

SENATE HIGHWAYS AND TRANSPORTATION

EXHIBIT NO. 1

DATE

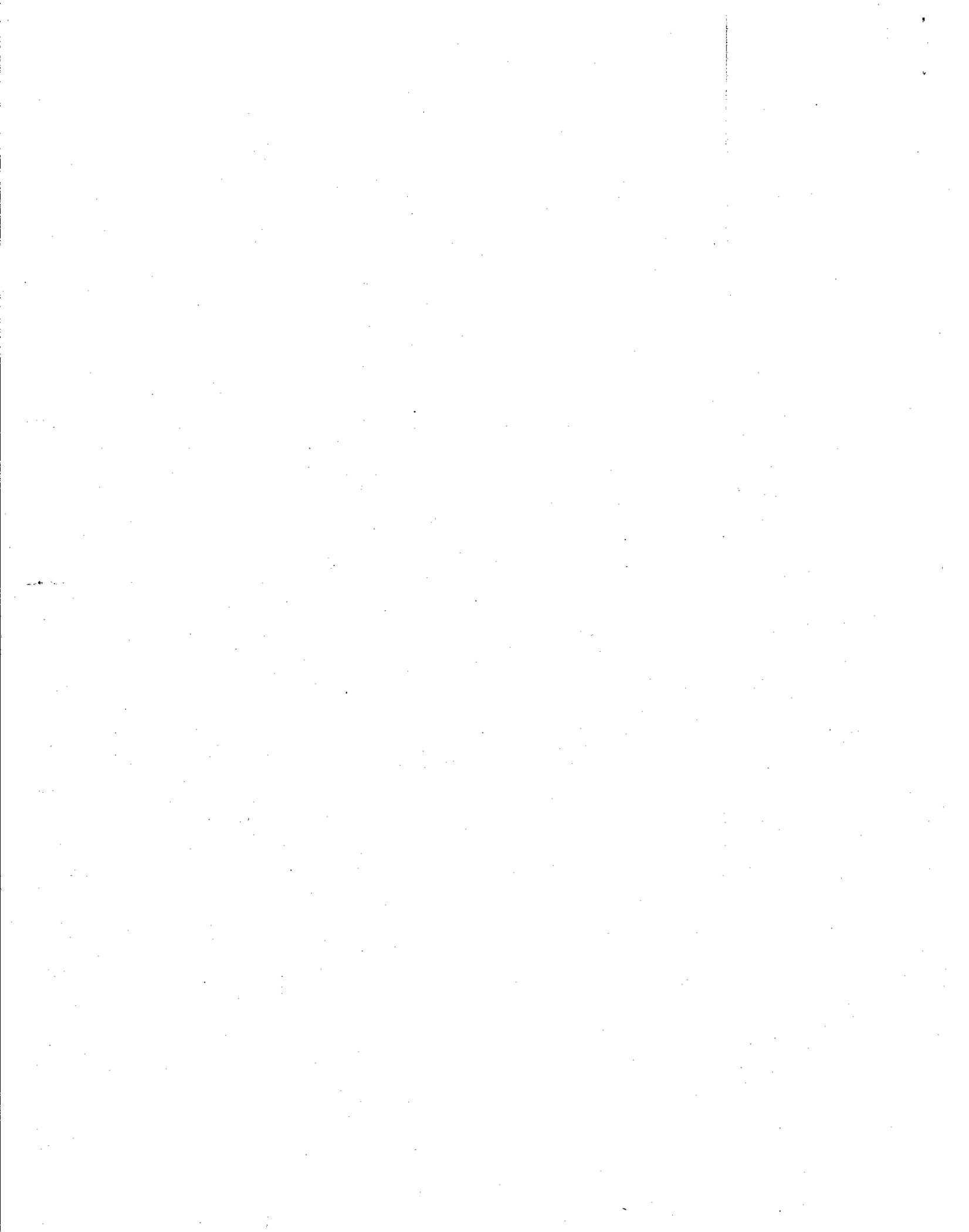
2/8/2005

BILL NO. SB 304

**RAWHIDE, STAMPEDE,
RUSTLERS, AND
RENDEZVOUS TRADE
CORRIDOR**

Senate Bill No. 304

Prepared by
Senator Kitzenberg



2005 Montana Legislature

About Bill -- Links

SENATE BILL NO. 304

INTRODUCED BY S. KITZENBERG

A BILL FOR AN ACT ENTITLED: "AN ACT ESTABLISHING THE RAWHIDE STAMPEDE RUSTLERS AND RENDEZVOUS TRADE CORRIDOR; DIRECTING THE DEPARTMENT OF TRANSPORTATION TO CONSTRUCT A FOUR-LANE HIGHWAY ALONG STATE HIGHWAY 16 BETWEEN GLENDIVE AND THE PORT OF RAYMOND; AND AMENDING SECTION 60-2-110, MCA."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MONTANA:

NEW SECTION. Section 1. Rawhide stampede rustlers and rendezvous trade corridor – planning. The commission shall direct the department to plan and construct a four-lane highway, to be known as the rawhide stampede rustlers and rendezvous trade corridor, along the present route of state highway 16 from Glendive to the port of Raymond in order to facilitate trade between Canada and Mexico, to encourage economic development, and to enhance the safety of motorists along the route. Planning for the state highway 16 project must be included in any future fiscal plan developed by the department.

