**  
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# Ports-to-Plains Trade Corridor

2023 PNWER Economic Leadership Forum,  
November 15, 2023

Regina Saskatchewan



# AGENDA

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## **What is the Ports-to-Plains Alliance?**

- Ports-to-Plains Corridor
- Heartland Expressway
- Theodore Roosevelt Expressway

## **Why is the Ports-to-Plains Alliance important?**

- Promote Economic Development (including tourism)
- Encourage Trade
- Increase Connectivity
- Provide Resiliency
- Improve Corridor Safety

# What is Ports-to-Plains Alliance?

- ❑ The **Ports-To-Plains Alliance** is a non-profit, bipartisan, grassroots alliance of more than 200 partner communities and businesses across nine states. We **advocate** for a robust international transportation infrastructure to **promote economic** security and prosperity throughout North America's **energy** and **agricultural** heartland including Mexico to Canada.
- ❑ Ports-to-Plains Alliance formed in **2009**
- ❑ The Alliance currently advocates for a **four-lane divided** highway or **interstate** highway connecting our communities to domestic and international markets across North America.
- ❑ The Alliance consists of three transportation corridors: **Ports to Plains Corridor, The Heartland Expressway, and the Theodore Roosevelt Expressway**

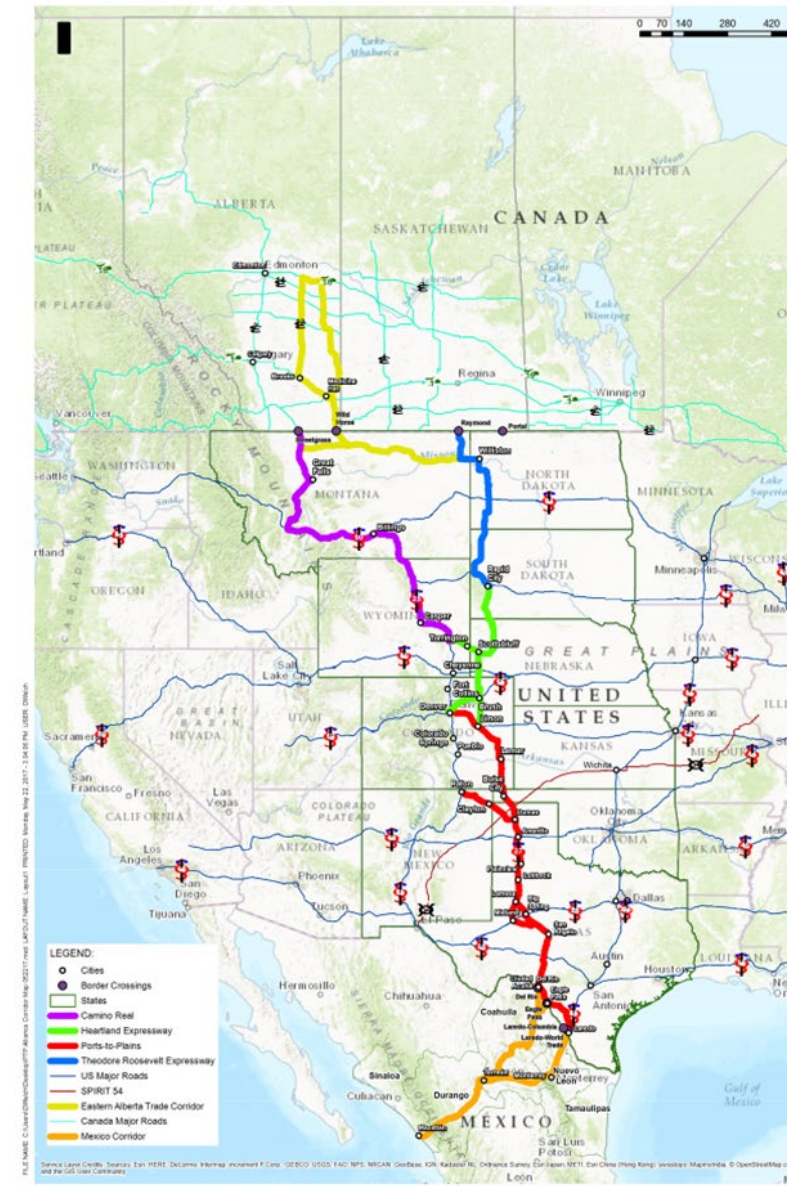


# Ports-to-Plains Alliance

- ❑ PORTS-TO-PLAINS CORRIDOR (HPC #38)
- ❑ HEARTLAND EXPRESSWAY (HPC #14)
- ❑ THEODORE ROOSEVELT EXPRESSWAY (HPC #58)

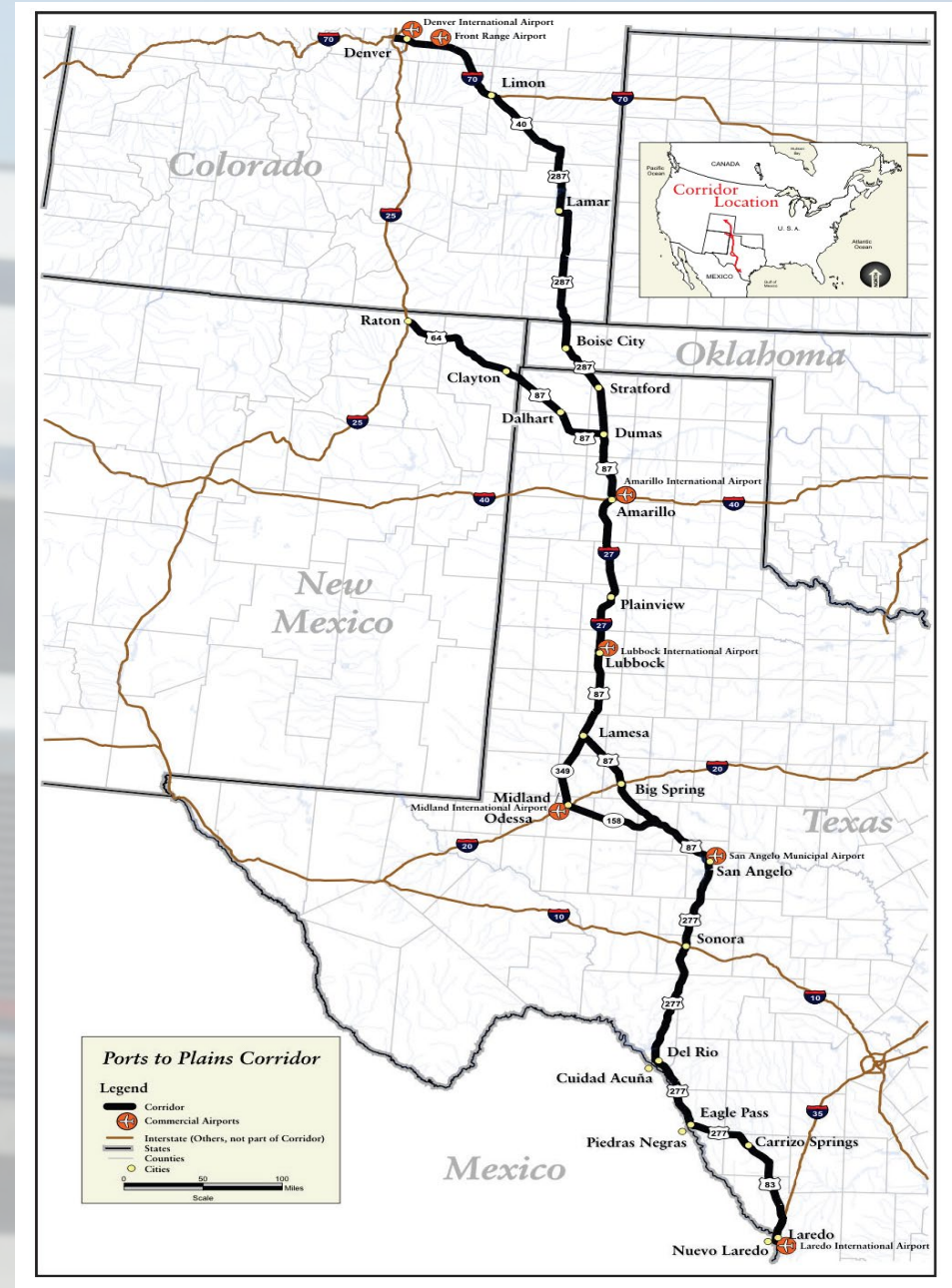
THE 2,300-MILE CORRIDOR RUNS FROM MEXICO TO CANADA THROUGH NINE RURAL STATES.

