

LEGALS FROM PAGE 12

Trade and International Commerce; 4) National Defense and Emergency Preparedness; and 5) Transportation Modernization; and WHEREAS, Future Interstate Highways were created to extend the reach of the existing Interstate System to underserved regions, especially rural and economically isolated areas; create seamless links between major cities, ports, borders, and freight hubs; improve the movement of goods and services, particularly in corridors critical to agriculture, energy, and manufacturing; support economic growth by reducing travel time, transportation costs, and congestion; facilitate efficient trade between the U.S., Mexico, and Canada by connecting ports of entry with inland freight routes; and support the Strategic Highway Network (STRAHNET), ensuring that military and emergency vehicles can travel efficiently across the country; and WHEREAS, the current Interstate Highway System in the western United States only includes three Interstate Highways (I-29, I-15 and I-5) that extend from Canada to Mexico covering over 1,150 miles of international border; and WHEREAS, the Ports-to-Plains Corridor in Texas and New Mexico are already designated as Future Interstate 27; and WHEREAS, this designation and route numbering would meet the Federal requirement that Future Interstate which must to connect at an existing Interstate Highway. The Proposed Designation would connect to I-70 in Colorado; I-76 in Colorado; I-80 in Nebraska, I-25 in Wyoming, I-90 in South Dakota and I-94 in North Dakota; and WHEREAS, this designation would create a Future Interstate Highway across three High Priority Corridors on the NHS which would serve \$9.5 billion of Crop Production and \$24.8 billion of Livestock Production; and WHEREAS, this designation would connect four of the top five oil producing states in the United States; and WHEREAS, this designation would create a Future Interstate Highway across three High Priority Corridors on the NHS which would serve \$50.7 billion of exports to Canada and \$141.7 billion of exports to Mexico annually from the nine-state corridor; and WHEREAS, this designation would create a Future Interstate Highway across three High Priority Corridors on the NHS which would serve \$191.3 billion of tourism impact annually across the nine-state corridor; and WHEREAS, a future Interstate designation will be a significant new economic development tool for communities along the corridor. Site selectors for manufacturers, warehousing and distribution recommend sites along an interstate highway and travel services businesses such as hotels, truck stops, convenience stores, and restaurants, which can have a dramatic impact on small communities will also expand. This will create much needed new jobs and expanded tax base across this North America Corridor; and WHEREAS, while designation as a future interstate is the first step in a very long process before the completion of an interstate highway, that does not lessen the importance of the designation. NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE THEODORE ROOSEVELT EXPRESSWAY ASSOCIATION, WILLISTON, ND THAT: Section I. That Bowman County supports the designation and route numbering of the Future Interstate by Congress and urges the Departments of Transportation to support such designation and numbering for Heartland Expressway, Theodore Roosevelt Expressway, and a portion of Ports-to-Plains High Priority Corridors. Section 2. This resolution to be in full force and effect from and after its passage and approval. Section 3. If any portion or provision of this resolution shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of such portion or provision shall not affect any of the remaining provisions of this Resolution, the intention being that the same are severable. A RESOLUTION SUPPORTING THE FUTURE INTERSTATE HIGHWAY FORMULA PROGRAM