Section 2. Section 60-2-110, MCA, is amended to read:

"60-2-110. Setting priorities and selecting projects. (1) Except as provided in [section 1] and 60-2-133, the commission shall establish priorities and select and designate segments for construction and reconstruction on the national highway system, the primary highway system, the secondary highway system, the urban highway system, and state highways.

(2) The commission shall consult with the board of county commissioners of the county in which a highway is located when establishing priorities and when selecting and designating segments on the secondary highway system for construction and reconstruction.

(3) The commission shall consult with the appropriate local government authorities when establishing priorities and selecting and designating segments on the urban highway system for construction and reconstruction.

(4) The commission shall use information gathered or discovered by and documents prepared by the department, and department officials and employees shall provide assistance and advice.

(5) The commission shall establish and determine priorities and projects for rail and transit programs and, to the extent possible, coordinate intermodal transportation within the state.

(6) In carrying out the requirements of this section, the department shall:

(a) make recommendations to the commission;

(b) establish the requirements and procedures for administering this section; and

(c) take all reasonable steps to ensure the integrity and viability of agricultural and rural transportation and related needs."

NEW SECTION. Section 3. Notification to tribal governments. The secretary of state shall send a copy of [this act] to the tribal government located on the Fort Peck reservation.

NEW SECTION. Section 4. Codification instruction. [Section 1] is intended to be codified as an integral part of Title 60, chapter 2, part 1, and the provisions of Title 60, chapter 2, part 1, apply to [section 1].

- END -

Latest Version of SB 304 (SB0304.01)

Processed for the Web on January 26, 2005 (4:05pm)

New language in a bill appears underlined, deleted material appears stricken.

Sponsor names are handwritten on introduced bills, hence do not appear on the bill until it is reprinted.

See the status of this bill for the bill's primary sponsor.

[Status of this Bill](#) | [2005 Legislature](#) | [Leg. Branch Home](#)

[This bill in WP 5.1](#) | [All versions of all bills \(WP 5.1 format\)](#)

[Authorized print version w/line numbers \(PDF format\)](#)

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Prepared by Montana Legislative Services

(406) 444-3064

Fiscal Note Request SB0304, As Introduced
 (continued)

6. Since the federal allocation will not increase for this project, funding would be diverted from other projects within the district or the state.

FISCAL IMPACT:

	<u>FY 2006</u> <u>Difference</u>	<u>FY 2007</u> <u>Difference</u>
<u>Expenditures:</u>		
Operating Expenses	\$3,000,000	\$3,000,000
<u>Funding of Expenditures:</u>		
State Special Revenue (02)	\$390,000	\$390,000
Federal Special Revenue (03)	<u>2,610,000</u>	<u>2,610,000</u>
TOTAL	\$3,000,000	\$3,000,000

Net Impact to Fund Balance (Revenue minus Funding of Expenditures):

State Special Revenue (02)	(\$390,000)	(\$390,000)
Federal Special Revenue (03)	(\$2,610,000)	(\$2,610,000)

LONG-RANGE IMPACTS:

Assuming a favorable outcome on the EIS, the state would expend approximately \$317.5 million to construct the highway over the life of the project. Since no time period was provided no inflation rate was used. The estimate is broken down as follows:

Environmental Impact Statement (shown above)	6,000,000
Preliminary Engineering	50,700,000
Incidental Construction	12,700,000
Right of Way	12,700,000
Construction Engineering	25,400,000
Construction	<u>216,000,000</u>
Total	317,500,000

A project of this magnitude could take up to 25 years to complete and will likely require a reduction in the level of funding available to other projects throughout the state. Once constructed, the estimated annual maintenance cost would be \$954,800.

Raymond to Glendive Highway - "This is all business!"

by Sam Kitzenberg

The Rawhide Stampede Rustlers and Rendezvous Trade Corridor:

This route accesses Regina, Saskatoon, Prince Albert; Saskatchewan, Canada through Raymond, Montana's 24 hour boarder crossing. It originates from Ciudad Juarez, Mexico at El Paso, Texas and points South via: I 25 through Albuquerque, Sante Fe, Pueblo, Colorado Springs, Denver, Cheyenne, Casper, Sheridan, Hardin, to Billings, MT. Then I 94 from Billings through Miles City to Glendive. (see map below)

MT 16 from Glendive through Sidney, Culbertson, Plentywood to Raymond, MT.

Although this route was not (but is now) in my Senate District, in an effort to protect the 24 hour port and eastern Montana trade, I submitted this proposal to the last legislative session and it was not allowed out of the Transportation Committee. This route is all Interstate Highway in US except the last 143 miles from Glendive to Canadian boarder. Montana needs this last remaining section of four lane to keep this vital boarder crossing and the resulting trade it brings to Montana. Other's are competing to take this trade away from eastern Montana. Action must be taken now!

