

FISCAL YEAR 2013 FIELD HEARINGS

HEARINGS

BEFORE THE

COMMITTEE ON THE BUDGET

UNITED STATES SENATE

ONE HUNDRED TWELFTH CONGRESS

SECOND SESSION

**April 3, 2012—REBUILDING AFTER A DISASTER: THE ROLE OF
COMMUNITY DEVELOPMENT BLOCK GRANTS**

April 4, 2012—DEVILS LAKE FLOOD RESPONSE: NEXT STEPS

**April 5, 2012—MULTI-YEAR SURFACE TRANSPORTATION BILL: KEY TO
INFRASTRUCTURE INVESTMENT**

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**REBUILDING AFTER A DISASTER: THE ROLE
OF COMMUNITY DEVELOPMENT BLOCK
GRANTS**

Tuesday, April 3, 2012

U.S. SENATE
COMMITTEE ON THE BUDGET
Minot, North Dakota

The committee met, pursuant to notice, at 2:14 p.m., in the Minot City Hall Council Chambers, 515 2nd Avenue SW, Minot, North Dakota, Hon. Kent Conrad, chairman of the committee, presiding.

Present: Senator Conrad [presiding].

Also Present: Senator Hoeven.

OPENING STATEMENT OF SENATOR CONRAD

Chairman CONRAD. The hearing will come to order.

I want to thank everybody for being here today. I want to welcome you to a hearing before the Senate Budget Committee. This is an official hearing of the committee, so we will be operating under the rules of the United States Senate, and an official record is being kept. I am required by Senate rules to make these statements.

The title of this hearing is "Rebuilding After Disaster: The Role of Community Development Block Grants." We will be focusing on the needs in this community for additional Federal assistance. That is what this hearing is about.



**Chairman Kent Conrad
Senate Budget Committee**

**Rebuilding After a Disaster:
The Role of Community
Development Block Grants**

April 3, 2012

We are interested in hearing from our witnesses on the unmet needs in the region. This will help lay out a case for our efforts to obtain additional CDBG disaster funds and any other Federal funds that are available.

I want to begin by welcoming our distinguished witnesses here today, and I am delighted to be joined by Senator Hoeven. While Senator Hoeven is not a member of the Senate Budget Committee, he is a member of the Senate Appropriations Committee, and any funding that we would be able to acquire would be money that would flow through the budget and then come from the appropriated accounts that are handled by the Appropriations Committee.

So I think we have both ends of the equation covered here today with the Budget Committee hearing and Senator Hoeven here from the Appropriations Committee.

We are delighted to have as witnesses our Governor, Jack Dalrymple. Thank you, Governor, so much for joining us here.

Congressman Rick Berg, welcome, thank you for being willing to testify. We appreciate that very much.

Mayor Curt Zimbelman, thank you, Mayor. You know, you have had enormous pressures during this period.

And Ward County Commission Chair John Fjeldahl. Thank you, John.

Before we go to our first panel, I also want to indicate there will be a second panel that will include Burlington City engineer Ryan Ackerman; president of the Minot Area Chamber of Commerce John MacMartin; and Shirley Dykshoorn, the director of the Lutheran Social Services Disaster Response.

I think none of us will ever forget the terrible hand that Mother Nature dealt us last year. The headlines tell the story very clearly. Within the blink of an eye, everything changed. Thousands were forced from their homes. Neighborhood after neighborhood was inundated with floodwaters. I still remember flying over and then landing and going on a tour, neighborhood to neighborhood, and seeing the devastation. It was simply staggering.

Crisis to the north
Souris floods force 11,000 residents from Minot

MAINTAINING MINOT
OFFICIALS WORK TO FIGHT LEVEE EROSION
FLOOD-AFFLICTED RESIDENTS BEGIN APPLYING FOR ASSISTANCE

Minot Daily News
FRIDAY, JUNE 24, 2011
Minot, North Dakota

SWAMPED

Water woes continue
Heavy rain causes problems
Souris River Basin sees increase in water level

11,000 FORCED OUT
MINOT FLOODING
RISING SOURIS MOVES UP EVACUATION TIME
RESIDENTS IN HEART OF CITY WORK FAST TO SAVE WHAT THEY CAN

Minot businesses worry
Creativity is helping some survive flood
Releases lowered Monday

Minot Daily News
TUESDAY, JUNE 21, 2011
Minot, North Dakota

'It's a sad day'
Projection: Devastation



Schools, businesses, parks, even the zoo, were swamped. And critical infrastructure was damaged beyond any repair.



Photo by Sgt Brett Miller, N.D. National Guard Visual Information

4/9/12

The impacts from the 2011 flood cannot be overstated. Four thousand homes and 12,000 residences, one third of the city population, had to be evacuated; 3,200 homes that were inundated had at least 6 feet of water in them, many of them for weeks and weeks. Many homes, businesses, and schools were inundated with over 20 feet of water. Many structures were simply unsalvageable, due to the extended period of inundation, high water flow velocities, and the warm temperatures that created the perfect conditions for mold.

Impacts of 2011 Flood

- 4,000 homes and 12,000 residents, one-third of the city population, evacuated
- 3,200 homes inundated with at least six feet of water. Many homes, businesses, and schools were inundated with over 20 ft of water
- Many structures unsalvageable due to the extended period of inundation, high water flow velocities, and warm temperatures ideal for mold growth
- \$691.9M structural and content damage to 4,700 commercial, public, and residential structures in Ward and McHenry Counties

Source: USACE, St. Paul District – 2011 Post-Flood Report for the Souris River Basin – Revised March 2012

4/072

Over \$690 million of structural and content damage to 4,700 commercial, public, and residential structures in Ward and McHenry counties occurred. It is important to note that this does not include the damage to public infrastructure. When one adds the public infrastructure, we had damages that certainly surpassed \$1 billion in this community and in surrounding communities as well.

With the assistance from FEMA and the role that SBA has played, we now know that Federal resources that were needed have

come into Minot and surrounding communities, and Community Development Block Grants were the target of additional efforts.

And we all understand, we are grateful for what our Federal partners brought to the table. We are very grateful for what the State did and what other communities have done to help. We are forever grateful for thousands of volunteers that came to this community, many from North Dakota but some from even outside our borders to help. And again, we want to express our deep appreciation for everyone who has stepped up.