WHEREAS, this Formula Program addresses the problems created by applying patches to our surface transportation system. America must have the pre-eminent transportation system in the world. The demand for more and better transportation resulting from a growing population within an increasingly global economy will continue to strain the U.S. surface transportation system; and WHEREAS, the purpose of the Interstate Highway System, formally known as the Dwight D. Eisenhower National System of Interstate and Defense Highways, is to provide a safe, efficient, and high-capacity roadway network for the movement of people and goods across the United States; and WHEREAS, the purpose of Future Interstate Highways is to expand and enhance the national transportation network by identifying and developing key corridors that will eventually meet full Interstate Highway standards, with the goal of supporting 1) National Connectivity; 2) Freight and Economic Development; 3) Cross-Border Trade and International Commerce; 4) National Defense and Emergency Preparedness; and 5) Transportation Modernization; and WHEREAS, there is currently no dedicated federal funding to plan and construct Future Interstate Highways; and WHEREAS, International Trade has grown from \$39 billion in 1956 to \$5.8 trillion in 2023, an increase of 14,700 percent in 67 years, an average annual growth of 219.4 percent; and WHEREAS, entry into NAFTA (1994) and now USMCA (2020) strengthened trade with Mexico and Canada and as a result, land ports of entry became critical—especially for energy, agriculture, and auto parts trade across North American corridors; and WHEREAS, initially trade across the United States moved primarily east-west and the original Interstate Highway System was built to serve the east-west movement; and WHEREAS, today the United States, Canada, and Mexico are each other's largest trade partners for oil, energy, automobiles, electronics, and agricultural goods—and it is common for materials to be procured from one country, produced into goods in a second, and then marketed and sold in a third; and WHEREAS, with a shift from a manufacturing-based economy to services and technology; a significant rise in consumer spending, e-commerce, and just-in-time logistics; and trucking and freight volumes exploded, it makes highways critical for supply chains. Resulting in an increase in GDP from \$444 billion in 1956 to \$28.8 trillion in 2024, a 6,400 percent increase; and WHEREAS, despite the authorization of a 40,000-mile Interstate Highway System by Congress in 1944 and the initial designation of 37,700 miles in 1947, the total constructed mileage has significantly fallen short of long-term national mobility demands; and WHEREAS, by 1960, over 10,000 miles were completed, followed by rapid expansion to 20,000 miles by the mid-1960s, 30,000 miles by 1970, and 40,000 miles by 1980, with 92% of the system completed by 1986; and WHEREAS, incremental additions brought the system to approximately 42,700 miles in the 1990s, 46,747 miles by the early 2000s, and over 48,000 miles in the 2020s, including critical new designations such as Interstate 27 in Texas and New Mexico; and WHEREAS, the modest mileage growth of interstate highways over the past four decades reflects the need for renewed federal commitment to expanding and modernizing the Interstate System to meet 21st-century transportation, economic, and security challenges. N O W THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE Theodore Roosevelt Expressway Association, Williston, ND. Section I. That Bowman County supports the proposal to include a Future Interstate Highway Formula Program as part of a New Federal Compact (New Beginning) where federal taxpayers funds are used for the National Interest, a strong Federal role in surface transportation. Interstate Highways were developed as a National Interest and Future Interstate Highways should be the same. Section 2. This resolution to be in full force and effect from and after its passage and approval. Section 3. If any portion or provision of this resolution shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of such portion or provision shall not affect any of the remaining provisions of this Resolution, the intention being that the same are severable.