Last 143 miles:



Raymond to Glendive



Balanced approach to maximize trade and secure borders. The only one not finished!



Great Falls - Camino Real Trade Corridor <http://www.aaroads.com/high-priority/corr27.html>

<http://www.greatfallstribune.com/news/stories/20010715/localnews/777367.html>

North Dakota US 85 Corridor <http://www.aaroads.com/wyoming/us-085.html>

Alternative Proposals

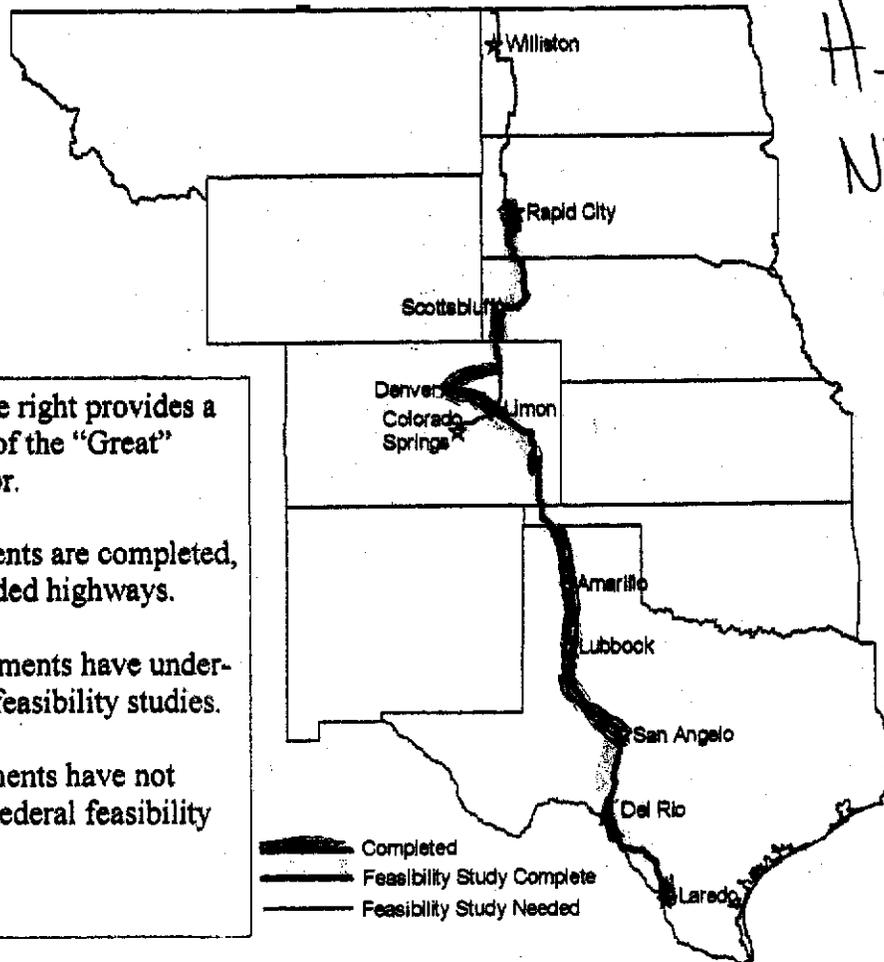
Status of the "Great" Plains Corridor & Heartland Expressway

Significant progress has been made on the "Great" Plains Expressway. Nearly half of the Ports-to-Plains Trade Corridor is complete including nearly the entire stretch of road between San Angelo and Strafford TX, near the Texas/Oklahoma border. The segment from Limon to Denver is completed as Interstate 70. Feasibility studies have been completed on the remainder of the Ports-to-Plains.

The Heartland Expressway is complete from Gering to just north of Kimball, NE and between Rapid City and Hermosa, SD. In addition, the from Brush, CO to Denver is completed as I-76. Feasibility studies have been completed on the remaining stretch between Scottsbluff/Gering, NE and Hermosa, SD and on the corridor between Brush, CO and Kimball, NE. Although Highway 71 between Brush and Limon, CO and Highway 24 between Limon and Colorado Springs have not had Federal Feasibility Studies, the State of Colorado has reviewed these route as part of the Eastern Colorado Mobility Study.

The Theodore Roosevelt Expressway has not been constructed north of Interstate 90 and also has not undergone a Federal Feasibility Study.

The Mexican segment from Laredo, TX to Monterrey, Mexico is complete. The Canadian Segment Saskatoon to Regina is complete. The segment from Regina to the North Dakota border remains a 2-lane highway at this time.



Here's what ND is doing

The map to the right provides a status update of the "Great" Plains Corridor.

