

2013 HOUSE TRANSPORTATION

HB 1066

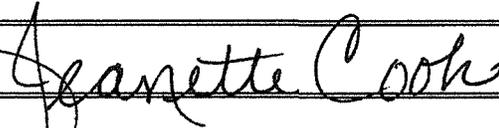
2013 HOUSE STANDING COMMITTEE MINUTES

House Transportation Committee Fort Totten Room, State Capitol

HB1066
01/10/13
Job #17074

Conference Committee

Committee Clerk Signature



Explanation or reason for introduction of bill/resolution:

A bill relating to the Yellowstone Trail.

Minutes:

Attachments #1 & 2

Chairman Ruby opened the hearing on HB 1066.

Representative Drovdal, District 39 introduced HB 1066. He explained that the Bill is asking that highway (Highway 12) that runs through Lemon, Hettinger, Marmoth, and on to Montana be designated The Yellowstone Trail. When the west was settled, the pioneers used that trail. It was a primary route traveled from East to West. Last summer when the area had their 100 year celebrations, they asked that the highway be named the Yellowstone Trail, and temporary signs were put up. This bill will make it a permanent designation. Representative Drovdal later (16:14) provided a copy of an e-mail from the Hettinger Chamber Office that clarified the project and the request. See attachment #1

Representative Vigesaa: Are you aware of any other highways in the state that are designated as special trails?

Representative Drovdal: I believe we have a Veteran's Highway and the Theodore Roosevelt Expressway. Those are a couple of them.

Chairman Ruby: Is there anyone in opposition along this stretch of highway?

Representative Drovdal: I have heard of none.

Representative Vigesaa: If this trail goes through other states, are other states taking any initiative to name the trail?

Representative Drovdal: Not that I am aware of.

Brad Darr, Maintenance Division Director, North Dakota Department of Transportation, testified in support of HB 1066. He provided written testimony in favor of HB 1066. (See attachment #2)

Chairman Ruby: Now there are temporary signs up. So, even if the new signs are donated, the state will provide the labor and the supports?

Brad Darr: Yes, the temporary signs are just small signs on existing supports. They will come down and new larger ones will be put up.

Representative Delmore: Do you know how many miles this will be? And how many signs will there be for almost \$5000?

Brad Darr: Eight signs, but I will have to figure out the mileage. The \$4,984 is for the labor and pounding the posts. The signs will be delivered by the Yellowstone Organization.

Chairman Ruby: Would you get the mileage of this highway for us?

Brad Darr: The mileage is 87 miles.

Representative Gruchella: What classification will these signs fall into? Will the signs meet the government requirements for signs?

Brad Darr: I don't know what classification they are in, but yes, they will meet the requirements. They have to meet the code for manually uniform traffic control devices.

Representative Kempenich, District 39: I am here also to support HB1066. This is a promotional thing for tourism. It will promote Yellowstone Trail. People who come here from other areas follow these kinds of roads for vacations.

Cal Klewin, Theodore Roosevelt Expressway Director: My residence is Bowman, North Dakota, and we had a field hearing on Highway 12 and Highway 85 by Senator Conrad about two years ago. I gave testimony regarding that transportation system. There is a long history of Highway 12, which is also designated as the Yellowstone Trail. It is about 87 miles from the Montana border to the South Dakota border going along Highway 12. There are already some small signs up along the way. In the case of the Theodore Roosevelt Expressway in North Dakota, we paid for the signs and the North Dakota Department of Transportation put them on existing signs. The Hettinger Chamber of Commerce has asked me questions about this. I know that rural communities are very adamant about their transportation systems, and how it effects their economic development through their communities.

Chairman Ruby: Do you think that Hettinger would be willing to donate the signs that the Department of Transportation requires?

Cal Klewin: I can't speak for Hettinger. They asked me some questions, and I told them how we did it. It told them we paid for the signs, and Department of Transportation has the expertise to put them up.