APPROXIMATELY 1,100 OF THE 2,300-MILE CORRIDOR (47%) IS UPGRADED TO FOUR-LANE OR BETTER.



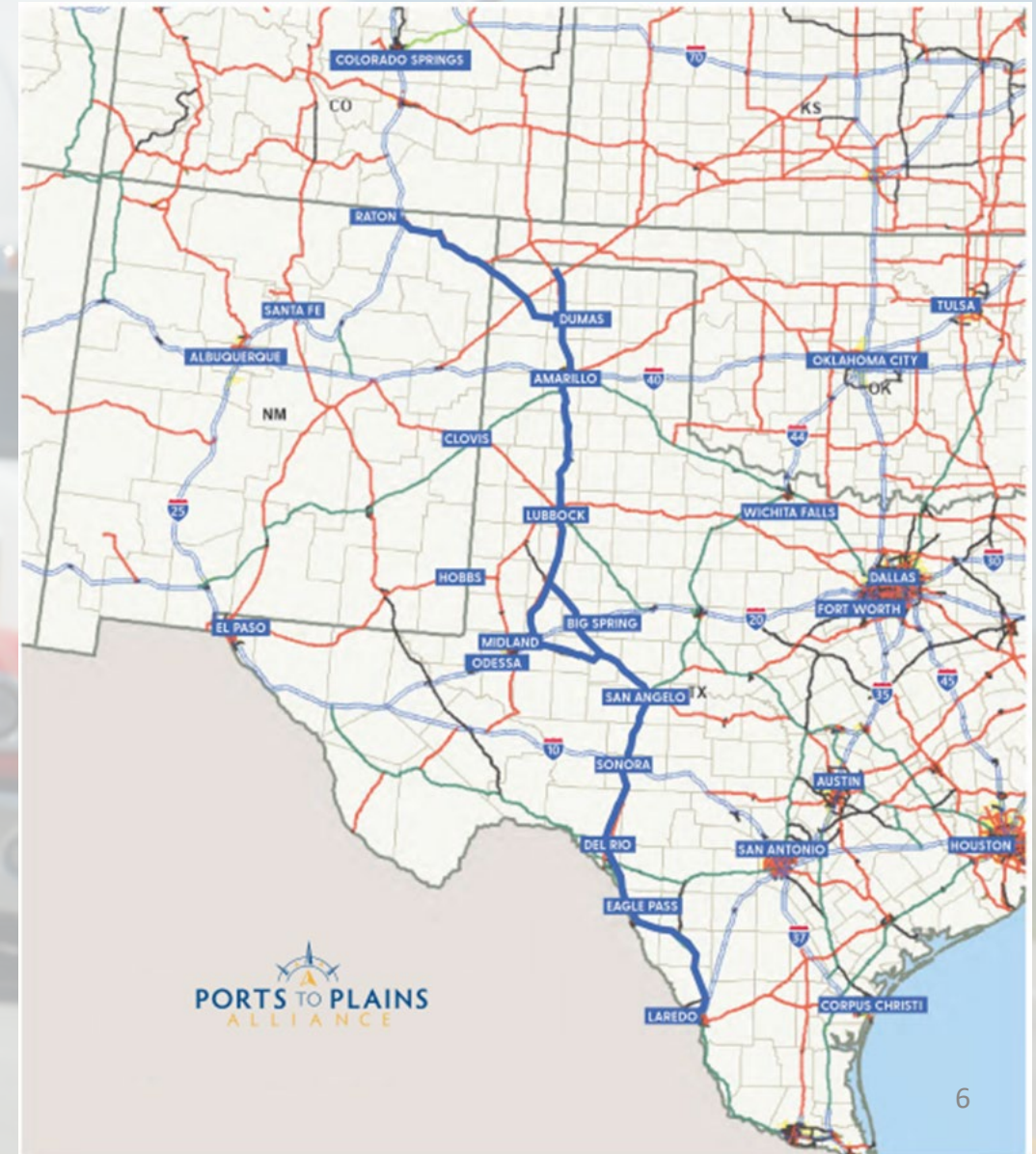
# The Port-to-Plains Corridor in Texas, New Mexico, Oklahoma and Colorado

- ❑ The Ports-To-Plains Corridor, designated by Congress as a High Priority Corridor on the NHS in 1998 between the United State/Mexico border at Laredo, Texas to Denver, Colorado.
- ❑ 963 lane miles in Texas, 92 lane miles in New Mexico, and 196 to Limon; 281 to Denver) lane miles in Colorado.