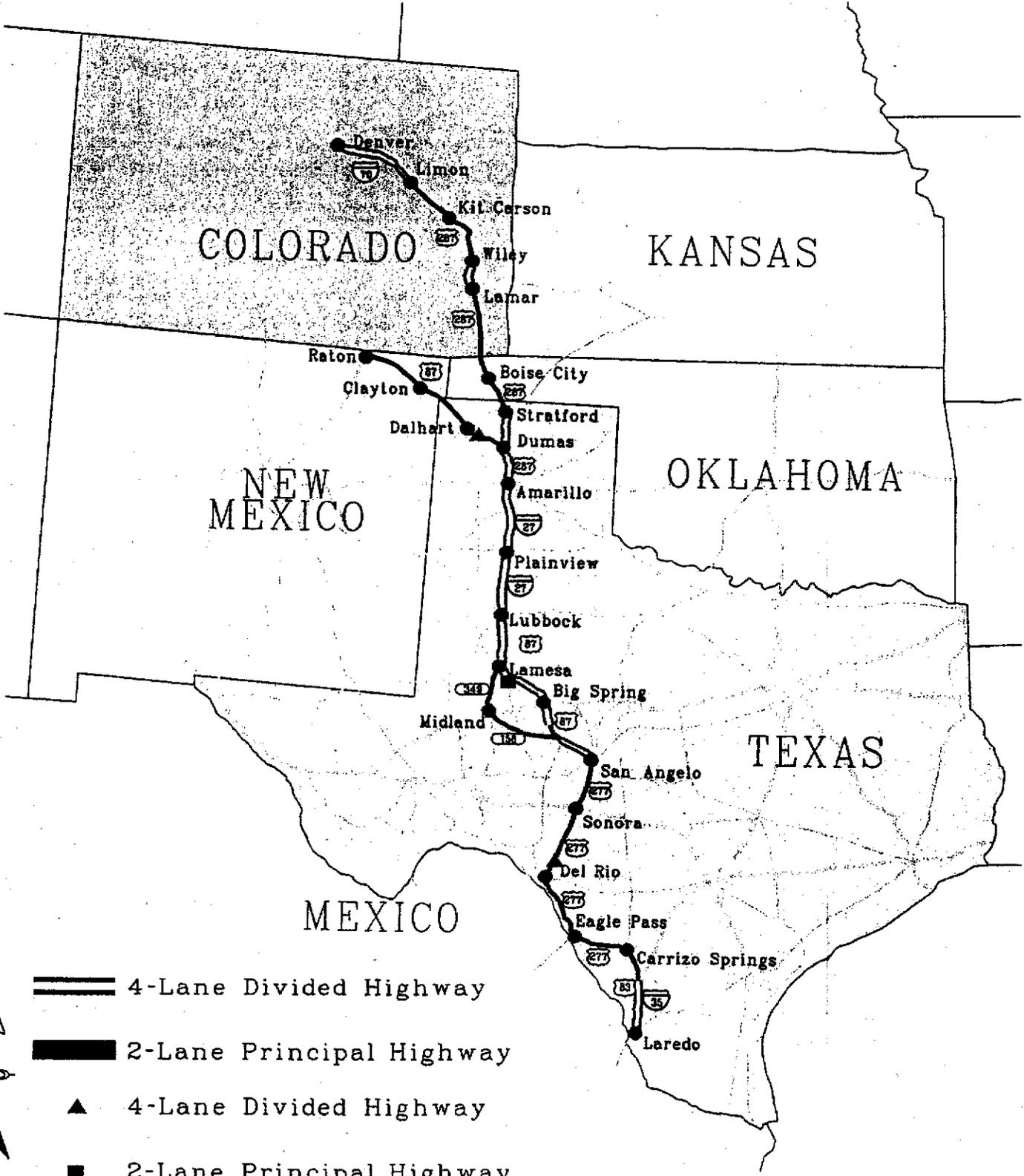
The red segments are completed, four-lane divided highways.

The green segments have undergone Federal feasibility studies.

The blue segments have not completed a Federal feasibility study.