But we also know that more needs to be done, and we know that CDBG is an effective, efficient, and flexible tool for disaster recovery, because the funds can be tailored to meet the unique circumstances of the communities affected. And CDBG funds can fill the gaps that are not covered by other Federal programs.

At the time of this disaster, the State identified a need for \$235 million of CDBG funding across North Dakota. Senator Hoeven and I were successful in securing \$400 million in CDBG funds in the Senate. But that was for the whole country.

It was amazing to me, we were the ones, almost solely, engaged in this effort to secure \$400 million nationally. We ultimately got about 20 percent of that money for North Dakota, just under 20 percent of the \$400 million. We worked cooperatively to fight to maintain these funds throughout the process, and we secured language ensuring the funding would be targeted to those areas of the country most impacted, including Minot and Ward County.

The next step was making certain that a large portion of the \$400 million was directed here to Minot and Ward County. We were successful in securing, as I indicated, nearly \$80 million for that purpose. Of this, \$67.5 million was dedicated to Minot, and \$9.5 million to Ward County.

Community Development Block Grants Critical for Addressing Unmet Needs

- **Fills in gaps not covered by other federal or state assistance**
- **Statewide needs estimated at \$235 M**
- **\$400 M nationwide targeted to most impacted disaster areas in 2011**
 - **20 percent targeted to North Dakota flood recovery, nearly \$80 M**
 - **\$67.5 M Minot**
 - **\$9.4 M Ward County**

I know this funding, and we know this funding, will not fully meet the needs. But that is why we are here today. It is clearly a step in the right direction, but we need more, and we need to make the case for more. That is why we are here today.

It is important for us in this effort to hear from each of you to the extent of the unmet needs. This will help us build an effective case to take to our colleagues as we work to secure additional funds.

Let me now turn to Senator Hoeven for any opening comments he would like to make, and to thank him for being here today.
 Senator Hoeven.

STATEMENT OF SENATOR HOEVEN

Senator HOEVEN. Thank you, Senator Conrad. Good to be with you, as well as Governor Dalrymple and Congressman Berg.

Mayor, always good to be in your community, and thanks for all the work that you're doing.

And to all of you, thank you for coming today and for the work that you're doing on behalf of your fellow citizens.

A couple comments. First, we all understand the need to move forward. It's really important that we move forward in terms of help with housing and permanent flood protection. And so this is an effort to make sure that at the State and the local and the Federal level we're really coordinated, and trying to work together to advance the flood project and rebuilding the housing and infrastructure as fast as we can for the citizens.

That is really what we are pushing to do, what we need to push to do.

So that means, what is the path and what is the cost? And there's been a lot of engineering work done that I think really has laid down a footprint. And the key is that we figure exactly how we can move forward now with that footprint, both in terms of, should it be a phased approach? If so, what is that phased approach? And how do we pay for it? And that we're working together, local, State, and Federal effort, to do that.

And I would encourage that we think of it in terms of providing that immediate flood protection from Burlington through Velva, so it's Minot but it's the whole region, and that we also coordinate with finding out what we can store in Lake Darling and what we can do with the international agreement.

So I'm really talking about it in terms of a three-part plan: How do we advance the footprint in Minot and the surrounding region from Burlington to Velva? How do we do it in the most cost-effective and expeditious way, addressing housing and permanent flood protection? How do we make sure that we're coordinating with water storage at Lake Darling and with revision of the international agreement with Canada?

In terms of the funding, the Federal funding is going to be an important part of this effort, and we're going to continue to work to do all we can, as Senator Conrad just outlined, to provide that help.

As a result of last year's flooding, our estimate right now is that there'll be about \$1.4 billion that comes into the State of North Dakota from various Federal sources, about \$1.4 billion, and a commitment to Minot is already in that half-a-billion-dollar range.

So when you look at all these different assistance programs, whether it's individual assistance, whether it's public assistance, whether it's highways, whether it's help for schools, whether it's CDBG or Hazard Mitigation Grant dollars, there are a lot of dollars that it takes to make this work. And you have to cover a lot of bases besides just the housing and the permanent costs.

We will continue to push for the Federal dollars. It's very important that we understand exactly what the project is going to look like, and how do we make sure that from a local, State, and Federal perspective we have the resources to move forward, to move forward now, and that we know exactly how we're going to pay for it, so people can start planning.

When it's your home, you need to know, are you going to be bought out? Or are you going to be in the flood-protected area, so you can go ahead and get things fixed up?

And that is what we all are trying to do, to figure that out as fast as we can. That is what we need to continue to push to do.

I know Mayor Zimbelman every day is trying to make sure that we get this question answered. And, obviously, that is the major focus here, is let's get that process figured out as fast as we can for the people of the community and then all work to do our part.

Chairman CONRAD. Thank you, Senator Hoeven.

The other thing I should say publicly, and I've acknowledged this before, Senator Hoeven was a terrific partner as we worked together to secure the maximum amount of Federal aid. And I must say, we worked very well together. And I appreciated how he really put his nose to the grindstone. And I appreciate it very much.

Senator HOEVEN. Thank you. I appreciate it.

Chairman CONRAD. I also appreciate the graciousness of the Governor to respond to an invitation to be a witness here on very short notice, because we were at an earlier meeting working on flood protection alternatives and options. And since he was here, I thought it would be very important for him to be the lead witness in this hearing.

And I want to say how much I appreciate his willingness to participate on extremely short notice.

Thank you, Governor. I appreciate it. And why don't you proceed?

STATEMENT OF HON. JACK DALRYMPLE, GOVERNOR, STATE OF NORTH DAKOTA

Governor DALRYMPLE. Senator Conrad, thank you very much for inviting me to participate in this hearing.

And let me just say, first of all, on the topic of the day, Community Development Block Grants, the State of North Dakota is extremely appreciative of the recent \$80 million that came to the State through the program. Incredibly needed.

And we realize that in today's budget environment in Washington, DC, that amount of money for North Dakota is a very significant accomplishment. And thank you to Senator Hoeven and Congressman Berg as well for somehow coming up with that sum.

We have, truly, a situation where we are rebuilding after a very significant natural disaster. FEMA tells us this is the third largest temporary housing effort in the history of FEMA. There are only two larger events in history, Hurricane Katrina and Hurricane Ike. And in spite of the much, much less national publicity, this continues to be a huge recovery effort.