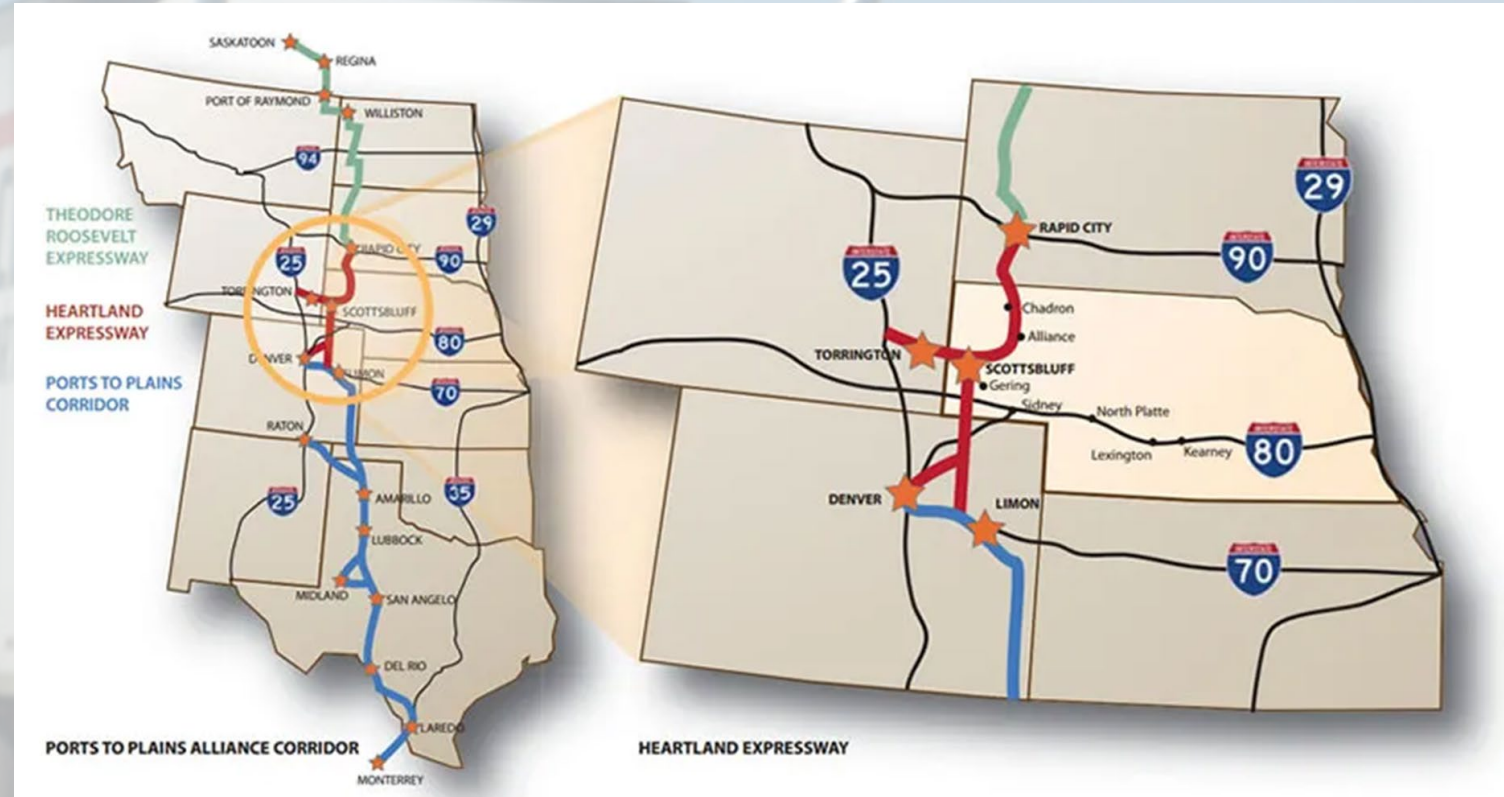
# Future Interstate Highway

- In 2022, the **TEXAS** and **NEW MEXICO** portions of the Ports-to-Plains Corridor were designated by Congress as a **Future Interstate Highway**.



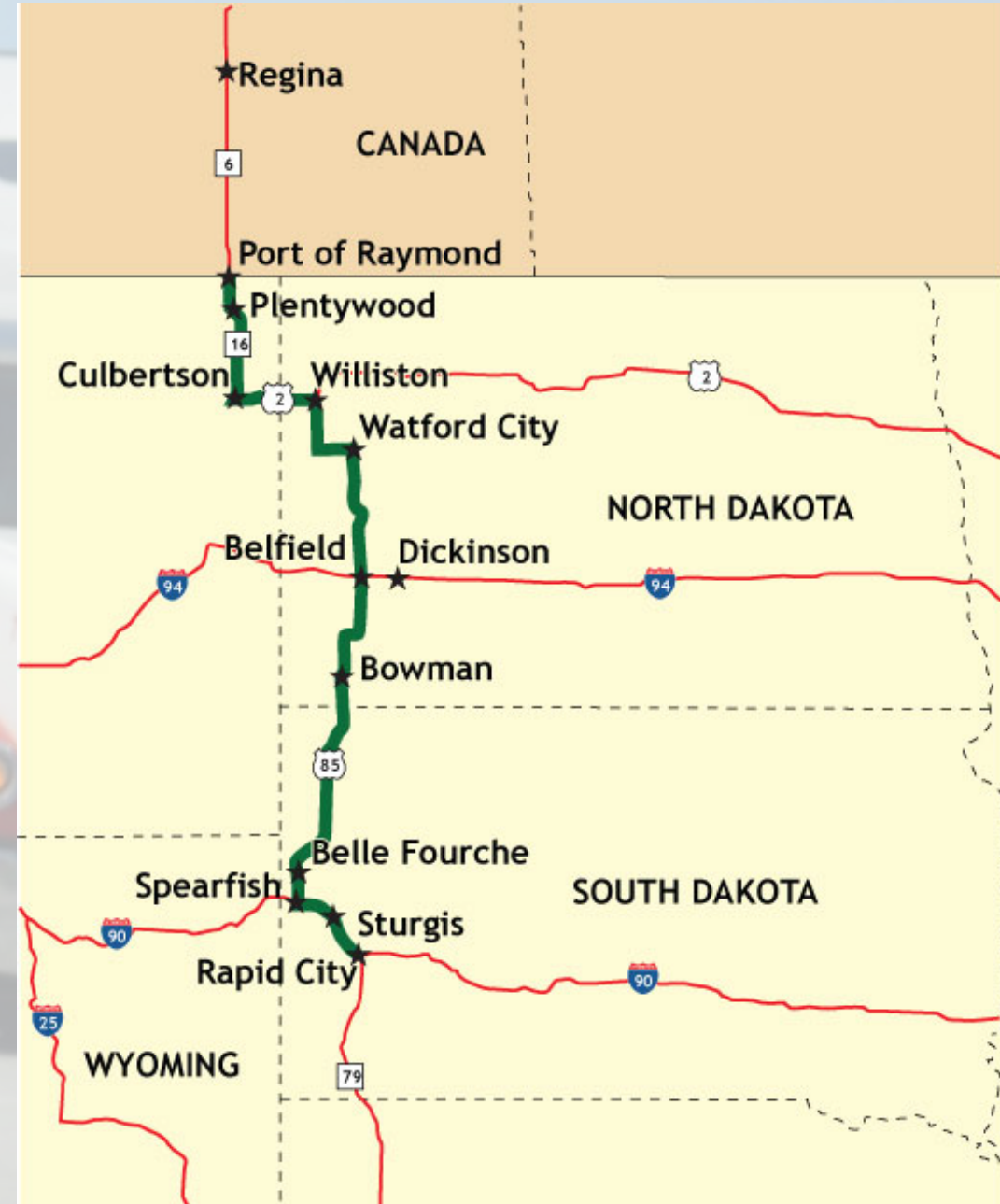
# The Heartland Expressway in Colorado, Nebraska, Wyoming and South Dakota

- ❑ Heartland Expressway designated by Congress as High Priority Corridor on the NHS in 1991 from Denver, CO to Rapid City, SD Via Scottsbluff, NE
- ❑ 85 lane miles in South Dakota, 221 lane miles in Nebraska, 70 lane miles Wyoming, and 129 lane miles in Colorado



# The Theodore Roosevelt Expressway in Montana, South and North Dakota

- ❑ Theodore Roosevelt Expressway designated by Congress as High Priority Corridor on the NHS in 2005 from Rapid City, SD through Williston, ND to Canada through the Port of Raymond in Montana
- ❑ 89 lane miles in Montana, 197 lane miles in North Dakota, and 149 lane miles in South Dakota
- ❑ In South Dakota, 88 miles from Belle Fourche to the North Dakota State line remains to be expanded



# Why is the Ports-to-Plains Alliance important?

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- ❑ Promote Economic Development (including Tourism)

# Three of the Nations Largest Agricultural Exports in 2022:

## Cattle, Cotton, Dairy

P2P supports \$11 billion per  
year in Agricultural  
production sales

(Top Three Agricultural  
Commodities in Texas)

Cattle	\$12.3 billion
Cotton	\$2.6 billion
Dairy	\$2.1 billion



### Why is the Ports-to-Plains Corridor Important to Texas and the Nation?

The **Ports-to-Plains Corridor** is the only north-south transportation corridor that **connects and integrates the nation's and Texas' most strategic economic engines of agriculture production, energy production and international trade** and it supports growing population and economic centers of West and South Texas.

#### Agriculture Production

The Ports-to-Plains Corridor supports the largest agricultural production in the country. The Ports-to-Plains Corridor supports the production and export of agricultural products, generating approximately \$11 billion a year in agricultural product sales.<sup>1</sup> Statewide, the three top agricultural commodities are: cattle generating over \$12.3 billion a year, cotton over \$2.6 billion a year, and milk products generating over \$2.1 billion a year.<sup>2</sup> The production and export of quality agricultural products (crops, livestock, dairy, etc.) generates billions of dollars and relies directly on highway networks for transport of products to market. Delays in the transport of livestock may create health and safety issues for the animals.

Agriculture is a Key economic engine in the Ports-to-Plains Corridor and for the State of Texas.



The Ports-to-Plains Corridor supports the largest agricultural production in the country.

<sup>1</sup> United States Department of Agriculture, Census of Agriculture 2017.

