



# PORTS-TO-PLAINS

## ALLIANCE

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

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### **NDDOT Recommends Theodore Roosevelt Expressway as Critical to Rural Freight Movement**

The North Dakota DOT recommended US 2 - from the Montana State Line to US 52. *"US 2 is a major East/West corridor that runs from Washington State to the Upper Peninsula of Michigan. The portion proposed to be added in North Dakota runs from the Montana State line east to Minot into the newly constructed intermodal facility which links the BNSF Railroad and the Canadian Pacific Railroad to sea ports on both the East and West coasts of the United States, as well as ports in Canada; additionally, it connects to US 52 providing access into Canada. US 2 is also a vital link for Montana, Wyoming, and parts of South Dakota to connect to the intermodal facility in Minot."* US 85 - from the South Dakota State Line north to US 2 was also recommended. *"US 85 is part of the Ports to Plains Corridor which runs from the very southern tip of Texas near the Mexican Border all the way north to Canada. The portion in North Dakota that we are requesting to be added to the System ties into US 2 near Williston, North Dakota, which is the heart of the Bakken Oil Fields. US 2 leads directly into Minot, which recently constructed an intermodal facility which links the BNSF Railroad and the Canadian Pacific Railroad to sea ports on both the East and West coasts of the United States, as well as ports in Canada. US 85 is a vital route for freight to flow into the Bakken Oil Fields, which is the 2nd largest producer of oil in the United States. A lot of the supplies used in the Bakken come from the Minot intermodal facility which were shipped from other parts of the world. US 2 is also a vital link for Montana, Wyoming, and parts of South Dakota to connect to the intermodal facility in Minot. This route is also part of a congressionally designated high priority corridor."*

The United States Department of Transportation (USDOT) closed a comment period on September 6, 2016 allowing state departments of transportation (DOTs) to make recommendations to the Undersecretary of Transportation for Policy on critical rural freight facilities and corridors that should be included in the National Multimodal Freight Network (NMFN). The NMFN looks to the future with the purpose of assisting states in directing resources, informing freight transportation planning, and assisting in prioritization of Federal investment.

The Theodore Roosevelt Expressway Association, Ports-to-Plains Alliance and North Dakota Department of Transportation submitted comments urging USDOT to include the Heartland Expressway, the Theodore Roosevelt Expressway and the Ports-to-Plains Corridor in this Final National Multimodal Freight Network.

The Theodore Roosevelt Expressway Association provided comment asking USDOT to *"Consider inclusion of U.S. Highway 85 from the South Dakota/North Dakota state line to Williston, ND, and U.S. Highway 2 from Williston, ND to the North Dakota/Montana state Line, a portion of the multi-state Theodore Roosevelt Expressway corridor, as a Critical Rural Freight Facility and Corridor (CRFFC).*

Michael Reeves, President of the Ports-Alliance, submitted the following request: *“The Alliance respectfully requests the Under Secretary of Transportation for Policy to include in the Final National Multimodal Freight Network the Ports-to-Plains Alliance Corridor, which is made up of congressionally-designated high priority corridors and is critical to international freight movements.”* Reeves also stated *“The Alliance requests the Under Secretary of Transportation for Policy to give special consideration to comments made by states that identify portions of the Ports-to-Plains Alliance Corridor that meet the criteria for Critical Rural Freight Facilities and Corridors for inclusion in the National Multimodal Freight Network.”*

In addition to these comments, the state departments of transportation in Texas, Colorado, Nebraska, Wyoming, South Dakota, and Montana also recommended the entire corridor for inclusion the Final National Multimodal Freight Network. The USDOT has until December 4, 2016 to make the final designations for the NMFN.

-30-

Ports-to-Plains is a grassroots alliance of over 275 communities and businesses, including alliance partners Heartland Expressway, Theodore Roosevelt Expressway and Eastern Alberta Trade Corridor Coalition, whose mission is to 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. Additional information on the Ports-to-Plains Alliance is available at <http://www.portstoplains.com/>.