We know that we have two phases of recovery here that we have to get through. The initial phase is simply stabilizing the population, getting people out of temporary living quarters; getting

them back into some kind of permanent housing; and returning them to some kind of regular, normal daily life. That will probably take 1 to 2 years. And we are in the midst of that right now.

Community Development Block Grant funds are tremendously important in the kind of situation that we're in right now, because they are quite flexible in relation to all other kinds of Federal grant money that I've ever seen. And it does allow us to simply do those things that need be to be done immediately. And that is much appreciated.

Just so you know, you are not the only one that is contributing to the cause. The State had a special session last fall, came up with special appropriations of \$30 million in flood impact grants, \$10 million for emergency population retention, \$50 million for a special rebuilders loan program, and an open-ended policy by our State Water Commission of 75 percent of the cost of any demolition of homes related to the beginnings of a floodway project.

So I think the State has really stepped up, certainly, for what is needed in 2012. And the city, of course, I know will tell you of the incredible commitments that they have made as well.

The one thing that I want to bring up is that the second phase of this recovery or rebuild is still ahead of us, and that is creating the future protection against a catastrophe of this nature again happening.

And as we look at that, we have choices. We know that in order to build the kind of protection that we might need here in Minot, historically, you would quite often look to the U.S. Army Corps of Engineers for a permanent solution. That would lead to a situation in which the Federal Government would have a very large cost share, possibly as much as two-thirds, and that would become the permanent solution to this type of a flood problem.

However, an important fact I think for everybody to know is that in this particular situation, where the city has been really devastated by the water already, and so many people directly impacted, the population has very, very little confidence in the prospect of living near the Souris River in the next couple of years.

And I know this from talking to residents in the neighborhoods, asking them if they are going to rebuild their homes. And almost without fail, many of them said they wanted to wait and see whether they would flood again this year.

Obviously, they do not have confidence that this is only going to happen once every 500 years. They feel it may happen again quite soon.

So that argues for a prompt and speedy response to the need for flood protection.

I believe that the citizens of Minot and Ward County do not want to wait years and years to know that this protection is in place.

That argues for possibly doing something that can be done in a more expedient way. And if that develops, we will need financing for floodways, home buyouts, home demolitions, clearing of floodway areas, in order to produce a solution.

And there are very, very few Federal options, I think, for helping to fund that kind of a situation. One of the best is Community Development Block Grant funds, because, again, they have the kind of flexibility that will allow you to acquire properties, demolish

buildings, clear a floodway, and then use that same property for the construction of a permanent flood protection.

Very, very few other programs that I know of would provide you with that sort of two-way flexibility to either leave the floodway in that condition or to enhance it with further investment.

So I think it's very likely that the final solution here for floodway protection will require additional Federal assistance. We know we're going to get substantial help from the Hazard Mitigation Grant Program, but that is limited by the overall formula for that program.

Community Development Block Grant dollars will become, I think, the only other viable option for some Federal help, knowing that the State and local commitment is also going to be very, very substantial.

So thank you for the opportunity, not only to speak in praise of Community Development Block Grants as a solution for the immediate problem, but also for the opportunity to say that in order to really provide this protection, we will, I believe, need still more help.

Chairman CONRAD. Well, I appreciate that very much, Governor. I don't know what your time situation is. I don't know if you can stay with us.

Governor DALRYMPLE. I can for a while, yes.

Chairman CONRAD. Or if we should ask questions of you now, before you might have to leave and then go to the rest of the panel?

Governor DALRYMPLE. No, I'm fine. In fact, I'm hoping there might be some time afterward for us to all talk some more.

Chairman CONRAD. Okay. We had a very, I think, important discussion leading into this hearing.

Governor DALRYMPLE. Right, right.

Chairman CONRAD. Thank you, again, very much for your testimony.

Congressman Berg, welcome. Thank you very much for your willingness, as well, on short notice to be willing to testify here today. We appreciate it very much.

And please proceed with your testimony.

Then we will go through the rest of the panel, then go back to questions.

Again, thank you very much for your willingness to participate before the Senate Budget Committee today.

**STATEMENT OF HON. RICK BERG, A REPRESENTATIVE IN
CONGRESS FROM THE STATE OF NORTH DAKOTA**

Mr. BERG. Thank you, Senator Conrad and Senator Hoeven, for pulling this together.

Obviously, Governor, your involvement in this, and, Mayor, your involvement.

Mr. Chairman, in a way, it feels like this room, I kind of have an attachment to this room, because we met so many times in this room, talking about these different challenges that we're facing.

I just remember the one thing that I had said last summer: This is not a sprint; this is a marathon.

We have a huge challenge still facing us here, and I'm so proud of the community spirit, the leadership from the local Minot area, the State, and in Washington, both in the House and the Senate, how everyone has pulled together.

But again, we're not where we need to be, so I don't know if it's a 26-mile marathon, but if it is, we're probably in the 10th or 11th mile.

I'm excited to have Maria Effertz Hanson, who will be in our Minot office here, and this was part of our plan to really help provide—I mean, I'm a witness here. I feel more like a listener here, to enable me to hear what is going on with some of these issues and bring them back.

The CDBG money was one of the funnest times I've had in the last year. As an old legislative guy, it was fun.

I remember the bill came over from the Senate with \$400 million in it for the country. And, of course, we wanted all \$400 million for North Dakota.

We had a conference committee, which they hadn't had a conference committee with the House and Senate for, like, 2 years, so they had this conference committee. And I've been involved in a lot of conference committees, well, all of a sudden, this conference committee worked out some arrangement, so it went from \$400 million down to \$300 million. They closed the conference committee and signed off on the conference committee. And I'm going, what happened?

And so I called Chairman Conrad of the House Appropriations Committee, Hal Rogers. I think I got him out of bed, because it was about probably 11 o'clock where Hal was, and 10 o'clock in North Dakota.

But those colleagues in the House, they understood what happened here in Minot. And I think one of the greatest stories I've told time and time again is, on the major evacuation, and I remember we went around to the temporary shelters, and there weren't hardly any people in the temporary shelters. In fact, the only people that were in the temporary shelters were the people who didn't ask to share a home or that didn't have that connection.