<sup>2</sup> Texas Department of Agriculture, Texas Agriculture Statistics, Top 10 Commodities, 2017.



# Top Ten Cattle Numbers 2023(NCBA)

## Beef Cattle (28.9 million head)

1. Texas	(4.3 million head)	(15.0%)
2. Oklahoma	(1.98 million head)	(6.9%)
4. Nebraska	(1.7 million head)	(5.9%)
5. South Dakota	(1.53 million head)	(5.3%)
7. Montana	(1.27 million head)	(4.4%)
9. North Dakota	(876 thousand head)	(3.1%)



# Top Ten Cattle Numbers 2023(NCBA)

## Feeder Imports (Canada)(# of Cattle)(2022)

Montana	17,260
Idaho	34,864
North Dakota	115,000

## Feeder Imports (Mexico)(# of Cattle)(2022)

Texas	179,794
New Mexico	492,846

# Economic Impact and Return on Investment



## Ports-to-Plains Corridor Statewide Benefits

- **\$4.1 Billion** Total Annual Travel Cost Savings
- **22,110 Jobs** Total Increase in Employment
- **\$2.84 Billion** Total Annual Increase in GDP

**Return on  
Investment**

**\$17.8b** or **76%**

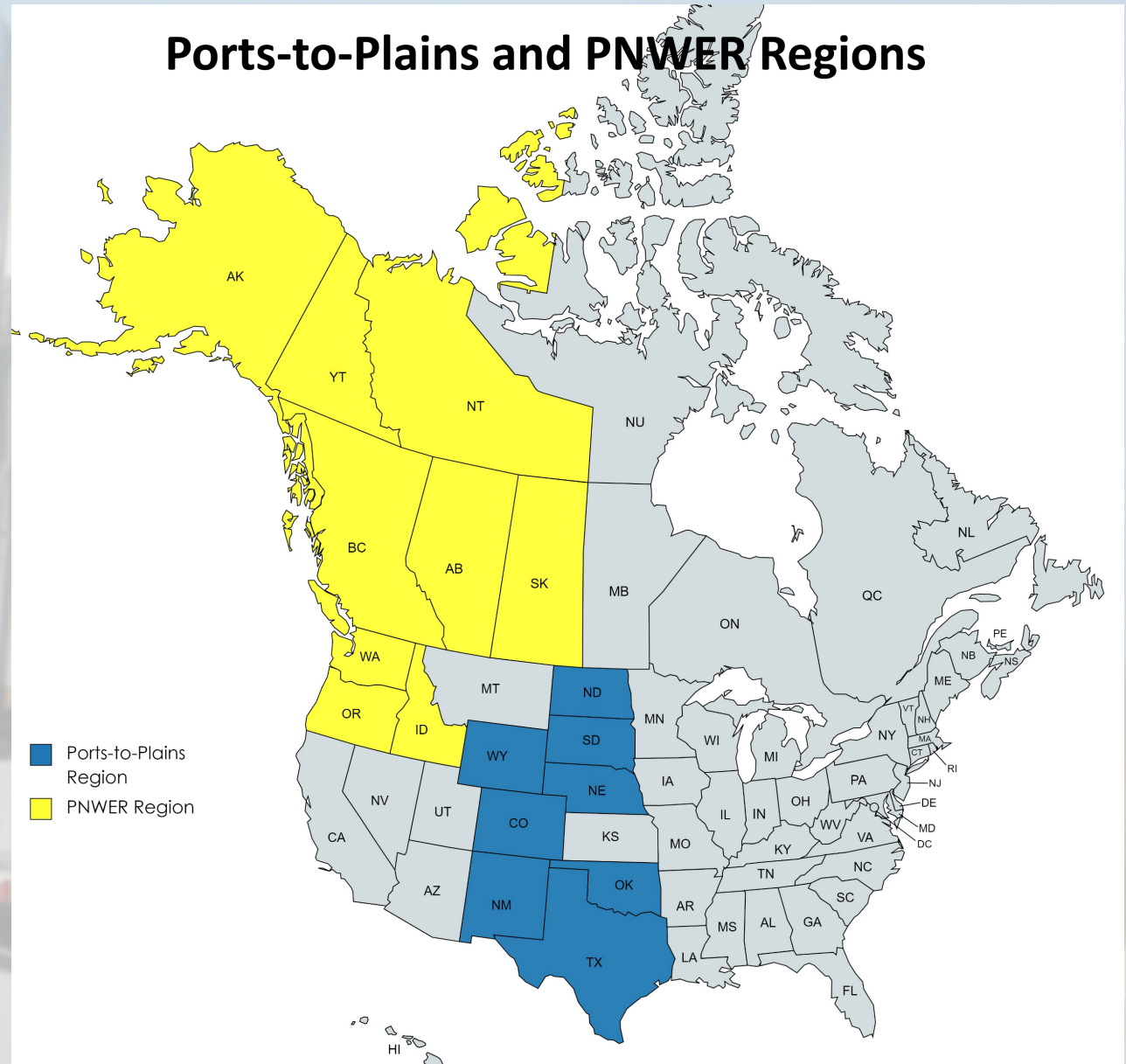


**Benefit  
Cost  
Ratio**

**2.4**

# Corridor Impacts to the Northwest Region

- **PNWER** serves a region including nine (9), states, provinces and territories.
- **Ports-to-Plains** serves a region with nine (9) U.S. States
- **Montana** is included in both Regions.



# Potential Impact of Tourism in the Northwest Region

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- ❑ The Theodore Roosevelt Triangle
  - ❑ Mount Rushmore, Theodore Roosevelt Presidential Library, Yellowstone National Park
- ❑ Glacier Park, Banff, Jasper National Park, Little Big Horn Battlefield
- ❑ Grasslands National Park, Prince Albert National Park
- ❑ Badlands, Lewis & Clark National Historic Trail, Devils Tower, The Great Western Cattle Trail
- ❑ Grand Teton, Fossil Butte, Craters of the Moon