Representative Drovdal provided a copy of the e-mail at this point in the hearing. 16:14 He clarified that Hettinger had spoken about paying for the signs when he initially spoke to them.

Brad Darr: It is my understanding that Hettinger will pay for the new signs.

Chairman Ruby: The hearing was closed on HB 1066

**Representative Vigesaa moved a DO PASS on HB1066.
Representative Delmore seconded the motion.**

Chairman Ruby called for committee discussion.

Chairman Ruby: Precedent has been set, there are other designated highways.

Representative Oversen: I was wondering if we can find out for sure if the signs will or will not be donated. The language was not consistent in the bill and the fiscal note. We should know before we take this to the floor.

Chairman Ruby: We have a motion. We will have to act on it. We just have a verbal confirmation that they will be paid for. If they are not donated, this will require Department of Transportation to pay for them. Does this fiscal note cover the signs?

Brad Dar: It does not cover the signs.

Chairman Ruby: It would be a stumbling block if they were not donated. We could amend it.

Representative Vigesaa withdrew his motion.

Representative Drovda: As long as there is a question on the table, I would prefer to find out if the signs are being paid for by Hettinger, instead of amending when we may not need to. Could we postpone the vote on this?

Chairman Ruby: Sure. Can we get the answer by tomorrow morning?

Representative Drovda: Yes.

Chairman Ruby: We can act on it then.

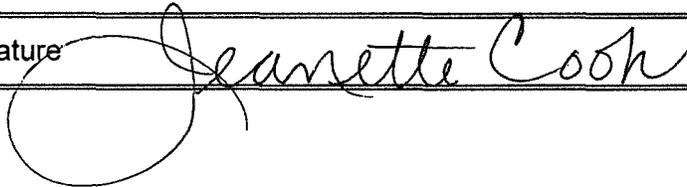
2013 HOUSE STANDING COMMITTEE MINUTES

House Transportation Committee Fort Totten Room, State Capitol

HB 1066
01-11-13
Job # 17105

Conference Committee

Committee Clerk Signature



Minutes:

Chairman Ruby brought back HB 1066. He asked Will to draw up an amendment that will stipulate that we will approve the bill with the condition that the signs will be donated by Hettinger.

Representative Drovdal: I talked to the Hettinger Chamber of Commerce, and they do plan to donate the signs. It was part of the agreement. I have no problem if you want to add the amendment, but I don't know if it is necessary.

Chairman Ruby: I just thought that it might answer some questions that we many get on the floor.

Representative Sukut: Doesn't it already say in the bill, line 9, that the signs are donated?

Chairman Ruby: I view that as saying that it "may use them", but if they don't donate them, then it would still stipulate that Department of Transportation would have to put the signs up if we pass the bill. I don't have the language in front of us for the amendment.

Representative Weisz: Since the dollar amount seems quite minimal, and the language does say "may be donated", I think that if we are okay with it being designated the Yellowstone Trail, we should go ahead and approve it. I don't think we should quibble over \$6000.

Chairman Ruby: I had a concern about it setting a precedent. Then every designated highway would have to be paid for.

Representative Weisz: Well, we already have. We have designated Highway 52, 281, 83, and 1806. The state has picked up the cost. Those have been designations by groups. The state has always picked up the tab. One was over \$10,000. My advice would be to pass it as it. If you don't want it to be designated that, it is a whole different issue.

Representative Delmore: I agree with Representative Weisz, I think we need to go.

Representative Schatz: I am wondering where all the money does come from for the designated highways so far. Is it all state money?

Representative Weisz: Yes.

Representative Schatz: This is a tourist issue basically. It is going to be good for the state and enhance what we have.

**Representative Vigesaa moved a DO PASS on HB 1066.
Representative Delmore seconded the motion.**

There was no further discussion.

A roll call vote was taken on HB 1066. The motion carried. Aye 13 Nay 0 Absent 1

Representative Drovdal will be the carrier of HB 1066.