I mean, that's one of the best stories that hasn't gotten told, and driving around Minot and seeing garages filled with other people's stuff all summer, and really the commitment that people made.

But that's the story that helped Hal and other people in the House. Actually, they reopened the hearing and both Senator Conrad and Senator Hoeven, with the Senators on the committee, as well as the Republican and Democrat in House on the committee, went back to the \$400 million level.

And I guess that's one of the reasons I'm here, is to help convey that is how things always have worked in North Dakota, and that is how things are working with our delegation out in DC when there is an issue like Minot here.

You know, from my perspective, and I'm just kind of echoing what you've heard from others, I mean, long-term, we have a housing crisis. How do we provide that confidence with the people here in Minot, so they know they can build, that these are areas that are protected? It has been almost a month since we've had a hous-

ing roundtable here. And affordable housing, I mean, this is a critical issue.

And there are two tracks on this, but one of the things that I'm most frustrated with is what makes our communities great in North Dakota are the people who have spent their whole life in the community, and then maybe they retire and they become busier when they retire, because they are involved in boards or involved in putting on pancake feeds, doing fundraisers and help. That is the core thing of our communities in North Dakota.

And when housing, a two-bedroom apartment gets up to \$2,000 or \$2,500, when someone's home that really is their major investment all of the sudden is worth a number that they had no idea they could ever, ever sell their home for that amount, all of a sudden these people start making decisions, and they're relocating out of Minot and out of the Minot area.

So from my perspective, we really need to do two things. One is we need to work on those areas where we have affordable housing programs, but yet we also need to encourage the private sector to add to the supply. If we can ever get close to meeting this demand, I think then you'll see a flattening of rents, a flattening of housing, and a flattening of land values. And so, I mean, that's absolutely critical.

In the CDBG money has a key role in that. Because what we have to do is get lots ready to build on. And I know the city commission and the mayor has worked hard on their planning. There are cities around the country, like Las Vegas, that are used to putting 20,000 new homes up a year and those types of things. I mean, you're seeing a staff here that has faced a lot of those challenges with certainly not the number of support staff or the experience in that.

So I'm proud of what the city is doing. From my perspective, we want to provide as many dollars as we can from the Federal level, with as much flexibility as possible, because those decisions that you're making on the local level, quite frankly, are the best decisions for the community and the future of Minot.

So thank you for having me.

Chairman CONRAD. Thank you, Congressman.

You know, I remember that day very well. The Majority Leader called me at home. It was on a weekend. It actually started Friday night. He said, you know, the conference committee is locked down, and they reduced the \$400 million to \$300 million.

And I said to him, that is just completely unacceptable. He said, what? I said, that is completely unacceptable. You know, \$400 million is not enough. And I said, you have to tell them to reopen that conference. He said, I will personally make the call.

And I then called Senator Hoeven, and Senator Hoeven went to work on his side as well, and we got that conference reopened, which, frankly, rarely happens in the Congress, especially when you so rarely have a conference committee.

Senator HOEVEN. Well, what happened is, the House was at zero, and the Senate was at \$400 million. And they come together and they come out with \$300 million, and they are saying, you guys ought to feel good about that. We said, no.

So they went back together and came out with \$400 million. I mean, that's pretty rare out in Washington today.

Chairman CONRAD. You know, I do remember that, and a lot of people may not like Harry Reid. I just say to you, in this case, he came through for this community in a personal way, and I appreciate it.

Mayor Zimbelman, thank you so much for being here.

[Audio disruption.]

Chairman CONRAD. Mayor Zimbelman.

**STATEMENT OF HON. CURT ZIMBELMAN, MAYOR, CITY OF
MINOT**

Mr. ZIMBELMAN. Senator Conrad, distinguished legislators and guests, thank you for the opportunity to talk about the great need that exists in Minot.

My name is Curt Zimbelman. I'm a longtime resident of Minot and mayor in our city of around 50,000 people.

The flood of June 2011 caused more than 4,100 properties in the region to be damaged, with more than 3,000 of those experiencing between 3 and 12 feet of water in their homes.

Estimated damages to residential structures alone is more than \$480 million, with loss to commercial, public, and farm structures estimated at over \$210 million.

We are a city trying to restore neighborhoods one home at a time, but the level of destruction is simply too great to put solely on the backs of local taxpayers.

An assessment of the 2,700 hardest hit homes in our valley shows where some of the greatest needs lie. More than 100 of these homes have yet to be cleaned out or gutted in the 9 months since the flood. Many of these homes will be a complete loss and will need to be demolished. More than 100 homes have already gone through the demolition process, with homeowners looking at costs easily over \$150,000 to rebuild their homes from scratch.

To simply bring these roughly 200 homes back to our neighborhoods would cost \$30 million.

Of the 2,700 hardest hit homes, half of them remain just shells, where homeowners, friends, and neighbors have helped to clean out and sanitize the home. But in many cases, there simply aren't enough funds readily available to replace walls, ceilings, kitchens, bathrooms, bedrooms, siding, flooring, paint, and everything else.

Most of these individuals have spent a good portion of the FEMA individual assistance monies made available to them just to get their home to this point.

Contractors are estimating that to rebuild these homes will take between \$60,000 and \$120,000 each. This kind of money isn't sitting in the bank for these homeowners, many of which are low- to moderate-income earners.

Residents of the City of Minot were fortunate to receive some State assistance in the form of low-interest loans from the State Bank of North Dakota to assist in their rebuilding. But the maximum amount for these loans is \$30,000, leaving a huge gap.

Through the Department of Housing and Urban Development, the City of Minot was awarded a Community Development Block

Grant for disaster recovery in the amount of just over \$67.5 million.

Currently, an action plan is being written that will lay out how to best assist our city in recovering from the 2011 flood. Portions of this grant will likely be positioned to assist those homeowners that were the hardest hit. Even if every last cent of this money was spent to purchase properties at their pre-flood value to compensate those homeowners, the money would only assist between 400 and 450 homes, leaving the vast majority of the 2,700 hardest hit homes with nothing.

How does the city pick who will get fairly compensated for the damage that impacted all of us? Even if these funds were spent to give everyone something, that means that more than 11,000 individuals would each receive less than \$6,000 each, nowhere near what is needed to rebuild a home, restore a livelihood, or recover appropriately from this devastation.

