

Proposed I-66 Location Map



WEAR YOUR OFFICIAL I-66 PIN WITH PRIDE

Support the I-66 Project by purchasing an attractive pin as a show of pride and support. Cost is \$10.00 each. Place your order through the I-66 Project branch office in Cape Girardeau, MO. Call (314) 334-4142 or write I-66 Project, Inc., 1021 Kingsway, Suite #6, Cape Girardeau, MO 73701.

Buy several to sell through your organization. All proceeds from pin sales will be used to promote the I-66 Project.

In April, 1989, the Regional Commerce and Growth Association convened a meeting in St. Louis, Missouri to determine interest in, and support of, a coast to coast highway being called I-66. Consensus of the representatives from the seven states attending was unanimous approval for the concept and support. Formed from this meeting was the I-66 Project, Incorporated, an organization to promote and raise funds for the proposed interstate.

In July, 1989, legislation introduced by Missouri Congressman Bill Emerson started a fast track through the United States Congress toward funding for a project feasibility study. In December, 1989, the city of Wichita, Kansas, under the leadership of Mayor Bob Knight, assumed a leadership role in the project by becoming the national headquarters for Interstate 66 Project, Incorporated.

Lobby efforts began in 1990. A pre-application (or working paper) prepared by Dr. L. E. Haefner and Associates was used as a center piece for these efforts. Visits to Washington, D. C., included testimony before appropriate congressional committees. The feasibility study funding request was led through Congress with bi-partisan support from Republican House member Bill Emerson (MO), and Democratic House member Dan Glickman (KS). This joint effort proved successful in the fall of 1990, with a \$1,270,000 appropriation to conduct a feasibility study for the I-66 Project.

In August, 1991, the firms of Wilbur Smith Associates and Howard Needles Tammen & Bergendoff were selected to conduct the study. The study is scheduled to be completed in the spring of 1993.

The history of the I-66 project is one of very strong grass roots support coupled with bi-partisan congressional support. The factor making this effort unique is that it has a group of people from coast to coast who want to see it completed. This group speaks through the I-66 Project, Incorporated. We ask that you join the cities, counties, chambers of commerce, and corporations along the corridor to promote this very exciting concept through the construction phases of the project.



REASON FOR THE GAME

In the "Intermodal Surface Transportation efficiency Act of 1991" (HR 2950), the I-66 Project is listed as a "high priority corridor on (the) National Highway System." Within this bill, the justification for having a "high priority corridor" listed sets forth the reason for I-66, as well as any statement thus far. That section states:

Sec. 1105 (a) Findings: The congress finds that -

- (1) The construction of the interstate highway system connected the major population centers of the nation and greatly enhanced economic growth in the United States.
- (2) Many regions of the nation are not now adequately served by the interstate system or comparable highways and require further highway development in order to serve the travel and economic development needs of the region, and
- (3) The development of transportation corridors is the most efficient and effective way of integrating regions and improving efficiency and safety of commerce and travel and further promoting economic development.

Construction of this coast-to-coast highway between the two existing super highways (which are separated by distances up to 350 miles) will: reduce traffic on I-70 and I-40 by up to one-third; extend the life expectancies of these two existing interstate highways; and serve as a catalyst for growth, development, and integration of the rural American Heartland. I-66 will become an alternative to the Panama Canal serving as a major land bridge across the nation, linking the European markets with oriental trade centers. Through I-66, millions of dollars in trade will be generated in the biggest economic game in history.



SCORING

All Americans will win when Interstate 66 becomes a viable landbridge between Japanese and western European trade markets. America will become a major cargo clearing house for world trade movements, while at the same time greatly increasing its own import/export trade patterns.

America's trucking industry will experience increased productivity, resulting in shorter shipping and delivery times. All states through which I-66 will cross will benefit directly. Each community along the I-66 route will experience commercial growth, lowered unemployment rates, and increased tourism.

California, Nevada, Utah, Colorado, Arizona, and New Mexico will receive increased economic development coupled with environmental protection measures, as increased numbers of tourists gain ready access to the nation's most isolated national forests, parks, and areas of scenic splendor.

The midwestern area (Kansas, Oklahoma, Missouri, and Illinois) will have its major rural producing areas linked to major urban and rural population centers.



The Post-Interstate Game will be played through the center of the nation. The route will lie along a corridor generally between I-70 and I-40, linking the deep water ports of the mid-California coast to the deep water ports on the eastern seaboard of Virginia. States through which this corridor runs will be on the trade route of the 21st century.

The 10 to 12 states that are proposed to have the I-66 corridor are presently considered to be 10% to 15% or more below the national standard of living. In the eastern third of the corridor lies the Appalachian region; the middle third contains the lower Mississippi Delta; and in the western third are the Indian Reservations. According to projections from the Sverdrup Corporation, by the year 2030, with completion of I-66 corridor, the standard of living in these states could be raised to within 90% or even 100% of the national average. They further projected that without action, the present gap of 10% could widen to 25% or 30% below the national average.

This corridor passes through some of the nation's most beautiful landscape and tourist areas, a playing field representing the Heartland of America and the future growth area of our nation.



PLAYERS

Possible players in the Post-Interstate Game are all residents and businesses in the towns and communities along a potential 50-mile corridor through California, Nevada, Arizona, New Mexico, Utah, Colorado, Kansas, Missouri, Illinois, Kentucky, West Virginia, Virginia, and the District of Columbia.

Actual players will be selected from the communities which have aligned themselves with the effort in the beginning play of the game.



RULES OF THE GAME

1. Understand that Interstate-66 is an achievable goal in the real world.
2. Contribute your dollars in support. Grassroots dollars send a most effective lobbying message to Congressional leaders.
3. Gather support for your community to join the project now.
(Remember, those communities and businesses who join the effort in its early stages greatly increase their chances of being included in the final routing plan.)



PLAYING TIME

Playing time for the Interstate-66 game is 20 years. Starting time begins when the 15-month feasibility study (scheduled for completion in spring, 1993) is adopted by the United States Department of Transportation. Five years are allotted for design preparation, followed by 15 years of construction. The time to start playing is NOW!!!



COST

The \$20 billion cost of the Interstate-66 game will be paid for with federal and state funds. The return on this \$20 billion investment in America's economic future is an estimated 1/3 trillion dollars just from construction costs over the