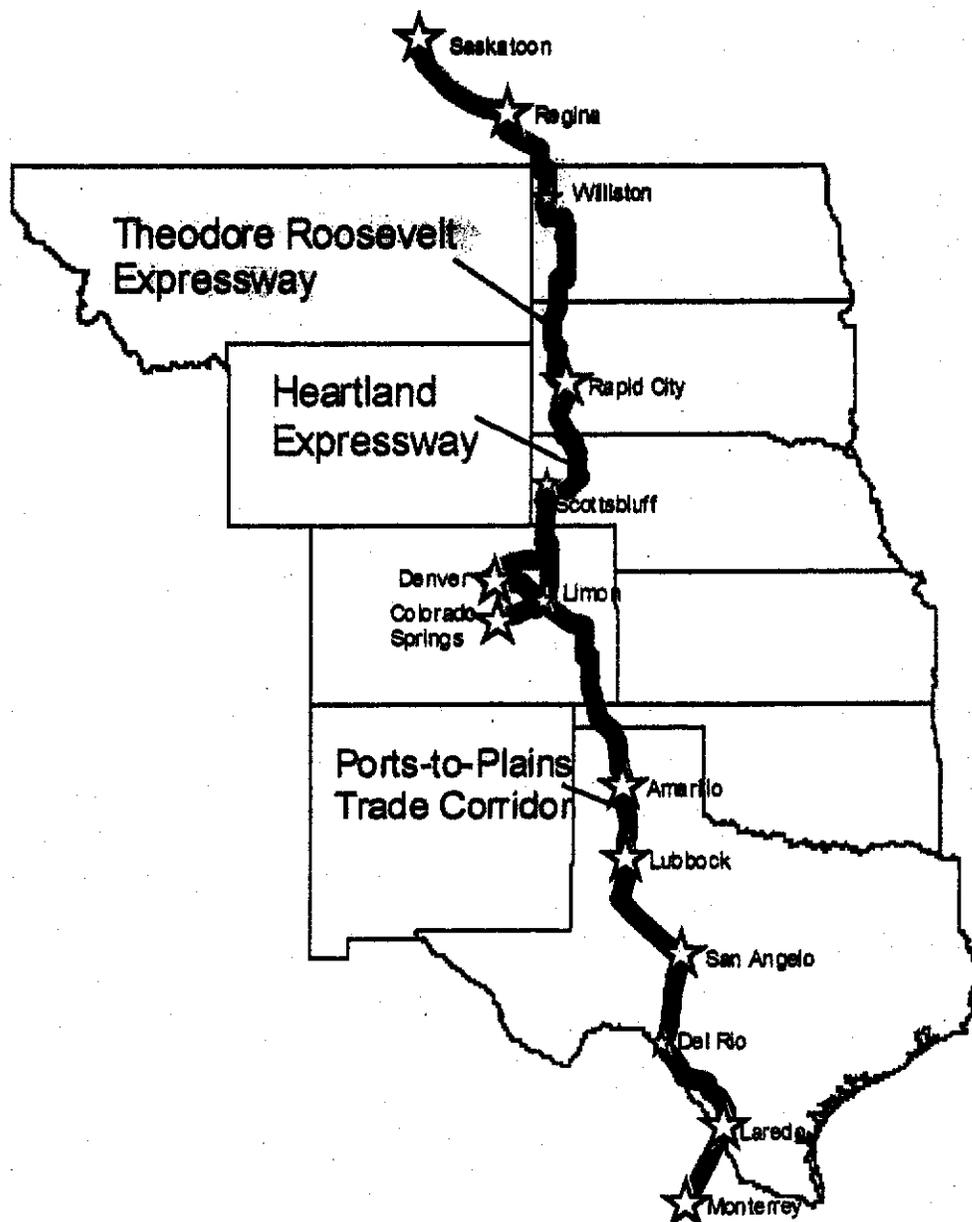
PORTS-TO-PLAINS TRADE CORRIDOR



The Heartland Expressway: A Grand Vision

The Heartland Expressway is one of 43 Federally designated, high priority corridors. This route is centered at the heart of the "Great" Plains Corridor, a proposed four-lane artery which will connect the metropolitan cities and regional trade centers of the Great Plains from Canada to Mexico.

This document presents an illustrated overview of the Heartland Expressway and its role in the "Great" Plains Corridor. Presentations will demonstrate the International significance of the Heartland Expressway, outline the need for a north-south corridor in the Great Plains, and summarize the benefits the Heartland Expressway provides to both urban and rural areas throughout the Great Plains.



Additional Heartland Benefits of National Significance

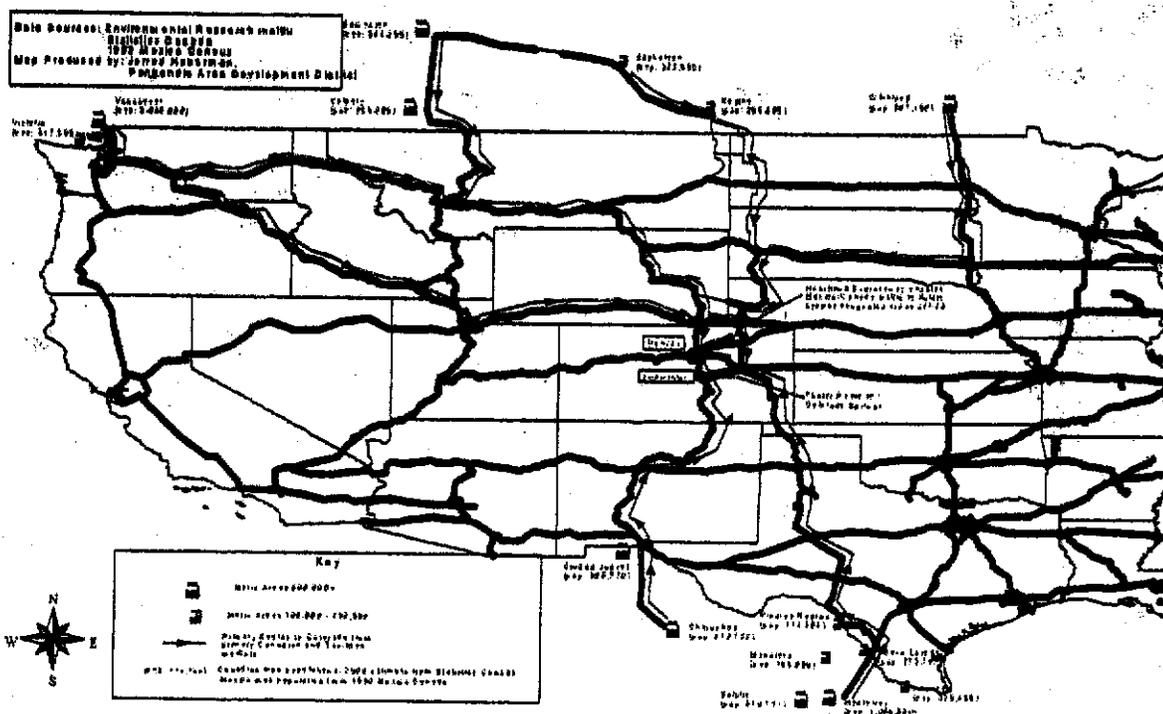
Provide a Direct NAFTA Trade Route from Canada to Tex-Mex Ports- The "Great" Plains Corridor will develop a significant NAFTA Trade corridor. (See map below) This route will provide better accessibility between the Canadian markets of Calgary, Edmonton, Saskatoon, and Vancouver and the Tex-Mex ports at Laredo, Del Rio, Eagle Pass, and El Paso as well as all points in between, particularly Denver. This corridor will also provide direct access to Denver and Canadian markets from the Gulf of Mexico ports such as Houston and Corpus Christi. The "Great" Plains Corridor will also provide a better route between Winnipeg and Denver.