And that hasn't helped to address the magnitude of other problems that this flood brought to Minot; for example, the hundreds of millions of dollars in infrastructure damage from overtaxed sewer lines, to roads underwater for up to a month, to a regional landfill currently bursting at the seams. The city has identified more than \$40 million needed as a starting point for just six projects that are high priority for our entire city in order to start recovering from the 2011 flood.

One critical project includes permanent repairs to sewer lift stations damaged by the flood. This project alone costs more than \$8.5 million. A core project of this nature impacts everyone in the city and must be done in order to continue to properly serve our growing city.

For a variety of needs, property acquisitions are and will continue to play a role in the recovery phase. We currently have received or identified funds totaling \$23.6 million that will support the purchase of roughly 115 homes in the flood that we have identified are needed, regardless of permanent flood protection decisions. This is just a start.

The city would like to be able to offer a voluntary property acquisition process for hundreds of others in the valley, but no funds have been made available for this process. Tens of millions in additional funding would be needed to continue this type of program.

Let me scratch the surface on the quality of life that has been destroyed by this flood, taking a quick look at the damage done to some of Minot's finest parks and recreation areas. The Minot Park District estimates that roughly \$6 million in additional aid is needed to repair Oak Park, Roosevelt Park and Zoo, the Souris Valley Golf Course, and other areas back to their pre-flood condition.

Let's also not forget about the public school system that took a very serious hit as a result of this flood. Their needs are vast as they undertake the task of remodeling some elementary schools while also completely rebuilding a middle school away from the Mouse River. This flood damaged them in excess of \$50 million and has displaced more than 1,000 students.

With more than 1,650 families still living in FEMA temporary housing units, a general housing shortage in our city, rental vacancies at near 0 percent, and economic growth in full gear, we have

to rebuild these homes, retain our hard-working residents, rehabilitate our infrastructure, restore parks and schools, and continue to push forward.

The current level of Federal aid is appreciated. It leaves us still hundreds of millions of dollars short of meeting the need in Minot. Additional Federal aid in the form of Community Development Block Grants is obvious and great.

My plea today is for any additional funds with the least amount of strings attached, so that the frustrations can be mitigated in the process of properly spending them on projects that allow us to respond to our residents in this, their time of greatest need.

Thank you for this opportunity.

[The prepared statement of Mr. Zimbelman follows:]



**Testimony to the Senate Budget Committee “Rebuilding After a Disaster: The Role of Community Development Block Grants”
by Minot Mayor Curt Zimbelman, on April 3, 2012**

Senator Kent Conrad, distinguished legislators and guests, thank you for the opportunity to talk about the great need that exists in Minot. My name is Curt Zimbelman, I am a longtime resident of Minot and the Mayor in our city of around 50,000 people.

A disastrous flood in June of 2011 swamped the valley of our city and is the reason why I am testifying before you today. This flood was the largest recorded event in our 130-plus year history – more than three feet higher than the previous record. Words will never be able to accurately describe the damage, the heartache or the immense challenge that this disaster brought our residents. I can only hope today to use some numbers and a few scenarios to portray why the Magic City of Minot should be a top priority for additional Community Development Block Grant funds to assist us in our rebuilding process.

The flood of June 2011 caused more than 4,100 properties in the region to be damaged – with more than 3,000 of those experiencing between 6 and 12 feet of water in their homes. Estimated damages to residential structures alone is more than \$480 million, with loss to commercial, public and farm structures estimated at over \$210 million.

We are a City trying to restore neighborhoods one home at a time ... but the level of destruction is simply too great to put solely on the backs of local taxpayers.

An assessment of the 2,700 hardest hit homes in our valley shows where some of the greatest needs lie. More than 100 of these homes have yet to be cleaned out, or gutted in the nine months since the flood – many of these homes will be a complete loss and will need to be demolished. More than 100 homes have already gone through the demolition process with homeowners looking at costs easily over \$150,000 to rebuild their homes from scratch. To simply bring these roughly 200 homes back to our neighborhoods would cost \$30 million.

Of the 2,700 hardest hit homes, half of them remain just “shells” where homeowners, friends and neighbors have helped to clean out and sanitize the home. But in many cases there simply

aren't enough funds readily available to replace walls, ceilings, kitchens, bathrooms, bedrooms, siding, flooring, paint and everything else. Most of these individuals have spent a good portion of the FEMA individual assistance monies made available to them just to get their home to this point. Contractors are estimating that to rebuild these homes will take between \$60-\$120,000, each. This kind of money isn't sitting in the bank for these homeowners, many of which are low- to moderate-income earners.

Residents of the City of Minot were fortunate to receive some state assistance, in the form of low-interest loans from the State Bank of North Dakota to assist in their rebuilding – but the maximum amount for these loans is \$30,000 ... leaving a huge gap.

Through the Department of Housing and Urban Development, the City of Minot was awarded a Community Development Block Grant for Disaster Recovery in the amount of just over \$67.5 million. Currently an action plan is being written that will lay out how to best assist our City in recovering from the 2011 flood. Portions of this grant will likely be positioned to assist those homeowners that were the hardest hit ... yet even if every last cent of this money was spent to purchase properties at their pre-flood value to compensate those homeowners, the money would only assist between 400 and 450 homes – leaving the vast majority of the 2,700 hardest hit homes with nothing. How does a City pick who will get fairly compensated for the damage that impacted all of us? Even if these funds were spent, to give everyone something, that means that more than 11,000 individuals would each receive less than \$6,000 each – nowhere near what is needed to rebuild a home, restore a livelihood or recover appropriately from this devastation. And that hasn't helped to address the multitude of other problems that this flood brought to Minot.

For example, the hundreds of millions of dollars in infrastructure damaged – from overtaxed sewer lines to roads under water for up to a month to a regional landfill currently bursting at the seams. The City has identified more than \$40 million needed as a starting point for just six projects that are a high priority for our entire City in order to start recovering from the 2011 flood. One critical project includes permanent repairs to sewer lift stations damaged by the flood. This project alone would cost more than 8.5 million dollars. A core project of this nature impacts everyone in the City and must be done in order to continue to properly serve our growing City.

