

THE PORTS-TO-PLAINS TRADE CORRIDOR (P2P) AND HEARTLAND EXPRESSWAY (HE)

WHAT DRIVES COLORADO'S ECONOMY?

“The Colorado economy is as diverse as its people and geography. Tourists from all over the world are drawn to locations across Colorado for gorgeous scenery, unparalleled recreational opportunities, and compelling cultural experiences. Colorado’s ranching, farming, and mining industries have a proud history and are integral to the state’s communities and economic prosperity.”

Tourism , in terms of spending, employment, and tax revenue, has a significant impact on the benefits of tourism to the state. At \$14.2 billion in Direct Tourism Spending, the counties on or within 100 miles of the Ports-to-Plains Corridor, provide 58.5 percent of the total \$24.2 billion statewide. These counties, at 104,790 in Direct Employment, represent 56.9 percent of the state’s 184,100 Direct Employment in travel. These counties also are benefited by 28.7 percent of the statewide tax revenues from travel.

Agriculture , farming and ranching, provides an even greater percentage impact compared to statewide. Crop Sales at \$1.7 billion in these counties, including grains, oilseeds, dry beans, dry peas, and other crops and hay, provide 75.2 percent of the statewide crop sales totaling \$2.2 billion. At \$4.8 billion, in Livestock, poultry, and products sales, including cattle and calves, milk from cows, hogs and pigs, sheep and goats, and other animals and animal products, these counties account for 91.1 percent of the statewide \$5.3 billion.

At 146 million bbls, oil and gas production within these counties represent 95.3 percent of the statewide production of 153.7 million bbls. With a statewide natural gas production of almost 2.0 billion mcf, these counties produced 1.1 billion mcf or 57.4 percent of the statewide production. For renewable energy, the state of Colorado relies on the significant production by wind and solar. These counties produce 99.1 percent of the total wind production in the state and 68.1 percent of the total solar production statewide at 5,151.1 MW and 938 MW respectively.

WHAT IS THE VALUE OF THE PORTS-TO-PLAINS ALLIANCE AND HEARTLAND EXPRESSWAY TRADE CORRIDOR TO COLORADO?

The portions of P2P and HE in Colorado provide a key role in the Ports to Plains Alliance Corridor. P2P runs south connecting Colorado to Oklahoma, New Mexico and Texas as well as the key land ports connecting Colorado goods to Mexico. HE runs north connecting Colorado goods with Nebraska, Wyoming, South Dakota, North Dakota, and Montana as well as land ports connecting to Canada.

The 2,300-mile Ports-to-Plains Alliance Corridor runs from Mexico to Canada through nine rural states and serves several major international border crossings, including Laredo, Texas. The Corridor includes three congressionally designated High Priority Corridors on the National Highway System (NHS): • Ports-to-Plains Trade Corridor #38 • Heartland Expressway #14 • Theodore Roosevelt Expressway #5.

Approximately 1,100 of the 2,300-mile corridor or 47% has been upgraded to four-lane or better. In Colorado, only the portion of I-70 from Denver to Limon and I-76 from Denver to Brush meet this definition. The entirety of U.S. 287 between Limon and Oklahoma and Colorado Highway 71 between Limon and Nebraska remains two-lane with some passing lanes.

Leading Truck Export Commodities from Colorado to Mexico in 2022 was Meat/Seafood totaling \$268.0 million. Meat/Seafood is also the leading Truck Export Commodity from Colorado to Canada in 2022 with \$255.7 million. The USDOT Freight Analysis Framework projects Meat/Seafood will remain the leading Truck Export Commodity to both Mexico and Canada in 2050 increasing to \$641.9