FISCAL NOTE
Requested by Legislative Council
12/20/2012

Bill/Resolution No.: HB 1066

- 1 A. **State fiscal effect:** *Identify the state fiscal effect and the fiscal effect on agency appropriations compared to funding levels and appropriations anticipated under current law.*

	2011-2013 Biennium		2013-2015 Biennium		2015-2017 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
Revenues						
Expenditures				\$4,984		\$1,246
Appropriations						

- 1 B. **County, city, school district and township fiscal effect:** *Identify the fiscal effect on the appropriate political subdivision.*

	2011-2013 Biennium	2013-2015 Biennium	2015-2017 Biennium
Counties			
Cities			
School Districts			
Townships			

- 2 A. **Bill and fiscal impact summary:** *Provide a brief summary of the measure, including description of the provisions having fiscal impact (limited to 300 characters).*

This bill requires the NDDOT to sign US 12 as the Yellowstone trail. The sign faces will be donated to the department with the sign support, labor and maintenance of the signs to be provided by the NDDOT.

- B. **Fiscal impact sections:** *Identify and provide a brief description of the sections of the measure which have fiscal impact. Include any assumptions and comments relevant to the analysis.*

The estimated cost includes 8 signs total which covers major intersections as well as entering and exiting the state. The cost is \$623 per sign including labor and materials. The total initial cost is \$4984 followed by an estimated \$623 per year for repair or replacement of signs.

3. **State fiscal effect detail:** *For information shown under state fiscal effect in 1A, please:*

- A. **Revenues:** *Explain the revenue amounts. Provide detail, when appropriate, for each revenue type and fund affected and any amounts included in the executive budget.*

This legislation does not impact revenues.

- B. **Expenditures:** *Explain the expenditure amounts. Provide detail, when appropriate, for each agency, line item, and fund affected and the number of FTE positions affected.*

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- C. **Appropriations:** *Explain the appropriation amounts. Provide detail, when appropriate, for each agency and fund affected. Explain the relationship between the amounts shown for expenditures and appropriations. Indicate whether the appropriation is also included in the executive budget or relates to a continuing appropriation.*

The additional costs associated with this legislation will be covered with the DOT's operating expense budget. No additional appropriation will be necessary.

Name: Brad Darr

Agency: NDDOT

Telephone: 328-4443

Date Prepared: 01/04/2013

Date: 1-11-13
Roll Call Vote #: _____

**2013 HOUSE STANDING COMMITTEE
ROLL CALL VOTES
BILL/RESOLUTION NO. 1066**

House Transportation Committee

Check here for Conference Committee

Legislative Council Amendment Number _____

Action Taken: Do Pass Do Not Pass Amended Adopt
Amendment

Rerefer to Appropriations Reconsider

Motion Made By Vigesaa Seconded By Delmore

Representatives	Yes	No	Representatives	Yes	No
Chairman Dan Ruby	✓		Rep. Lois Delmore	✓	
Vice Chairman Mark Owens	A		Rep. Edmund Gruchilla	✓	
Rep. David Drovdal	✓		Rep. Kylie Oversen	✓	
Rep. Brenda Heller	✓				
Rep. Robin Weisz	✓				
Rep. Gary Sukut	✓				
Rep. Don Vigesaa	✓				
Rep. Robert Frantsvog	✓				
Rep. Curtiss Kreun	✓				
Rep. Rick Becker	✓				
Rep. Mike Schatz	✓				

Total (Yes) 13 No 0

Absent 1

Floor Assignment Drovdal

If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE

HB 1066: Transportation Committee (Rep. Ruby, Chairman) recommends DO PASS
(13 YEAS, 0 NAYS, 1 ABSENT AND NOT VOTING). HB 1066 was placed on the
Eleventh order on the calendar.

