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Chairman, Bekkedahl
Members of the Senate Appropriations Committee

Good morning. I am Cal Klewin, Executive Director of the **Theodore Roosevelt Expressway Association (TREA)**.

The **Theodore Roosevelt Expressway** (Highway 85) is a Federally Designated High Priority Corridor on the National Highway System. It runs from Rapid City, SD, to Canada through western North Dakota to the Port of Raymond in Montana. On the southern end, it connects to the Heartland Expressway, which connects Rapid City, SD, to Denver, CO. The Heartland Expressway then links to the Ports-to-Plains Trade Corridor, which connects Denver, CO, to Laredo, TX. These three corridors are collectively known as the Ports-to-Plains Alliance. The corridor will continue to be a critical link to state, national and international trade, growing population centers and critical energy and agricultural business sectors.

The **Theodore Roosevelt Expressway (TRE)**--separately and part of the Ports-to-Plains Alliance--is critical to the economy, quality of life and safety of North Dakota, of the Great Plains region, and of the Nation. The TRE serves as a major North-South corridor for North Dakota's energy, agriculture, tourism, and manufacturing economic sectors. Three years of data from before and after the segment of U.S. 85 from Watford City to Williston opened, crash data indicated approximately a 30% reduction in the crash rate.

I know this Committee is fully aware of the immediate transportation infrastructure needs in our state. The Theodore Roosevelt Expressway Association (TREA) supports long-term sustainable state transportation funding for NDDOT. On the Federal level, TREA and the Ports-to-Plains Alliance supports a long-term Federal Transportation Bill.

The Theodore Roosevelt Expressway Association is asking this Committee and the North Dakota Legislature to consider Bonding for the completion of the U.S. 85 Corridor to I-94 at Belfield North Dakota.

We are also asking for this Legislature to consider planning funding to the North Dakota Department of Transportation from I-94 to the North Dakota- South Dakota Stateline.

Today, you have Senate Bill 2012 before you. SB 2012 can offer funding to help modernize North Dakota's surface transportation system. SB 2012 can contribute to the current and future prosperity of North Dakota and our Nation with a safe and efficient transportation system for industry, business and the traveling public.

Therefore, the Theodore Roosevelt Expressway Association and the Ports-to-Plains Alliance supports Senate Bill 2012, and asks consideration of additional funding to complete the U.S. 85 Corridor to the North Dakota -South Dakota Border.

That concludes my testimony, I will try to answer any questions you may have.



Theodore Roosevelt EXPRESSWAY

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THE THEODORE ROOSEVELT EXPRESSWAY (TRE) AND THE PORTS-TO-PLAINS TRADE CORRIDOR (P2P)



Theodore Roosevelt National Park, North Dakota

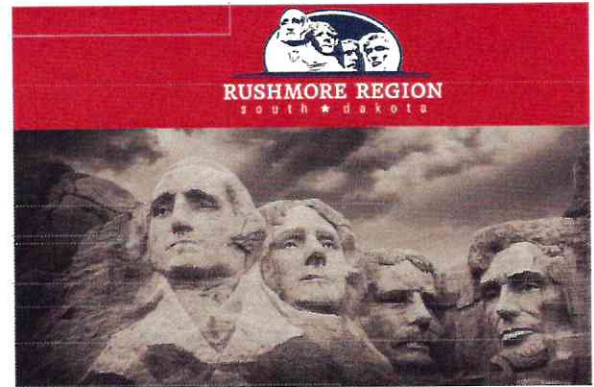


Coming soon... Theodore Roosevelt Presidential Library

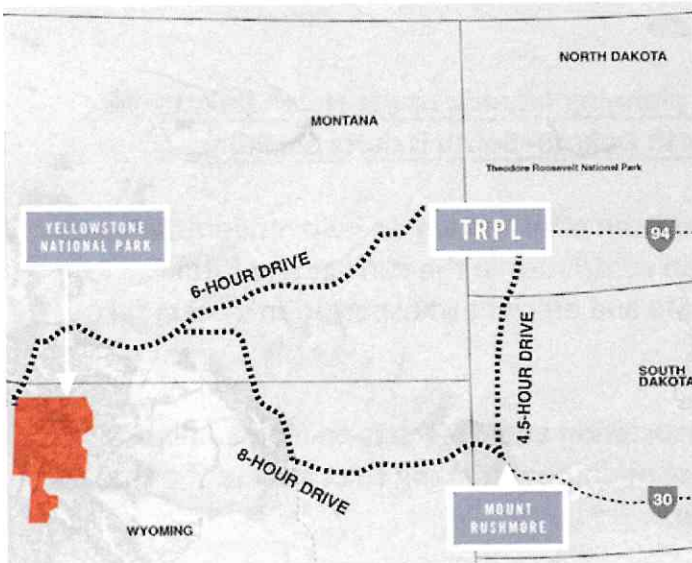
CONNECTING NATIONAL TREASURES

2023 Visitation

- Theodore Roosevelt National Park – 746,862
 - South Dakota Badlands National Park – 1,046,400
 - Mount Rushmore – 2,431,195
 - Custer State Park – 2,100,000
- Information provided by National Park Service Data Site



Mount Rushmore, South Dakota



Year	Oversize/Overweight Permit Comparison						
	U.S. 2 4-lane	U.S. 83 4-lane	I-29 4-lane	I-94 4-lane	U.S. 52 4-lane	U.S. 85 2-lane	
2015		15,438	25,460			57,637	
2016		13,378	25,068			44,484	
2017		11,452	25,332		15,664	45,540	
2018	56,203	13,655	25,840	48,503	17,129	51,168	
2019	59,816	15,124	25,268	46,963	16,570	51,669	
2020	45,056	12,193	23,681	40,378	14,738	33,214	
2021	42,659	10,237	25,606	38,400	13,477	35,131	
2022	49,667	10,492	26,376	38,985	15,248	37,398	
2023	59,658	12,164	28,651	46,730	18,022	44,829	
2024	58,655	15,604	27,181	45,483	17,185	45,878	