tion shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of such portion or provision shall not affect any of the remaining provisions of this Resolution, the intention being that the same are severable. A RESOLUTION SUPPORTING THE FUTURE INTERSTATE FEASIBILITY STUDY FOR HEARTLAND EXPRESSWAY, THEODORE ROOSEVELT EXPRESS, AND A PORTION OF PORTS-TO-PLAINS HIGH PRIORITY CORRIDORS. WHEREAS, Congress designated the Ports-to-Plains Corridor in Texas and New Mexico as Future Interstate 27; and WHEREAS, the Texas Department of Transportation published the Ports-to-Plains Corridor Interstate Feasibility Study Advisory Committee Report on October 15, 2019; and WHEREAS, current Feasibility Study trends address greater potential including metrics improving connectivity, safety, and mobility; improving travel time and reduce travel time cost; improving freight movement; increasing access to markets for energy and agricultural products; alleviating congestion and improving reliability; facilitating the flow of goods and international trade; creating jobs and economic opportunities; and increasing and expanding the local tax base and state sales tax revenues, than historically used metrics; and WHEREAS, the Ports-to-Plains Corridor Interstate Feasibility Study Advisory Committee Report data showed Corridor annual travel cost savings of \$4.1 billion, annual increase in GDP of \$2.2 billion, and increase in employment of 17,710 for the agriculture, energy, and warehousing industries; and WHEREAS, the Ports-to-Plains Corridor Interstate Feasibility Study Advisory Committee Report data showed a Return on Investment of 76% or \$17.8 billion; and Benefit Cost Ratio / Net Present Value of 2.4 or \$39.2 billion; and WHEREAS, the Ports-to-Plains Corridor Interstate Feasibility Study Advisory Committee Report data showed that development of a Future Interstate Highway in Texas would improve safety and reduce crash rates, leading to approximately 8 percent fewer fatal collisions, 7 percent fewer injury collisions, and 11 percent fewer property damage crashes throughout the corridor each year. These safety improvements result in \$457 million in annual safety benefits according to the TxDOT estimates in addition to saving lives; and WHEREAS, the Ports-to-Plains Corridor Interstate Feasibility Study Advisory Committee Report results helped the State of Texas and the Texas Department of Transportation to support Future Interstate Designation in Texas; and WHEREAS, North-South Interstates are a significant distance from the Theodore Roosevelt Expressway: to the west it is 670 miles between U.S. 85 and Interstate 15 and to the east it is over 480 miles between U.S. 85 and Interstate 29; and WHEREAS, the Heartland Expressway is 648 miles between NE 71 and Interstate 29; and WHEREAS, the Ports-to-Plains Corridor is 775 miles between U.S 287 and Interstates 29 and 35; and WHEREAS, the proposed Future Interstate Highway Corridor shared major industries that are reliant on agriculture, energy, tourism and trade. NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE THEODORE ROOSEVELT EXPRESSWAY ASSOCIATION, WILLISTON, ND THAT: Section I. That Bowman County supports efforts to complete a Future Interstate Feasibility Study in Oklahoma, Colorado, Nebraska, Wyoming, South Dakota, North Dakota, and Montana. Section 2. This resolution to be in full force and effect from and after its passage and approval. Section 3. If any portion or provision of this resolution shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of such portion or provision shall not affect any of the remaining provisions of this Resolution, the intention being that the same are severable. Buchmann seconded the motion. Cal Klewin, TR Expressway, joined the meeting via phone to answer questions regarding the resolutions. Roll call vote: Miller, no; Buchmann, yes; Abrahamson, yes; Janikowski, yes; Braaten, yes. Motion carried. At 3:56 PM Janikowski moved to adjourn the meeting, with Miller seconding the motion, and upon a vote, the motion was carried unanimously. Rick Braaten, Chairman, Board of County Commissioners ATTEST: Mindy Schumacher, Bowman County Auditor

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ND PROBATE CODE FORM 6
NOTICE TO CREDITORS. (N.D.C.C. 30.1-19-0 I)
Jayna M. Voss
Legacy Law Firm, P.C.
7404 S. Bitterroot Pl.
Sioux Falls, SD 57108
(605) 275-5665
Attorney Jayna M. Voss for:
Probate No. 06-2025-PR-00025
**IN THE DISTRICT COURT
OF BOWMAN COUNTY,
STATE OF NORTH DAKOTA**
**In the Matter of the Estate of the
Estate of Dolores C. Howeth,
Deceased.**
NOTICE TO CREDITORS
NOTICE IS HEREBY GIVEN that the undersigned has been appointed personal representative of the above estate. All persons having claims against the deceased are required to present their claims within three months after the date of the first publication or mailing of this notice or the claims will be forever barred. Claims must either be presented to Linda Cissel, personal representative of the estate, at 150 Cypress Club Drive, Apartment #534, Pompano Beach, Florida 33060, or filed with the Court. Dated this 29th day of September, 2025
Attorney Jayna M. Voss for the Estate of Dolores C. Howeth
/s/ Linda Cissel, Applicant
Linda Cissel, Applicant
150 Cypress Club Dr., Apt. #534
Pompano Beach, FL 33060
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ABBREVIATED NOTICE OF INTENT TO REVISE ADMINISTRATIVE RULES RELATING TO SCHOOL CONSTRUCTION LOAN APPLICATION AND LOAN APPROVAL, STANDARDS FOR SCHOOLBUSES, SCHOOL DISTRICT COOPERATIVE AGREEMENTS, SPECIAL EDUCATION, MATH CURRICULUM, ASSESSMENT OF SCHOOL BUILDINGS, AND PUBLIC CHARTER SCHOOLS