2013 SENATE TRANSPORTATION

HB 1066

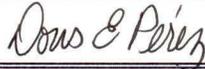
2013 SENATE STANDING COMMITTEE MINUTES

Senate Transportation Committee
Lewis and Clark Room, State Capitol

House Bill 1066
02/21/2013
Recording job number 19303

Conference Committee

Committee Clerk Signature



Explanation or reason for introduction of bill/resolution:

To create and enact a new section to chapter 24-01 of the North Dakota Century Code, relating to the Yellowstone trail

Minutes:

Attached testimony: 2

Representative Drovdal District 39 and prime sponsor of this bill Highway 12 celebrated its centennial last summer. For the celebration the local community wanted to name it back to its original name: Yellowstone trail. A request was made to the governor who allowed a temporary naming of the highway. The Chamber of Commerce paid for temporary signs. Governor said only legislature can officially name a highway. That is why this bill is here. If approved temporary signs will be changed to permanent signs to meet federal/state specifications (there are 9 signs, Hettinger is willing to pay for theirs). Written testimony #1 on history of the road; written testimony #2 letter from Adams County

Brad Darr Maintenance Engineer North Dakota Department of Transportation (DOT) In response to **Senator Campbell**'s question regarding the signs. The signs now are too small. We will put them up to regulation; the name is not too large to put on a sign. (He mentioned the highways in the states that have names.) In response to **Senator Flakoll**'s question regarding the cost of repairs and replacement mentioned in the fiscal note: Signs have to meet the general information guidelines for Manual of Uniform Traffic Control Devices. They can have 11 different shapes. It will still be USA 12 and The Yellowstone Trail. Some of them get hit/taken down, if facing the sun they fade I estimated on one sign replacement per year cost.

Senator Sitte Some farmers complain that their oversized farm equipment is taking down the signs. They wonder if the signs can be moved farther back from the roadway or lower their heights. Does the state have any discretion at all?

Brad Darr We have some discretion in the height and roadway distance

No additional testimony in favor no opposing or neutral testimony. Hearing Closed

Senator Flakoll moved do pass **Senator Campbell** seconded No discussion

Roll call vote yes 7 no 0 absent not voting 0 **Carrier Senator Flakoll**

FISCAL NOTE
Requested by Legislative Council
12/20/2012

Bill/Resolution No.: HB 1066

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School Districts			
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- B. **Fiscal impact sections:** *Identify and provide a brief description of the sections of the measure which have fiscal impact. Include any assumptions and comments relevant to the analysis.*

The estimated cost includes 8 signs total which covers major intersections as well as entering and exiting the state. The cost is \$623 per sign including labor and materials. The total initial cost is \$4984 followed by an estimated \$623 per year for repair or replacement of signs.

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The additional costs associated with this legislation will be covered with the DOT's operating expense budget. No additional appropriation will be necessary.

Name: Brad Darr

Agency: NDDOT

Telephone: 328-4443

Date Prepared: 01/04/2013

Date: 2/21/13
Roll Call Vote #: 1

**2013 SENATE STANDING COMMITTEE
ROLL CALL VOTES
BILL NO. 1066**

Senate TRANSPORTATION Committee

Check here for Conference Committee

Legislative Council Amendment Number _____

Action Taken: Do Pass Do Not Pass Amended Adopt Amendment
 Rerefer to Appropriations Reconsider

Motion Made By Senator Flakoll Seconded By Senator Campbell

Senators	Yes	No	Senator	Yes	No
Chairman Dave Oehlke	X		Senator Tyler Axness	X	
Vice Chairman Kelly Armstrong	X		Senator George Sinner	X	
Senator Margaret Sitte	X				
Senator Tim Flakoll	X				
Senator Tom Campbell	X				

Total (Yes) 7 No 0

Absent 0

Floor Assignment Senator Flakoll

If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE

HB 1066: Transportation Committee (Sen. Oehlke, Chairman) recommends DO PASS
(7 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING). HB 1066 was placed on the
Fourteenth order on the calendar.

2013 TESTIMONY

HB 1066

Drovdal, David O.

From: Hettinger Chamber Office <hettingerchamber@ndsupernet.com>
Sent: Tuesday, November 27, 2012 3:19 PM
To: Drovdal, David O.
Subject: RE: Yellowstone Trail Designation ?