Enhance Mobility of Great Plains Military Bases- There are numerous military bases throughout the Great Plains, particularly in the Colorado Springs area. While it is often difficult to move north-south on a normal day, one can imagine the difficulty the military may have deploying if there was a major catastrophe. Unlike other areas of the country where there are dozens of secondary roads, there are very few alternatives along the Colorado Front Range. The "Great" Plains Corridor can thus provide an alternative, high volume alternative to assist in deploying ground-based military during a national crisis.

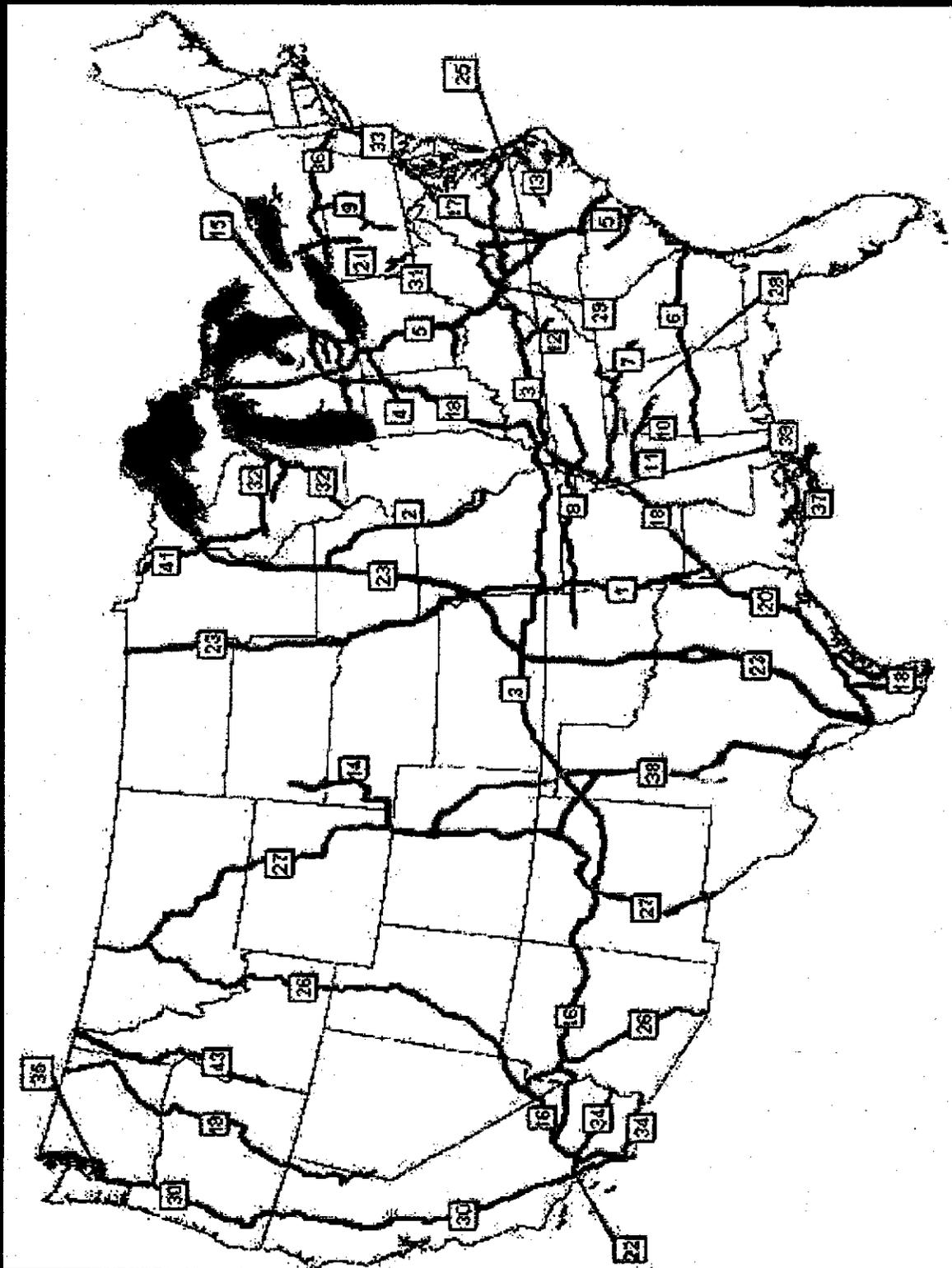
Develop Significant Tourism Corridor- The "Great" Plains Corridor will develop one of the most significant tourism corridors in the United States. Dozens of national parks, national monuments, and state parks are located along this corridor.