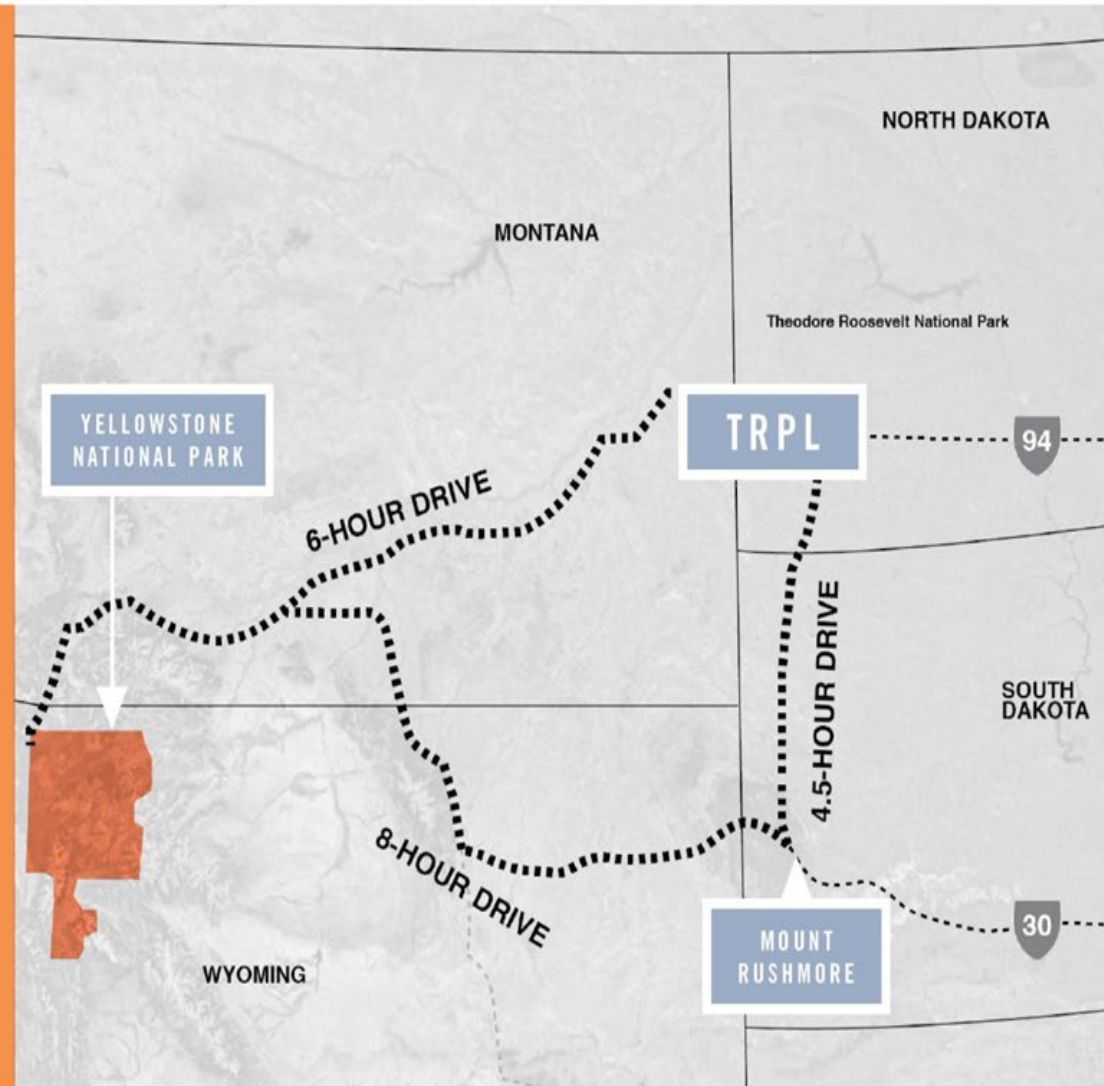
# The Teddy Roosevelt Triangle

Introduced the concept as part of the Teddy Roosevelt Presidential Library.

## THE T.R. TRIANGLE

Located on the 100th Meridian, North Dakota is the geographic center of North America, a place where East meets West.

The birth of the TRPL will create a "Theodore Roosevelt Triangle," composed of the Library, Mount Rushmore, and Yellowstone National Park.



# Why is the Ports-to-Plains Alliance important?

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□ Encourage Trade



# International Trade is a Key Economic Sector for the Ports-to-Plains Corridor Future Interstate I-27 Advisory Committee

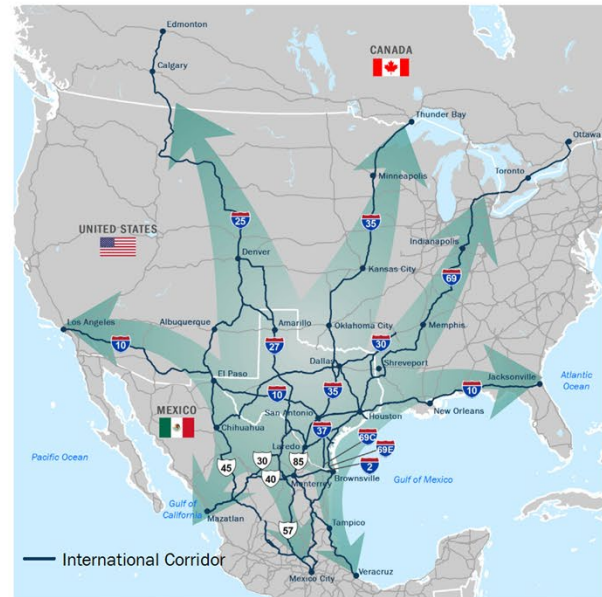
HANDOUT #1



The Ports-to-Plains Corridor was designated as a future interstate in Texas and New Mexico in the federal Fiscal Year 2022 omnibus appropriations bill. Interstate 27 (I-27) is part of the Ports-to-Plains Corridor and exists between Lubbock and Amarillo. It is assumed the Corridor will be designated I-27 as it extends south from San Angelo and north from Amarillo. Route numbering is ultimately the responsibility of the American Association of State Highway and Transportation Officials (AASHTO) and the United States Department of Transportation. The **963-mile corridor spans 26 Texas counties** and includes portions of I-20, I-27, I-35, US 83, US 87, US 277, US 287, SH 158, and SH 349.

## International Trade

The **Ports-to-Plains Corridor improves freight movement and service with Mexico** throughout the United States, making it faster, safer, and less costly to trade. Northbound commercial vehicle crossings<sup>1</sup> are expected to reach 7.1 million in 2050, an increase of 173% since 2009.



**THE PORTS-TO-PLAINS CORRIDOR IS VITAL TO INTERNATIONAL TRADE BECAUSE IT CONNECTS WITH THE THREE GATEWAYS OF LAREDO, EAGLE PASS, AND DEL RIO**

## Imports and Exports Passing through the Ports-to-Plains Corridor

Below are imports from Mexico that will be trucked to states other than Texas and exports from the U.S. to Mexico that will be trucked from states other than Texas and will pass through the Corridor in 2050<sup>1</sup>.



## Port of Laredo

In 2021, the Port of Laredo was ranked the third largest U.S. port of entry based on its total import/export trade value of \$249 billion<sup>3</sup>.

### Port of Laredo Trade Operation<sup>4</sup>



**4.5**  
Million Trucks  
Annually



**\$250**  
Billion in  
Trade Annually



**60%** Increase in commercial traffic  
in the past 10 years

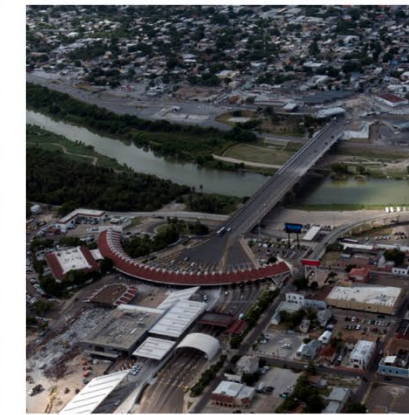
**30%**

Total U.S. world trade that transits  
through Texas ports of entry

**40%**

Total trade between the  
United States and Mexico

## LAREDO, DEL RIO AND EAGLE PASS BORDER CROSSINGS HAD \$262 BILLION IN 2019 CROSS-BORDER TRADE<sup>2</sup>



**1**

**PORT OF LAREDO - TOP INLAND COMMERCIAL PORT OF ENTRY AT THE U.S. AND MEXICO BORDER<sup>3</sup>**

<sup>1</sup>TxDOT SAM and Transearch

<sup>2</sup>United States Customs and Border Patrol Truck Volumes by Bridge, 2009-2018 and Bureau of Transportation Statistics Transborder Freight Data 2006-2019

<sup>3</sup>Economic Outlook Report, Texas Center, April 2022

<sup>4</sup>Bureau of Transportation Statistics Transborder Freight Data 2006-2019

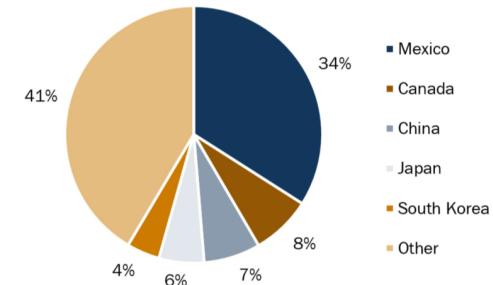


Click the shield at the top of the page or scan the QR code to visit TxDOT's I-27 Advisory Committee webpage at: <https://www.txdot.gov/government/partnerships/i-27-advisory-committee.html>