Representative Drovdal,

The Yellowstone Trail in ND goes from east of Hettinger at the SD border to west of Marmarth at the MT border. Like so many things which others greatly admire and travel for hundreds of miles to see and experience, too often we along the trail don't appreciate it or even know what it is. Until I took the job at Hettinger's Community Promotions Office in 2002, I had not a clue what the Yellowstone Trail was. This office with 2 employees myself and the Adams County Economic Developer also serves the Hettinger Area Chamber of Commerce and Dakota Buttes Visitors Council.

This year was the Centennial of the Yellowstone Trail thus our desire to put signage along the trail in ND which led to our contacting our legislators when we discovered it needed to be officially declared a Memorable Trail before that technically could be done. Permission was granted to put about a dozen 12 inch square Yellowstone Trail Signs along the trail basically at points where Hwy 12 was intersected by another highway. DBVC purchased the signs and the Dickinson Division of the ND DOT put them up.

Thank you for following up with this project. Senator Bowman is also interested in helping with the declaration. If you need us to submit a formal request I can do so. We certainly will arrange to have representation at the capital when this bill is brought forward in the 2013 session.

Below is info taken from the Yellowstone Trail website. Notice in the underlined paragraph that Hettinger is specifically mentioned. Thanks for your efforts. Earleen

Introduction to the Yellowstone Trail

Taken from www.yellowstonetrail.org

The Yellowstone Trail was the first transcontinental automobile highway in the United States through the northern tier of states from Washington through Massachusetts. Yet too few people are aware of its existence or its social, political and economic effects on either the local communities or the nation.

This transcontinental route was conceived by J.W. Parmley of Ipswitch, SD, in 1912. The automobile was just becoming popular but intercity roads were plagued with sand, potholes and mud. Bicyclists of the previous decade, organized as the Wheelmen and counting thousands as members, had been pushing state and federal governments for years for roads. Yet, in 1912, there were few good, all weather roads, no useful long distant roads and no government marked routes. Railroads had been the dominant, almost sole, method of travel. But railroads were losing their allure because of their monopolistic freight rate-setting and the inconvenience of their schedules. The privacy and autonomy of the automobile was not to be denied.

The Yellowstone Trail developed in parallel with the nationwide effort to improve roads. The burden of financing roads gradually moved from the local landowner and township up the levels of government until the federal government, the states, the counties and the townships shared the cost. The burgeoning number of autos resulted in a demand for roads to drive them on, first for pleasure and then for crucial societal purposes: for doctors to get to patients, for farm products to get to the railroads, and for military purposes.

Parmley and his business colleagues wanted a good road from Ipswich to Aberdeen, SD, 25 miles away. The "can do" pioneer spirit of the time immediately emerged and in a few weeks time the intent had expanded to include a good road to Mobridge, SD, then to Hettinger ND, then to the great tourist destination, Yellowstone National Park. Soon, it was understood that under their leadership there was to be "a good road from Plymouth Rock to Puget Sound."

The Yellowstone Trail Association was formed in October 1912 and was active until 1930. The creation of the Yellowstone Trail was a grassroots effort, not a governmental effort, and not the effort of a few wealthy business leaders, as was the Lincoln Highway through the Lincoln Highway Association, which was formed the next year. A headquarters for the Yellowstone Trail Association was established in Minneapolis, although meetings were held across the country with local representatives. Membership was offered to delegates from towns all along the route. These people raised money locally, through a system of "assessments" and often headed local volunteer groups to mark the route with either yellow stones or the official yellow circle and arrow of the Association. State or regional meetings were held in communities along the route each year to provide coordination for the Association and inspiration to attract tourists through their towns.

The Yellowstone Trail Association did not build roads. It lobbied for "good roads" in every level of government, it provided instructions to local people for the construction and maintenance of roads, it promoted cross-country tourist traffic, it marked the route of the Trail, it provided the first maps of the Trail, and generally raised the interest in using the automobile for other than local travel. It was an organization composed of businessmen/Chamber of Commerce people in little towns who wished to boost their town's economy by being on a well-used road. So they would improve local roads, but not build them.

