

The Theodore Roosevelt Expressway (TRE) and the Ports to Plains Trade Corridor (P2P)

What drives North Dakota's economy?

Over 89% of North Dakota land is dedicated to farming operations. In 2020 North Dakota generated over \$7.3 billion in agricultural cash receipts. In the same year North Dakota's agricultural production and processing industries represented over 7% of the states GDP. **20% of this agricultural production occurs in counties that are served by the TRE and the trade corridor.** North Dakota's agricultural exports total over \$865 million. \$280 million is



\$280 million is transported by truck to Canada and \$7.5 million to Mexico. **\$542 million is transported by truck to other states on the P2P trade corridor.**

In 2021 North Dakota produced over 455 million barrels of oil and 1195 million cubic feet of gas which represents over \$2 billion in oil tax collections. (\$22 billion from 2008 to 2020). **99% of the oil and gas production occurs in the counties supported by the TRE and P2P trade corridor.** In terms of transportation impacts, the oil and gas industry generated over 165,000 oversize/overweight permits in 2021. **21% (35,131) of these permits were issued for US 85, still primarily a 2-lane highway on the TRE and P2P trade corridor.**

What is the value of the TRE and P2P Trade Corridor to North Dakota

The Theodore Roosevelt Expressway (TRE) is the Northern third of the Ports to Plains Alliance. It runs from Rapid City, SD to Canada through the Port of Raymond in Montana. 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.

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 1100 of the 2300-mile corridor 47% has been upgraded to four-lane or better including 10 miles on US 2 west of Williston, ND, and 40 miles on US 85 from Williston to Watford City, ND. In Texas and New Mexico, the next evolution of this corridor will be to build out to future interstate standards since this segment was recently designated federally as a future interstate. **In North Dakota, we need to complete 160 miles of US 85 from Watford City to the North Dakota/South Dakota State Line.**

Along the P2P trade corridor, 12 of the nation's top 20 feedlots are served by this transportation artery. This corridor supports over \$11 billion a year in agriculture production. In 2020 this corridor generated over 12.1 million tons of trade commodities with Canada valued at \$27 billion and 43.4 million tons of trade commodities with Mexico valued at \$144.2 billion. **North Dakota's trade benefit on this corridor is projected in the USDOT Freight Analysis Framework to grow to 3.6 million tons with Canada valued at \$2.5 billion by 2050.**

Another unique feature of the P2P trade corridor which includes the TRE is that fact that two of the nation's largest oil fields anchors both ends of this corridor, the Permian Basin in Texas, and the Bakken in North Dakota. Some of the nation's largest oil companies are working both fields which is facilitating the movement of commodities and resources up and down the corridor.

Why should North Dakota invest in the TRE and P2P trade corridor?

Completing the Theodore Roosevelt Expressway (TRE) to a four-lane divided highway will position the State to take full advantage of the future benefits that are expected to be realized as the whole corridor is finally completed throughout United States. Population projections along the P2P corridor will continue to see increases with Denver Colorado, a major metropolitan area being served by these transportation improvements. Trade with Mexico will double in the next thirty years and agricultural commodities such as beef and feedstock will continue to be significant trade items.

Every study that has looked at this transportation corridor over the past 15 years has recognized a positive return on the investment with significant increases in state's economic GDP. Completing the TRE in North Dakota is good for the state and good for business.