# Texas Top 5 Trading Partners (2019)

**Mexico (\$25.7 billion)**  
**Canada (\$6.1 billion)**

Figure 6. Texas' Trading Partners by Percentage of Total Trade Value (2019)

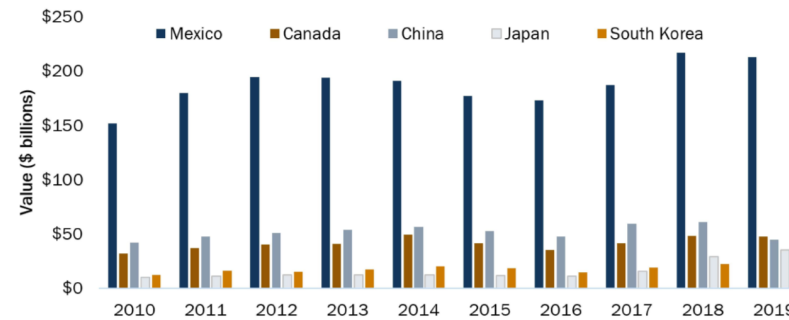


Source: U.S. Census (USA Trade Online: <https://usatrade.census.gov/>)

While trade values with these countries have fluctuated, especially between 2011 and 2016, trade increased in 2019 with four out of the five countries (see Figure 7. Texas' Largest Trading Partners). Specifically, since 2017, Texas' trade with:

- Mexico increased by 14 percent (\$25.7 billion).
- Canada increased by 15 percent (\$6.1 billion).
- China decreased by 25 percent (-\$14.6 billion).
- Japan increased by 131 percent (\$20.1 billion).
- South Korea increased by 38 percent (\$7.1 billion) (2).

Figure 7. Texas' Largest Trading Partners

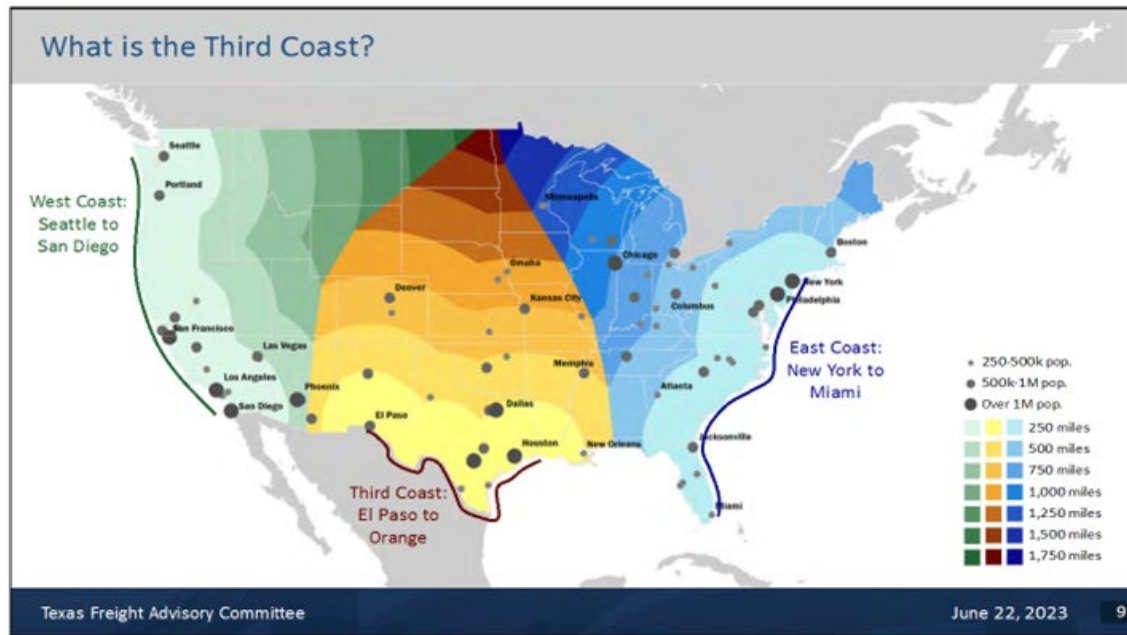


Source: U.S. Census (USA Trade Online: <https://usatrade.census.gov/>)



# Texas Freight Advisory Committee

Introduced the concept of the Third Coast and the impact of trade infrastructure.



### Third Coast Gateway White Paper

Objectives:

Determine TxDOT's role in advancing multimodal trade infrastructure. Continue leadership in freight. Partner with public and private sectors to increase economic competitiveness.

Supports Texas Delivers 2050 Recommendations:

TxDOT should...

- ☐ elevate the "3rd Coast" concept as a key gateway of North America...
- ☐ establish a Third Coast Global Gateway task force...
- ☐ partner to improve mobility and reliability on Texas railroads and ports...
- ☐ advance the BTMP implementation program...

Texas Freight Advisory Committee June 22, 2023 10

# PNWER Region Exports by Truck to Ports-to-Plains Region

U.S. Domestic Trade  
Freight Analysis Framework 5.1  
Bureau of Transportation Statistics  
(BTS) FY2022

Trade with Canada  
Trans-Border Freight Data  
Bureau of Transportation Statistics  
(BTS) FY2022

	<b>PTP States</b>
	<b>(\$M)</b>
<b>Alaska</b>	<b>\$0.0</b>
<b>Idaho</b>	<b>\$3,294.9</b>
<b>Oregon</b>	<b>\$4,133.9</b>
<b>Washington</b>	<b>\$7,227.3</b>
<b>Alberta</b>	<b>\$3,189.8</b>
<b>British Columbia</b>	<b>\$1,092.5</b>
<b>Saskatchewan</b>	<b>\$962.78</b>
<b>Northwest Territories</b>	<b>\$0.0</b>
<b>Yukon</b>	<b>\$0.1</b>
<b>TOTAL EXPORTS FROM PNWER</b>	<b>\$19,901.3</b>

# Why is the Ports-to-Plains Alliance important?

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- Increase Connectivity

  - Food, Fiber, Fuel

- Provide Resiliency

- Improve Corridor Safety

  - 21% Crash Rate Reduction, \$450 million annual economic benefit (IH 27 Upgrade)