Provides Safer Travel- Four-lane highways are much safer, statistically, than two-lane roads.

Provides Essential Economic Infrastructure to Great Plains- Just as President Johnson's Appalachian Regional Commission reported to Congress that economic growth in Appalachia would not be possible until the Region's isolation had been overcome, the same holds true for the Great Plains today. Limited four-lane highway access in the Great Plains has been a significant contributor to the well-documented economic and demographic struggles in this region.



National Highway System High Priority Corridors Map



Brad Bekkedahl

From: "padd" <padd@prairieweb.com>
To: "Brad Bekkedahl" <brbekk@dia.net>
Sent: Tuesday, July 30, 2002 5:31 PM
Subject: Lots of Heartland news today

Travis, Karen, Susie, Deb, Kevin H, Todd, Doug, Dr Bekkedahl, Kevin E, Joe and Jim:

Deb Cottier of Senator Nelson called me today. In response to the NDOR request, Sen Nelson requested \$7 million for the Scottsbluff to Minatare stretch. The Senate sub-committee recommending 2003 highway appropriations recommended that this segment receive \$3 million.

I received a call from Senator Chuck Hagel's office today. He has a new transportation person, Josh Denney. (phone (202) 224-3919 fax 202 228-0436)

Scotts Bluff County has generously committed \$10,000 over the next two years for the Heartland Expressway. Scottsbluff and Gering are also considering assisting the Heartland Expressway's efforts.

Dr Brad Bekkedahl of Williston, ND has accepted the position as our North Dakota contact for the "Great" Plains Corridor. Dr Bekkedahl has been involved in this corridor for several years and has attended highway meetings in Sidney, NE and Lubbock, TX in the past few years. Dr Bekkedahl is also involved in several transportation committees in North Dakota and has contacts with the North Dakota DOT, ND Senator Conrad, MT Senator Baucus, and MT Congressman Rehberg who serves on the house transportation committee. His e-mail address is brbekk@dia.net

I have completed the initial draft of our marketing brochure. I will be mailing everyone a copy in the next couple days for your much needed input.

It appears the Nebraska DOR, South Dakota DOT, and Colorado DOT will sign on to our request to FHWA to officially change the Federal route designation of the Heartland Expressway

Thanks,

Jerrold Haberman

8/12/2002



Heartland Expressway

Nebraska Regional Steering Committee

1432 10th Street
Gering, Nebraska 69341

308.436.6584

**Heartland Expressway
Nebraska Regional
Steering Committee**

Karen Anderson,
Scottsbluff/Gering
Chamber of Commerce

Susie Baird,
Box Butte County
Development Corp

Deb Crago,
Kimball Economic
Development

Jerrold Haberman,
Panhandle Area
Development District

Travis Hiner,
Community Economic
Development Group

Kevin Howard,
Scotts Bluff
County Tourism

Todd Klabeness,
Northwest Nebraska
Development Corp.

Doug Leafgreen,
Scotts Bluff County
Commissioner

**"Great" Plains
Corridor Contacts**

Dr. Brad Bekkedahl,
Williston, ND;
Theodore Roosevelt
Expressway

Kevin Evans,
Lubbock, TX;
Executive Director,
Ports-to-Plains
Trade Corridor

Joe Kiely,
Town of Limon, CO;
Heartland South (CO)

James McKeon,
Rapid City Chamber
Of Commerce;
South Dakota Heartland



July 29, 2002

Dr Brad Bekkedahl
2204 2nd Avenue West
Suite 102
Williston ND 58801

RE: Heartland Expressway Update

Dear Dr. Bekkedahl:

This letter is being provided to update you on the primary accomplishments the Heartland Expressway has achieved in the first six months of 2002. A preview of upcoming efforts for the next three months is also provided.