Trail Days were held with picnics, etc. to make the work of "dragging" the dirt road more fun. Stores would close so all would go out to participate. The Yellowstone Trail Association had local chapters in towns and state chapters to oversee routing. Local "routing committee men" went out into their counties to find the best roads available and then talk county governments into spending tax dollars on that route. They then persuaded little towns to join the organization and to pay a small fee to be included on the route publicity. Usually, roads near railways were selected, and frequently were routed through towns on the street adjacent to a railroad station. The Chicago, Milwaukee, St. Paul and Pacific Railroad in particular, was selected because it went where the founders of the Trail wanted the Trail to go. The railroads had already selected the most efficient routes and local roads already existed near the railways, so as one reads the history of the Yellowstone Trail, one reads the history of the Milwaukee Road.

Montana residents immediately grasped the potential of the Trail. Many people and locations along the Trail in Montana provide interesting tales. J. E. Prindle of the little, but ambitious, cattle shipping town of Ismay became a force in the Association. Billings was the seat of regional meetings of the Yellowstone Trail Association. Old original sections of the Trail still exist in travelable condition in several locations: between Ismay and Fallon, between Livingston and Gardiner near Yankee Jim's toll road north of the entrance to the Yellowstone National Park, between Three Forks and Butte, between Hunter's Hot Springs and Billings, along the Camel's Hump near Superior, and on the Randolph Creek/Mullan Pass road over the Bitterroots.

In 1918 Wisconsin became the first state to number its highways and in 1926 the American Association of State Highway Officials (AASHO) established and numbered interstate routes (US route numbers), selecting the best roads in each state which could be connected to provide a rational network of "federal" highways. With the numbering of roads, the need for names decreased. And the need for colored markers to mark the named roads ceased. Then came the Depression. Merchants could no longer afford to pay dues to a road association. State maps replaced the need for associations. The Yellowstone Trail and all other named trails lost their allure to the modern Highway 12, or 29, or 10. Its major influence died in 1929-30 with the original Yellowstone Trail Association. A replacement organization, Yellowstone Highway Association, operated marginally until about 1939.

L-C

Through all of this, the Yellowstone Trail Association persisted, acting much as the AAA does today. They published maps and brochures and set up tents along busy places on the Trail to hand out these materials. People telephoned the Trail Association before they planned a trip to see what roads were passable. This route is truly a piece of history and a national treasure.

From: Drovdal, David O. [mailto:ddrovdal@nd.gov]
Sent: Tuesday, November 27, 2012 1:00 PM
To: Hettinger Chamber Office
Subject: Re: Yellowstone Trail Designation ?

Earline;

Email works better, earlier this year the governor was asked to change the name of the highway that goes thru Hettinger. When he did so he stated that to make the name change permanently a bio would need to be passed by the legislature. I have started the process but need to know if you still want the name change and if so I would like the history that is driving the name change.

If so will anyone from Hettinger be willing to testify for the bill when it comes before the house and senate?

Rep David Drovdal
Cell #701-770-4225

On Nov 27, 2012, at 10:42 AM, "Hettinger Chamber Office" <hettingerchamber@ndsupernet.com> wrote:

Rep. Drovdal, Message at work this morning to call you, however number must have been written down incorrectly so am emailing you instead. I will be out of the office running Chamber errands part of today and will be in Bismarck for meetings on Wednesday & Thursday. I will give you my cell phone number 701-567-3102. Thanks. Earleen Friez

#2

HOUSE TRANSPORTATION COMMITTEE
January 10, 2013, 11:00 AM; Fort Totten Room

North Dakota Department of Transportation
Brad Darr, Maintenance Division Director

HB 1066

Mr. Chairman and members of the committee, I'm Brad Darr, Maintenance Division Director at the North Dakota Department of Transportation (DOT). Thank you for providing me the opportunity to provide information on this bill today.