For a variety of needs, property acquisitions are and will continue to play a role in the recovery phase. We currently have received or identified funds totaling \$23.6 million that will support the purchase of roughly 115 homes in the flood that we have identified are needed regardless of permanent flood protection decisions. This is just a start. The City would like to be able to offer a voluntary property acquisition process for hundreds of others in the valley, but no funds have been made available for this process. Tens of millions in additional funding would be needed to continue this type of program.

Let me scratch the surface on the quality of life that has been destroyed by this flood – taking a quick look at the damage done to some of Minot's finest parks and recreation areas. The Minot

Park District estimates that roughly \$6 million in additional aid is needed to repair Oak Park, Roosevelt Park and Zoo, The Souris Valley Golf Course and other areas back to their pre-flood condition.

Let's also not forget about the public school system that took a very serious hit as a result of this flood. Their needs are vast as they undertake the task of remodeling some elementary schools, while also completely rebuilding a middle school away from the Mouse River. This flood damaged them in excess of 50 million dollars and has displaced more than 1,000 students.

With more than 1,650 families still living in FEMA temporary housing units, a general housing shortage in our City, rental vacancies at near 0 percent and economic growth in full gear we have to rebuild these homes, retain our hard-working residents, rehabilitate our infrastructure, restore our parks and schools, and continue to push forward.

The current level of federal aid is appreciated yet leaves us still hundreds of millions of dollars short of meeting the need in Minot. Additional federal aid in the form of Community Development Block Grants is obvious and great. My plea today is for any additional funds, with the least amount of strings attached, so that frustrations can be mitigated in the process of properly spending them on projects that allow us to respond to our residents in this, their time of greatest need.

Chairman CONRAD. Thank you, Mayor. Thank you very much for that testimony.

Now we will go to the Ward County Commission Chair, John Fjeldahl.

Mr. FJELDAHL. Thank you, Senator.

Chairman CONRAD. Am I pronouncing it correctly?

Mr. FJELDAHL. That is right. Thank you.

Chairman CONRAD. Thank you. Thanks for being here.

**STATEMENT OF HON. JOHN FJELDAHL, CHAIRMAN, WARD
COUNTY COMMISSION**

Mr. FJELDAHL. Thanks for allowing me the opportunity to testify here today. I would just like to point out that I am currently chairman of the Ward County Commission. I live in a rural area of Berthold, North Dakota. And I would like to re-emphasize all the points Mayor Zimbelman has made, as well as the other people who have testified here today.

I would also like to say, when I first got this notice of this hearing, I approached three of our staff at the county to gather information, to provide information to help tell the story a little bit about the financial situation the county is in. And I would like those records to be submitted by our County engineer, Dana Larsen, and our emergency manager director, Amanda Schooling. And if you have questions about particular numbers, they would be happy to answer them.

Chairman CONRAD. Without objection, those will be made part of the record.

[The information referred to follows:]

**Written Testimony of Dana G Larsen, P.E.
County Engineer, Ward County, ND
Senate Budget Committee Field Hearing at Minot City Hall, Minot, ND
Tuesday, April 3, 2012**

Chairman Conrad and Members of the Senate Budget Committee.

Thank you for allowing me to testify before you today. I am Dana Larsen and serve as the Ward County Engineer. I oversee a little over 710 miles of county roads, served as the incident commander for Ward County during the 2011 disaster, and currently serve on numerous committees involved with the flood recovery efforts in Ward County.

The 2011 flood disaster that impacted North Dakota, and affected almost every county in the State, dramatically impacted Ward County and its residents. In fact many have stated that this was the worst natural disaster this state has ever seen. This disaster not only affected the cities, roads, bridges, rural housing along the Mouse River (Souris River), it also inundated and flooded roads and structures though out the county. There were 7,726 registrants with FEMA for individual assistance in Ward County and thousands of homes were either damaged or destroyed.

As a part of the recovery process FEMA has worked with all the local entities to develop project worksheets (PWs). This process is still under way and I do not have a total of all the damage covered under FEMA for the county, but can only speak for those items that affect the county highway department and one township. Currently there are 7 sites on off system county roads that are inundated and impassible. Rushville Township is an un-organized township and managed by county and it has 4 sites that are under water. Currently FEMA has only authorized engineering studies to be completed on these sites to determine the best course of action. Based on those studies the total project cost is \$4.8 million and if FEMA covers 90% of the repairs and state picks up 7%, that will leave the local share to be around \$96,055 for Ward County and \$49,284 for Rushville Townships. The local cost to the county is manageable, but for Rushville Township is not. Rushville levies the maximum levee allowed by state law and has a 2012 budget of \$27,000. The local share for the township is almost double its total budget, and this is only one township among 57 townships. There are also two large sites that FEMA has not funded and Ward County is petitioning FEMA on these sites. Both sites were damaged by the 2011 event and had to be closed. The total cost to repair these sites is \$3.25 Million.

Only half of the 710 miles of county roads are covered under FEMA, the other half are County Major Collector (CMC) routes and are covered by Federal Highway. There are a total of 21 sites that are covered under the Emergency Relief (ER) program. The detailed damage inspection reports have been completed for the ER projects and the total cost of the projects is estimated to be over \$38 million with the local share to Ward County being around 9.4 million. To put this in perspective the entire budget for the Ward County Highway Department was under \$8 million for 2010. To help pay for these repairs and other flood recovery needs, the Ward County Commission bonded \$10 million to be paid back over 5 years but without additional funds, this will not be enough.

Ward County is also in the process of acquiring flood damaged homes that are adjacent to existing levees and will need to be acquired in order to repair or improve the current flood protection system. These homes are primarily

located between the cities of Burlington and Minot and downstream of Minot and are a part of rural subdivisions. The State of North Dakota has provided a grant program to acquire these homes on a 75/25 cost share. Currently Ward County has applied for \$24 million in funding to acquire homes that will be removed or most likely demolished due to their current condition. The county's local share of the \$24 million is a little over \$6 million, and is looking at using around 4.4 million of Community Block Grant (CBG) dollars to help with the acquisition, with the remaining 1.6 million coming from a bond.