- In January of 2002 the Nebraska Highway Commission passed a resolution recommending the extension of the Heartland Expressway southward from Kimball along Highway 71 to the Colorado border (This follows the Nebraska Department of Roads 2001 action to name the Heartland Expressway from Kimball to the South Dakota border via Scottsbluff, Alliance, and Chadron as a Planned, Non-Programmed Expressway)
- On April 12, 2002, the Colorado Transportation Commission, as part of the Eastern Colorado Mobility Study, passed a resolution supporting Congress in the designation of Interstate 76 from Denver to Brush; State Highway 71 from Brush, CO to the Nebraska state line south of Kimball; and State Highway 71 from Brush to Limon as the Colorado element of the Heartland Expressway.
- The Heartland Expressway held a 3-state (NE, CO, & SD) Highway Summit on May 29, 2002 in Gering NE. The summit was attended by over 60 dignitaries including representatives of Senators, Congressmen, and Governors, State and Federal Highway Officials, State Economic Development Officials, County Commissioners, Mayors, Chamber of Commerce CEO's, Development District Officials, and private sector representatives.
- As part of the May 29, 2002 Heartland Expressway Summit, the Ports-to-Plains Trade Corridor, represented by their Executive Director Kevin Evans, enthusiastically accepted the concept of having the Ports-to-Plains Trade Corridor, Heartland Expressway, and Theodore Roosevelt Expressway projects work together to develop a "Great" Plains Corridor. The vision will connect all three routes to form a single corridor through the Great Plains to connect major markets and regional trade centers from Canada to Mexico including Saskatoon and Regina Saskatchewan, Williston ND, Rapid City SD, Scottsbluff NE, Limon, Denver, and Colorado Springs CO, Amarillo, Lubbock, San Angelo, Del Rio, and Laredo TX, and Monterrey Mexico.
- In June 2002, the Heartland Expressway was represented at a Ports-to-Plains Trade Corridor meeting in Lamar, CO. The meeting was attended by over 200 officials and representatives from Texas, Oklahoma, Colorado, Kansas, New Mexico, and Nebraska.

In the next three months the Heartland Expressway's Nebraska Steering Committee will be working with persons from Colorado, South Dakota, North Dakota, and the Ports-to-Plains Trade Corridor to develop marketing materials and a web-site to promote the Heartland Expressway and the "Great" Plains Corridor for the Federal reauthorization of TEA-21.

The Heartland Expressway, with the assistance of our State Department of Roads/Transportation will work to formalize our new route designation with the FHWA. Additional resolutions of support for the Heartland Expressway are also anticipated from towns, counties, and organizations along the entire "Great" Plains Corridor which extends from Canada to Mexico.

If you have any questions or comments, please call me at (308) 436-6584.

Thank you for your continued support,


Jerrod Haberman,
Heartland Expressway

Connecting the Heartland



Heartland Expressway

1432 10th Street
Gering, Nebraska 69341

308.436.6584

Nebraska Regional Steering Committee

**Heartland Expressway
Nebraska Regional
Steering Committee**

Karen Anderson,
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Susie Baird,
Box Butte County
Development Corp

Deb Crago,
Kimball Economic
Development

Jerrold Haberman,
Panhandle Area
Development District

Travis Hiner,
Community Economic
Development Group

Kevin Howard,
Scotts Bluff
County Tourism

Todd Klabeness,
Northwest Nebraska
Development Corp.

Doug Leafgreen,
Scotts Bluff County
Commissioner

**"Great" Plains
Corridor Contacts**

Dr. Brad Bekkedahl,
Williston, ND;
Theodore Roosevelt
Expressway

Kevin Evans,
Lubbock, TX;
President,
Ports-to-Plains
Trade Corridor

Joe Kiely,
Town of Limon, CO;
Heartland South (CO)

James McKeon,
Rapid City Chamber
Of Commerce;
South Dakota Heartland

July 31, 2002

Dr. Brad Bekkedahl
2204 2nd Avenue West
Suite 102
Williston, ND 58801

RE: Heartland Marketing Brochure

Dear Dr. Bekkedahl:

Please find the enclosed **ROUGH DRAFT** of the marketing brochure for the Heartland Expressway. We plan on working with the hospital's marketing department to improve the layout and appearance of the brochure. The document will be a 12-page, professionally printed document on high quality stock.

May we request that you review this brochure and provide comments, suggestions, and criticisms.

In your review, please note the following:

- a) The maps were originally full page maps. I will be adjusting the fonts, highlighting corridors, removing clutter, etc to improve map appearance. Also the maps will be clearer with more advanced printing in final stages.
- b) The document is designed as a 12-page document. If additional material is added, we will have to either remove items or increase document to a 16-page brochure. I have no idea how much it will cost to add more pages.
- c) Keep in mind that we want this brochure to be illustrative and easy to read and understand. If there are parts in this you struggle to understand, others less familiar with project will likely have the same problem. Thus please provide suggestions to improve document in this aspect.
- d) Keep in mind that the quality will be 50x more appealing when it is professionally layed out and printed. (For an example, recall the quality of the Ports-to-Plains folder/brochure)
- e) Please feel free to suggest any pictures, logos, etc
- f) We want this brochure to be "water-tight"

Thank you for taking time to critically review this brochure. Your effort is greatly appreciated.

Thanks,


Jerrod Haberman
Heartland Expressway