This bill is similar to the bill enacting chapter 24-01-54 Theodore Roosevelt Expressway- United States Highway 85. The Theodore Roosevelt Expressway Association provided the signs and the Department provided the sign supports and labor to install the signs. From the Department's stand point we see that this bill, if passed would be implemented in the same manner.

The Department currently has small temporary signs in place at the request of the Governor so that they are up for the 100 year anniversary of the Yellowstone trail. They are expected to come down next summer and would be replaced by permanent signs, if the legislature formally designates the trail.

Also,

The Department provided a fiscal note. The cost to the Department will be approximately:

13-15 Biennium: \$4984.

Thank you Mr. Chairman, This concludes my testimony.

Drovdal, David O.

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The Yellowstone Trail developed in parallel with the nationwide effort to improve roads. The burden of financing roads gradually moved from the local landowner and township up the levels of government until the federal government, the states, the counties and the townships shared the cost. The burgeoning number of autos resulted in a demand for roads to drive them on, first for pleasure and then for crucial societal purposes: for doctors to get to patients, for farm products to get to the railroads, and for military purposes.

Parmley and his business colleagues wanted a good road from Ipswich to Aberdeen, SD, 25 miles away. The "can do" pioneer spirit of the time immediately emerged and in a few weeks time the intent had expanded to include a good road to Mobridge, SD, then to Hettinger ND, then to the great tourist destination, Yellowstone National Park. Soon, it was understood that under their leadership there was to be "a good road from Plymouth Rock to Puget Sound."

The Yellowstone Trail Association was formed in October 1912 and was active until 1930. The creation of the Yellowstone Trail was a grassroots effort, not a governmental effort, and not the effort of a few wealthy business leaders, as was the Lincoln Highway through the Lincoln Highway Association, which was formed the next year. A headquarters for the Yellowstone Trail Association was established in Minneapolis, although meetings were held across the country with local representatives. Membership was offered to delegates from towns all along the route. These people raised money locally, through a system of "assessments" and often headed local volunteer groups to mark the route with either yellow stones or the official yellow circle and arrow of the Association. State or regional meetings were held in communities along the route each year to provide coordination for the Association and inspiration to attract tourists through their towns.

The Yellowstone Trail Association did not build roads. It lobbied for "good roads" in every level of government, it provided instructions to local people for the construction and maintenance of roads, it promoted cross-country tourist traffic, it marked the route of the Trail, it provided the first maps of the Trail, and generally raised the interest in using the automobile for other than local travel. It was an organization composed of businessmen/Chamber of Commerce people in little towns who wished to boost their town's economy by being on a well-used road. So they would improve local roads, but not build them.

Trail Days were held with picnics, etc. to make the work of "dragging" the dirt road more fun. Stores would close so all would go out to participate. The Yellowstone Trail Association had local chapters in towns and state chapters to oversee routing. Local "routing committee men" went out into their counties to find the best roads available and then talk county governments into spending tax dollars on that route. They then persuaded little towns to join the organization and to pay a small fee to be included on the route publicity. Usually, roads near railways were selected, and frequently were routed through towns on the street adjacent to a railroad station. The Chicago, Milwaukee, St. Paul and Pacific Railroad in particular, was selected because it went where the founders of the Trail wanted the Trail to go. The railroads had already selected the most efficient routes and local roads already existed near the railways, so as one reads the history of the Yellowstone Trail, one reads the history of the Milwaukee Road.

Montana residents immediately grasped the potential of the Trail. Many people and locations along the Trail in Montana provide interesting tales. J. E. Prindle of the little, but ambitious, cattle shipping town of Ismay became a force in the Association. Billings was the seat of regional meetings of the Yellowstone Trail Association. Old original sections of the Trail still exist in travelable condition in several locations: between Ismay and Fallon, between Livingston and Gardiner near Yankee Jim's toll road north of the entrance to the Yellowstone National Park, between Three Forks and Butte, between Hunter's Hot Springs and Billings, along the Camel's Hump near Superior, and on the Randolph Creek/Mullan Pass road over the Bitterroots.