Ward County has been notified that they will be receiving around \$8.8 million of CBG funds to be used for flood recovery and we are very appreciative of these funds. However, with the size of this event, the number of people this affected, and the amount of infrastructure that was damage, we feel that this is not enough. FEMA is set up to help communities recover after a disaster by assisting with the local infrastructure, but there are many areas that don't fit FEMA rules and regulation. Community Block Grant dollars have been used to help support both short and long term recovery after disasters for many years. These dollars were used in Grand Forks, ND after their flood in 1997 (500 million to assist recovery from upper Midwest floods); after the Hurricanes in 2006 (\$16.7 billion to assist the victims of Hurricanes Katrina, Rita, and Wilma); and after the Midwest flooding in 2008 (\$300 million to assist recovery from the Midwest floods). Congress has used the Community Block Grant program as one of the principle means of financing recovery after a disaster for states and local communities. These dollars have to be provided to help cities, counties and states recover from presidentially declared disasters, and assist in the recovery efforts involving housing, economic development, infrastructure and prevention of further damage to affected areas. The \$8.8 million of CBG funds just scratches the surface of the county needs, and we also need to help the small communities affected by the flood such as Burlington and Sawyer. Communities like Makoti, Douglas and Ryder that experienced overland flooding, and communities like Surrey that are located next to Minot, and are impacted by families looking for permanent housing or wanting to build a new house because theirs was destroyed.

These are all items that Ward County, and the communities located within the county are struggling to do. We have been able to identify many of the infrastructure repair needs, and are just beginning the process to help prevent future damage due to flooding. However, there are countless items left to be address. The cost to repair the existing levee system has not been determined, and the CORPS has not identified what items they will repair, and what will be left to the local entities. There are thousands of people living in FEMA's temporary housing, and there are very few homes for sale or apartments for rent in the area. There is debris located all along the Mouse River that did not qualify for removal under the FEMA guidelines. There will be infrastructure that is not identified that was damage that will be found after the incident period, or infrastructure that has not failed but its design life was dramatically shortened by the flood that FEMA will not be cover. The state, county, and nonprofit organizations have worked to help home owners and renters recover from the disaster, but with the size of the event, and the number of people affected, it is not enough. These are only a few of the items that our community has to address in order for our community to recover. It has been a year since we began preparing for a flood event beyond a 100 years, but I would say for most people, in our community, we still think about the disaster every day, and thousands of people wonder where they will live in January, 2013.

Thank you for allowing me to submit my testimony, and I would ask that congress please look at providing additional funds to Ward County and the communities within our county to help our community recover from an event that affect so many.

**Written Testimony of Amanda Schooling
Ward County Emergency Manager, Ward County, ND
Senate Budget Committee Field Hearing at Minot City Hall, Minot, ND
Tuesday, April 3, 2012**

Chairman Conrad and members of the senate budget committee.

Thank you for permitting me to testify before you today. My name is Amanda Schooling and I served as the Ward County Emergency Management Planner until May of last year. At that point I was appointed as the acting Ward County Emergency Manager until August when I appointed as the Director of Emergency Management. My department assists all 57 townships within Ward County in disaster recovery, as well as aids any political subdivision if needed. I also serve on numerous committees along with the VOAD (Volunteer Organizations Active in Disasters) for disaster recovery efforts within Ward County.

In 2011 North Dakota faced its largest disaster due to flooding. The 2011 flood event significantly impacted Ward County as a whole. Not only were we hit by the Souris River, but townships experienced severe overland flooding. This magnitude has taxed the resources of a majority of the 57 townships past their ability reestablish their road infrastructures. So far we have received 60% of the project worksheets that equal 1,650 sites with an estimated 660 sites we are still waiting for. The lack of roads impedes home owners, land owners, as well as emergency responders which poses real, undue danger and hardship to our constituency. See pages one and two for a detailed overview, as well as the full list of projects and costs.

The Ward County Water Resources Board also experienced significant financial expenditures. The Water board assisted Ward County in protective and restorative measures during the mitigation, response, and recovery phases of the flood events. Because of the financial burden the Water board assumed with these expenditures, they now cannot fund projects initiated in 2011 or 2012. These costs are demonstrated on page one.

Thank you for allowing me to submit my testimony, and I would ask the Senate please look at providing additional funds to Ward County and the communities within our county to help support our resilience and recovery from that event that affected so many of our citizens.

Sincerely,



Amanda Schooling
Ward County Emergency Management Director

Township Overview:

The **total cost of all road projects** on record within the townships of Ward County is estimated to be:

\$ 10,029,671.27

The **overall cost share (3%)** assumed by the townships is estimated to be:

\$ 300,890.14

FEMA currently has only processed 60% of the total township damages accounted for above. The **remaining 40% of road projects** may account for an additional estimated cost of:

\$ 4,011,868.51

This would pose an **additional overall cost share** to the townships of:

\$ 120,356.06

Anna Township Overview:

Exhibit:

Total Road Damages:	\$	1,847,813.74
3% Local Share	\$	55,434.41
Annual Tax Revenue	\$	8,550.00

Based on these projections, it would take Anna Township 6.5 years to pay off their local cost share if no maintenance is needed or Anna is affected by another disaster.

Water Board Overview:

The **Water Board has spent \$1,388,391.53** in flood mitigation, response, and recovery. FEMA has **awarded \$615,050.26** with the remaining **\$773,341.27 as an out of pocket expense**, because FEMA deems a number of the projects ineligible due to following:

- Cleanup after flood recovery on private property
- Lack of sign contracts during the flood while in progress

The water board did have money within their budget, but due to the flood it is now taxed and they cannot fund any projects that were scheduled in 2011 or 2012. **These expenses are beyond the current fiscal budget, and the board is now hindered in their ability to fund any projects that could help mitigate current and future flooding.**