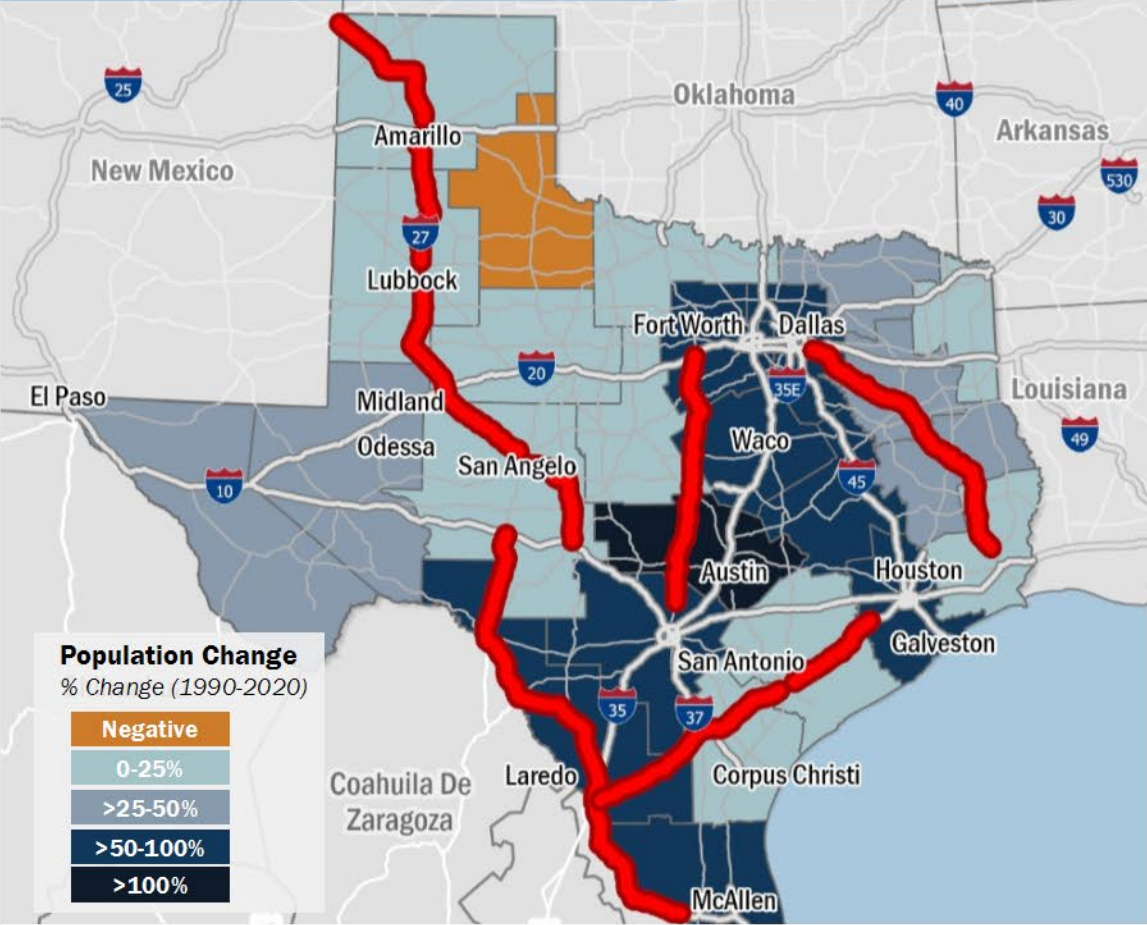
# Increase Connectivity

- ❑ Connect three nations under the current free trade agreement. Connect the Providence of Alberta and Saskatchewan to the deep-water port of Mazatlán Mexico.
- ❑ Connect three of North America's largest oil fields, the Permian Basin in Texas and New Mexico, Bakken in North Dakota, and Alberta Oilsands
- ❑ Connect 12 of the nation's top 20 feedlots
- ❑ Connect growing populations to sustainable food sources



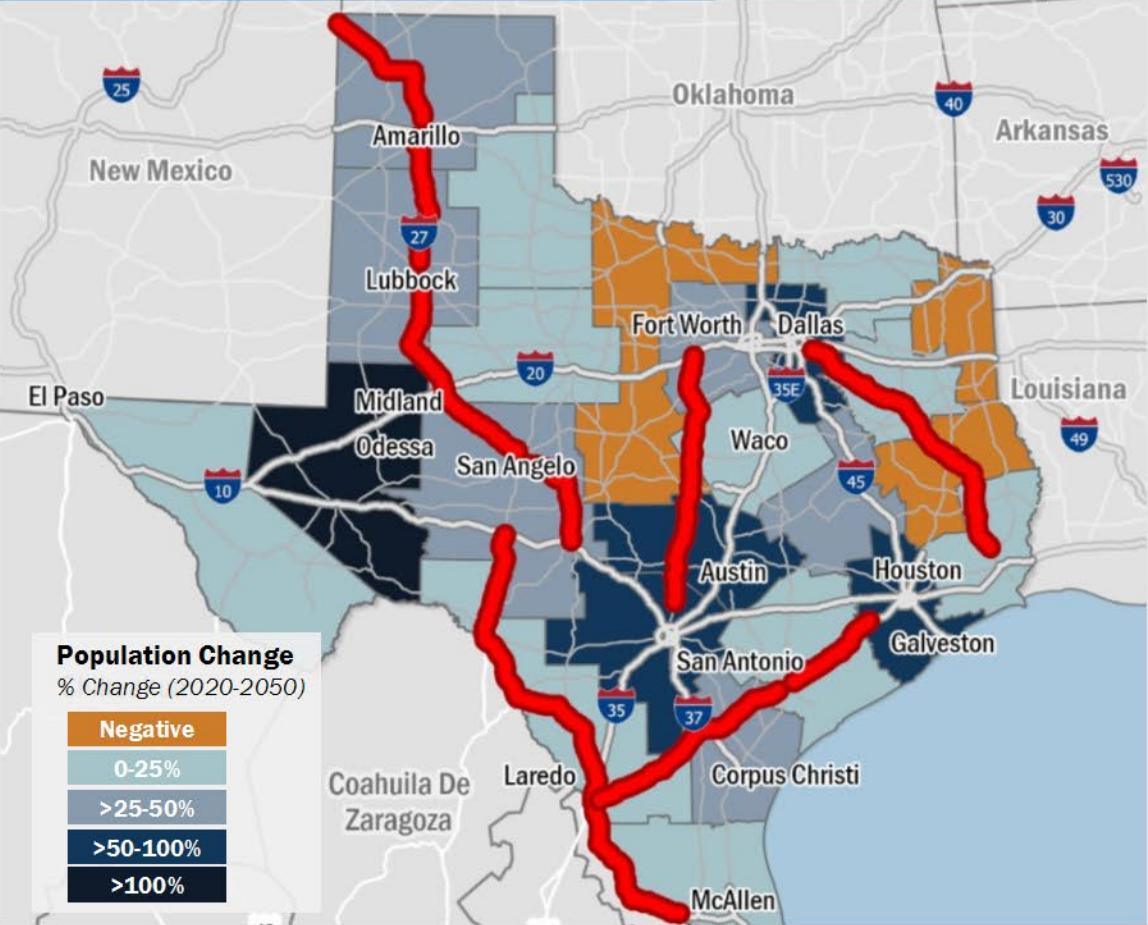
# Key Statewide/Rural Connectivity Corridors Supports Population Growth (1990 – 2050)

## Population change 1990-2020



Between 1990 and 2020, Key Corridors counties grew from **12 million to 20 million people (+69%)**

## Projected Population Change 2020-2050



From 2020 to 2050, Key Corridors counties are projected to grow from **20 million to 32 million people (+60%)**

# Provide Resiliency

- A 9-mile section of **IH25** between Pueblo and Colorado Springs was closed after the collapse on October 15. The National Transportation Safety Board has issued a preliminary statement saying a possible cause of the derailment was a broken rail on the bridge.



# Provide Resiliency

- On Oct. 7, 2022, over **2,000 barges** were backed up at various points along the **Mississippi** because of river closures. Low water levels disrupted shipments both north and south. Shipping costs rise during harvest season, when demand for barge transportation is higher.