In 1918 Wisconsin became the first state to number its highways and in 1926 the American Association of State Highway Officials (AASHO) established and numbered interstate routes (US route numbers), selecting the best roads in each state which could be connected to provide a rational network of "federal" highways. With the numbering of roads, the need for names decreased. And the need for colored markers to mark the named roads ceased. Then came the Depression. Merchants could no longer afford to pay dues to a road association. State maps replaced the need for associations. The Yellowstone Trail and all other named trails lost their allure to the modern Highway 12, or 29, or 10. Its major influence died in 1929-30 with the original Yellowstone Trail Association. A replacement organization, Yellowstone *Highway* Association, operated marginally until about 1939.

Through all of this, the Yellowstone Trail Association persisted, acting much as the AAA does today. They published maps and brochures and set up tents along busy places on the Trail to hand out these materials. People telephoned the Trail Association before they planned a trip to see what roads were passable. This route is truly a piece of history and a national treasure.

From: Drovdal, David O. [mailto:ddrovdal@nd.gov]
Sent: Tuesday, November 27, 2012 1:00 PM
To: Hettinger Chamber Office
Subject: Re: Yellowstone Trail Designation ?

Earline;

Email works better, earlier this year the governor was asked to change the name of the highway that goes thru Hettinger. When he did so he stated that to make the name change permanently a bio would need to be passed by the legislature. I have started the process but need to know if you still want the name change and if so I would like the history that is driving the name change.

If so will anyone from Hettinger be willing to testify for the bill when it comes before the house and senate?

Rep David Drovdal
Cell #701-770-4225

On Nov 27, 2012, at 10:42 AM, "Hettinger Chamber Office" <hettingerchamber@ndsupernet.com> wrote:

Rep. Drovdal, Message at work this morning to call you, however number must have been written down incorrectly so am emailing you instead. I will be out of the office running Chamber errands part of today and will be in Bismarck for meetings on Wednesday & Thursday. I will give you my cell phone number 701-567-3102. Thanks. Earleen Friez

Drovdal, David O.

From: nbsmith@ndsupernet.com
Sent: Tuesday, February 19, 2013 10:20 PM
To: Kempenich, Keith A.; Drovdal, David O.; Bowman, Bill L.; Oehlke, H. Dave; Armstrong, Kelly; Campbell, Tom S.; Flakoll, Tim; Sitte, Margaret A.; Axness, Tyler; Sinner, George B.
Subject: Vote "Yes" on HB 1066 re designation of Highway 12 as Yellowstone Trail
Importance: High

Greetings!

On behalf of the Dakota Buttes Historical Society, the official historical society of Adams County in Hettinger, North Dakota, I am writing in support of HB 1066, which would designate North Dakota Highway 12 as the YELLOWSTONE TRAIL.

Please support a "yes" vote on this bill. Here's why:

The Yellowstone Trail was the first transcontinental highway in the northern tier of the United States, and is the only transcontinental highway in the nation to be built completely without federal funds.

North Dakota is privileged to have a piece of that history within its borders, running from the South Dakota border to the Montana border in the southwest corner of the state.

This remarkable roadway materialized through the North Dakota towns of Haynes, Hettinger, Bucyrus, Reeder, Scranton, Bowman, Rhame and Marmath, because of the industrious work of hundreds of hard working North Dakota volunteers in these towns.

The Yellowstone Trail, which in North Dakota, evolved into Highway 12, was a roadway that opened the midsection of the country to the rest of the nation, encouraging transcontinental travel from coast to coast, across North Dakota. It continues to do so yet today.

It is a designation worth keeping.

Please vote "Yes" on HB 1066 and thank you to those of you who have already supported this designation.

Sincerely,

Bonnie Smith, Vice President
Dakota Buttes Historical Society/Museum
Adams County, ND
400 11th St. South
Hettinger, ND 58639
(701-567-4429)

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