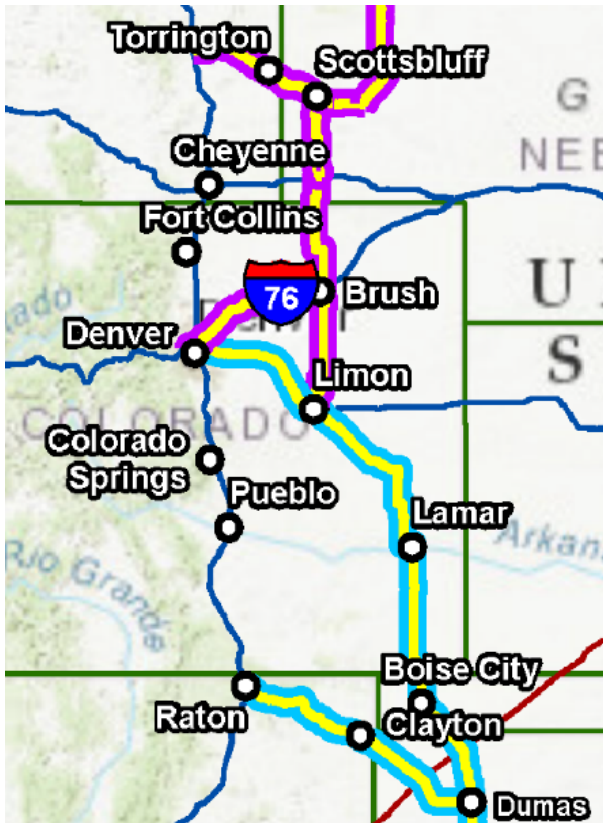


The P2P/HE Corridor impacts 24 counties including those adjacent to and within 100 miles of the Corridor.

million and \$757.2 million respectively. Within Colorado, thirty approved feedlots¹ are located in the corridor counties. Along the P2P trade corridor, 12 of the nation's top 20 feedlots are served by this transportation artery. Both JBS in Greeley and Cargill in Fort Morgan are major beef packing plants in Colorado. Colorado Lamb Producers in Brush is a major lamb packing plant supporting the agriculture economy in Colorado and surrounding states. Brush Meat Processors processes pork, beef and chicken.

Another unique feature of the P2P trade corridor is the fact that two of the nation's largest oil fields anchor both ends of this corridor, the Permian Basin in Texas, and the Bakken in North Dakota. Colorado, with the Denver-Julesburg Basin, lies near the center of the P2P Corridor. Some of the nation's largest oil companies are working these fields and are facilitating the movement of commodities and resources up and down the corridor.

WHY SHOULD COLORADO INVEST IN THE P2P AND HE TRADE CORRIDOR?



Every study that has looked at this transportation corridor over the past 15 years including the Eastern Colorado Mobility Study (2002) and the Ports-to-Plains Corridor Development and Management Plan (2004), has recognized a positive return on investment with significant increases in state's economic GDP. In 1998, when Ports-to-Plains was identified as a High Priority Corridor on the National Highway System, the Colorado Transportation Commission supported the designation, even passing a resolution supporting the corridor as an alternative to congested IH 25. Yet in the following years, the issues on IH 25 have only increased while improvement on the corridor has been minimal while other states are moving forward.

In 2022, the Texas and New Mexico portions of the Corridor were designated as Future Interstate highways by Congress. During that effort, the Alliance had support letters from DOT's in Texas, New Mexico, and Oklahoma, but CDOT would not provide a letter. Future Interstate Highways must connect to an existing interstate highway and as a result, efforts to include Oklahoma and Colorado in this designation could not be pursued. As it exists now, the Future Interstate Highway in Texas and New Mexico will connect to IH 25 at Raton, NM sending traffic growth from and through Colorado on the already congested IH 25. Colorado's population is projected to grow from 5.6 million people in 2017 to 8.7 million in 2050, driven overwhelmingly by newcomers moving to the state. Increased demand for goods and needs for markets will continue to grow along with the transportation required to move additional people and goods

driven by the population growth.

The P2P Alliance continues to urge you to support funding for a Ports-to-Plains Interstate Feasibility Study to determine the economic impact to the Corridor Counties and Colorado as a whole. Will an alternative north-south Interstate Highway in Eastern Colorado benefit rural and urban Colorado in terms of congestion relief of IH 25, environmental justice, air quality mitigation, and infrastructure system resiliency? We believe it will, but that is the purpose of the study.

Completing the Ports-to-Plains and Heartland Expressway Corridors in Colorado is good for the state and good for business.

Within the 4th Congressional District, the Ports-to-Plains Alliance requests consideration of two projects for Community Projects Funding in the FY 2025: 1) Ports-to-Plains Interstate Highway Feasibility Study; and 2) SH 71 Corridor Improvements (Heartland Expressway).

For information on joining the Alliance visit our website at www.portstoplains.com

¹ **Colorado Approved Feedlots**, Colorado Department of Agriculture, <https://ag.colorado.gov/colorado-approved-feedlots>