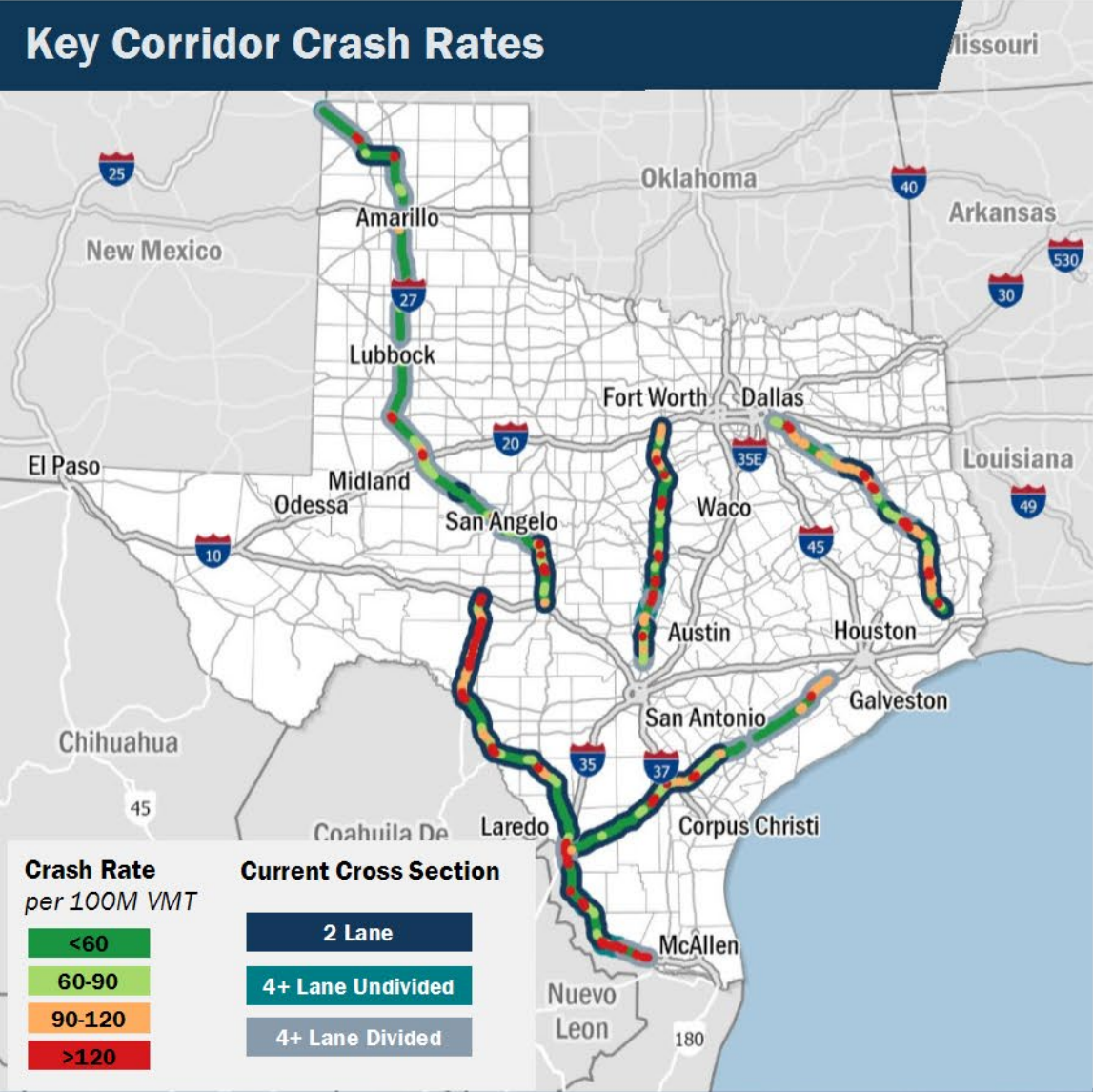
# Provide Resiliency

- About 8% of those vehicles are trucks that will now need to take longer, more costly routes, Buttigieg said. “That is a lot of America’s GDP moving along that road every day,” he said. **(IH 95 Bridge Collapse)**





## Key Corridor Crash Rates



## Statewide Safety Conditions

- Crashes on rural 2 lane and 4 lane undivided highways occur **1.6x as often** as on rural 4+ lane divided highways.
- Rural 2 and 4 lane undivided highways account for **72% of all rural crashes** and **77% of all rural fatalities**.

## On Key Corridors

- Sections of 2 and 4 lane undivided highway have crash rates that **exceed the statewide average**.
- Crashes on rural 2 and 4 lane undivided sections are **1.5x as likely to be fatal** as crashes on 4 lane divided.

\*Segment crash rate is calculated using 2017-2021 crashes

# Factors Contributing to Safety by Upgrading the Corridor

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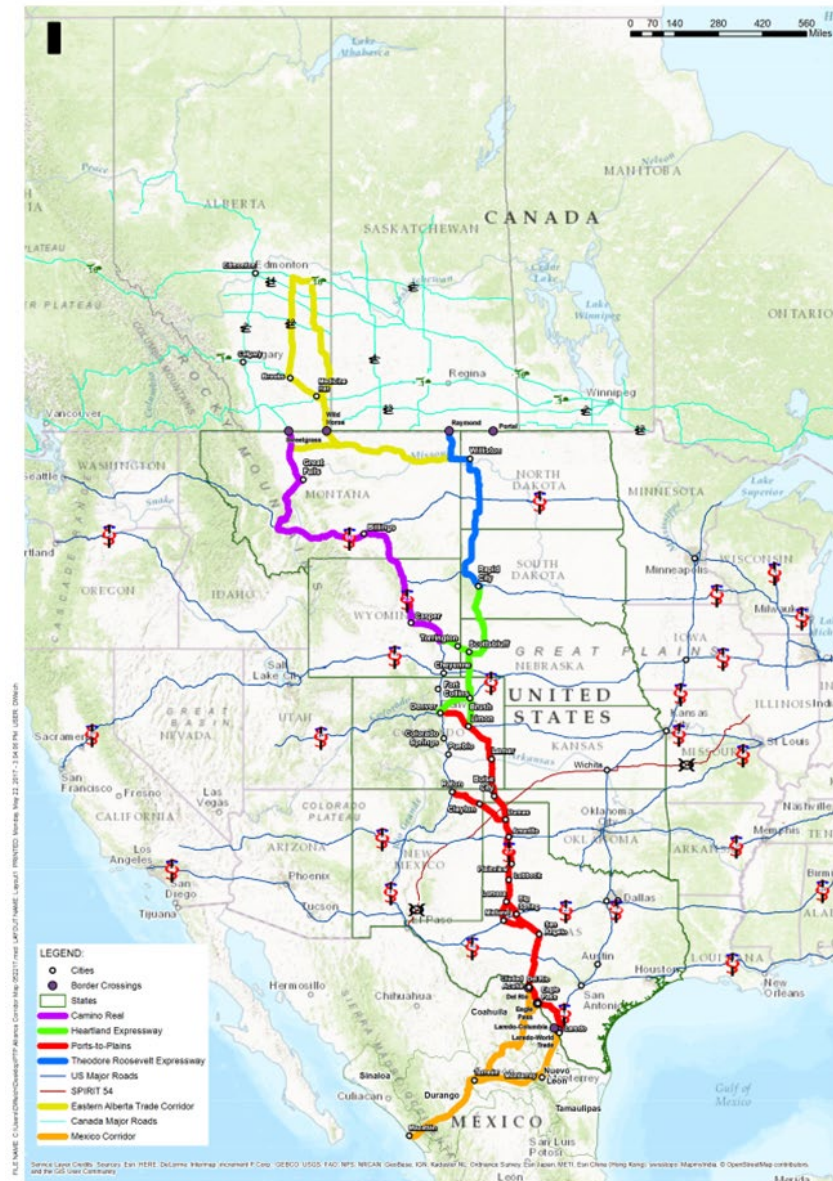
- Multiple lanes per direction.
- Grade separation.
- Traffic mix (trucks and cars).
- Controlled access.
- Safety features such as cable median barriers, rumble strips and turn lane improvements.

# Ports-to-Plains Alliance

- ❑ PORTS-TO-PLAINS CORRIDOR (HPC #38)
- ❑ HEARTLAND EXPRESSWAY (HPC #14)
- ❑ THEODORE ROOSEVELT EXPRESSWAY (HPC #58)

THE 2,300-MILE CORRIDOR RUNS FROM MEXICO TO CANADA THROUGH NINE RURAL STATES.

APPROXIMATELY 1,100 OF THE 2,300-MILE CORRIDOR (47%) IS UPGRADED TO FOUR-LANE OR BETTER.



PORTS-TO-PLAINS ALLIANCE  
CORRIDOR MAP



Issuing Office: Lubbock Date: 05/17/2011  
Project No: 2884.17 Sheet: 1 of 1

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*“ADVOCACY IS AN ACTIVITY BY AN INDIVIDUAL OR GROUP THAT AIMS TO INFLUENCE DECISIONS WITHIN POLITICAL, ECONOMIC, AND SOCIAL INSTITUTIONS.(WIKI)”*