TAKE NOTICE that the North Dakota Department of Public Instruction (NDDPI) will hold a public hearing to address proposed changes of N.D. Admin. Code 67-10, School Construction Loan Application and Loan Approval; 67-12, Standards for Schoolbuses, 67-13, School District Cooperative Agreements; Special Education, 67-23; the creation of 67-34, Math Curriculum; the creation of 67-35, Assessment of School Buildings, and the creation of 67-36, Public Charter Schools; at 9:30 AM on Tuesday, December 2, 2025, in the Brynhild Haugland Room at the State Capitol, 600 E. Boulevard Ave., Bismarck, ND 58505. The purpose of the proposed changes is to amend 67-10-03, School Construction Loan Application and Loan Approval- School Construction Assistance Revolving Loan Fund, to align maximum loan amounts with the dollar

amounts listed in the NDCC; to amend 67-12-01, Standards for Schoolbuses, to align with updated federal transportation standards regarding school bus construction; to amend 67-13-01, School District Cooperative Agreements, to remove language related to cost-sharing reimbursements to align with similar language in the NDCC; to amend 67-23-01, Comprehensive General Plan Requirements for Special Education Programs, to include charter schools in the definitions for a local education agency and for organizations; to create 67-34-01, Professional Development for Grades Kindergarten Through Eight Mathematics, to outline teacher professional development requirements in mathematics as required in NDCC; to create 67-35-01, Authority for Assessment of School Buildings, to identify authority of the state superintendent in NDCC related to school building assessment; and to create 67-36-01, Public Charter Schools, to implement procedures for the approval and governance of public charter schools as required in NDCC. The proposed rules may be reviewed at the NDDPI Office of School Approval and Opportunity, ND State Capitol, 600 E. Boulevard Avenue, Bismarck, ND 58505-0440. A copy of the proposed rules may be requested by writing to the above address, to the attention of Jim Upgren, emailing jimupgren@nd.gov, or calling 701-328-2244. Written and oral comments may be sent to the above address or telephone number until 5:00 p.m. on Monday, December 15, 2025. For individuals seeking to attend who will need special facilities or assistance relating to a disability, please contact the NDDPI at the above telephone number or address at least five days prior to the public hearing. Dated this 20th day of October, 2025. Jim Upgren, Assistant Director Office of School Approval and Opportunity North Dakota Department of Public Instruction

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**Notice of Sale of Real Estate
Property
Forfeited to the County for Taxes**

Notice is hereby given, that the real estate property hereinafter described has been forfeited to the County of Slope in the State of North Dakota for delinquent taxes under the provisions of Chapter 57-28 of the North Dakota Century Code, that said County has taken deed to such property and will offer it for sale at public auction for cash at the County Courtroom in Amidon, North Dakota, on the 18th day of November, 2025, beginning at the hour of 11:00 A.M. The property herein listed will be sold to the highest bidder subject to the right of the County Auditor, with the approval of the County Commissioners of said County, to reject any and all bids. By order of the Board of County Commissioners of Slope County North Dakota.

Description	Lot	Block	Minimum Sales Price
MARMARTH CITY:			
Marmarth Original	8	6	\$130.00
Marmarth Original	7 & 8	31	\$642.00
Given under my hand and seal this 24th day of October, 2025			
Lorrie Buzalsky			
Slope County Auditor			

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