<u>Total Cost</u> (estimated)	<u>Cost Share</u> (at 3%, estimated)	
Afton	\$ 238,904.25	\$ 7,167.13
Anna	\$ 1,847,813.74	\$ 55,434.42
Baden	\$ 54,307.46	\$ 1,629.23
Berthold	\$ 47,573.25	\$ 1,427.20
Burlington	\$ 64,958.03	\$ 1,948.75
Burt	\$ 239,016.02	\$ 7,170.49
Cameron	\$ 51,383.89	\$ 1,541.52
Carbondale	\$ 171,646.96	\$ 5,149.41
Carpio	\$ 42,198.42	\$ 1,265.96
Denmark	\$ 36,284.50	\$ 1,088.54
Des Lacs	\$ 76,280.45	\$ 2,288.42
Elm Dale	\$ 55,458.56	\$ 1,663.76
Eureka	\$ 331,040.18	\$ 9,931.21
Evergreen	\$ 23,620.75	\$ 708.63
Foxholm	\$ 169,849.80	\$ 5,095.50
Freedom	\$ 284,838.39	\$ 8,545.16
Gasman	\$ 1,209,388.16	\$ 36,281.65
Greely	\$ 64,247.44	\$ 1,927.43
Greenbush	\$ 87,145.73	\$ 2,614.38
Harrison	\$ 111,503.42	\$ 3,345.11
Hiddenwood	\$ 40,160.55	\$ 1,204.82
Hilton	\$ 112,348.20	\$ 3,370.45
Iota Flat	\$ 210,390.14	\$ 6,311.71
Kenmare	\$ 42,511.84	\$ 1,275.36
Kirkelie	\$ 131,898.38	\$ 3,956.96
Linton	\$ 4,345.20	\$ 130.36
Lund	\$ 269,492.26	\$ 8,084.77
Mandan	\$ 26,308.53	\$ 789.26
Margaret	\$ 166,057.55	\$ 4,981.73
Maryland	\$ 74,947.15	\$ 2,248.42
Mayland	\$ 55,318.65	\$ 1,659.56
Mckinley	\$ 89,127.49	\$ 2,673.83
Nedrose	\$ 167,443.14	\$ 5,023.30
New Prairie	\$ 59,494.29	\$ 1,784.83
Newman	\$ 106,368.77	\$ 3,191.07
Orlien	\$ 787,127.45	\$ 23,613.83
Passport	\$ 191,121.56	\$ 5,733.65
Ree	\$ 149,664.57	\$ 4,489.94
Rice Lake	\$ 20,870.00	\$ 626.10
Rolling Green	\$ 280,381.80	\$ 8,411.46
Rushville	\$ 260,144.16	\$ 7,804.33
Ryder	\$ 60,781.82	\$ 1,823.46
Sauk Prairie	\$ 37,800.85	\$ 1,134.03
Sawyer	\$ 21,441.13	\$ 643.24
Shealy	\$ 33,221.92	\$ 996.66
Spencer	\$ 27,855.00	\$ 835.65
Spring Lake	\$ 128,913.13	\$ 3,867.40
St. Mary's	\$ 322,013.87	\$ 9,660.42
Sundre	\$ 518,267.68	\$ 15,548.04
Surrey	\$ 62,564.82	\$ 1,876.95
Tatman	\$ 46,793.42	\$ 1,403.81
Tolgren	\$ 21,904.00	\$ 657.12
Torning	\$ 117,973.96	\$ 3,539.22
Vang	\$ 26,035.47	\$ 781.07
Waterford	\$ 14,556.60	\$ 437.00
Willis	\$ 136,666.52	\$ 4,100.00

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Afton	WdAft1T	3	17,18	62nd str sw	\$ 1,010.40
Afton	WdAft1T	4	17,18	62nd str sw	\$ 505.20
Afton	WdAft1T	7	4,5	46th str sw	\$ 3,307.60
Afton	WdAft1T	10	15,16	30th str sw	\$ 1,010.40
Afton	WdAft1T	12	9,10	30th str sw	\$ 1,010.40
Afton	WdAft1T	13	10,15	66th ave se	\$ 505.20
Afton	WdAft1T	15	22,23	16th str sw	\$ 505.20
Afton	WdAft1T	16	22,23	16th str sw	\$ 1,480.80
Afton	WdAft1T	17	27,28	30th str sw	\$ 505.20
Afton	WdAft1T	18	33,34	30th str sw	\$ 1,010.40
Afton	WdAft1T	20	13 East	13th str se	\$ 5,179.20
Afton	WdAft1T	21a	13,24	79th ave se	\$ 1,906.40
Afton	WdAft1T	21c	13,24	79th ave se	\$ 505.20
Afton	WdAft1T	21d	13,24	79th ave se	\$ 1,515.60
Afton	WdAft1T	21e	13,24	79th ave se	\$ 975.60
Afton	WdAft1T	22a	12	13th str se	\$ 4,686.40
Afton	WdAft1T	22b	12	13th str se	\$ 1,928.80
Afton	WdAft1T	23	12	13th str se	\$ 1,906.40
Afton	WdAft1T	25	14,15	16th str sw	\$ 5,204.46
Afton	WdAft2T	26	5,8	54th ave sw	\$ 1,348.00
Afton	WdAft2T	28	7,8	62nd str sw	\$ 5,156.80
Afton	WdAft2T	29	10,15	66th ave se	\$ 3,755.60
Afton	WdAft2T	33	21,22	30th str sw	\$ 5,179.20
Afton	WdAft2T	36a	27,34	107th ave se	\$ 1,515.60
Afton	WdAft2T	36b	27,34	107th ave se	\$ 1,010.40
Afton	WdAft2T	37	26,27	16th str sw	\$ 505.20
Afton	WdAft2T	38	32,33	46th str sw	\$ 429.42
Afton	WdAft2T	39	7,8	62nd str sw	\$ 1,515.60
Afton	WdAft2T	40	7,8	62nd str sw	\$ 1,010.40
Afton	WdAft2T	41	7,8	62nd str sw	\$ 2,020.80
Afton	WdAft2T	43	3,4	30th str sw	\$ 6,132.40
Afton	WdAft2T	44	3,4	30th str sw	\$ 2,882.00
Afton	WdAft2T	45	9,10	30th str sw	\$ 1,010.40
Afton	WdAft2T	46	15,16	30th str sw	\$ 1,010.40
Afton	WdAft2T	48	14,15	16th str sw	\$ 1,839.20
Afton	WdAft2T	49	10,11	16th str sw	\$ 1,010.40
Afton	WdAft2T	50	10,11	16th str sw	\$ 505.20
Afton	WdAft11T	1	2	5212 4th str sw	\$ 1,701.00
Afton	WdAft11T	2	2	1401 53rd ave sw	\$ 2,268.00
Afton	WdAft11T	3	2	1516 53rd ave sw	\$ 2,268.00
Afton	WdAft11T	4	2	1400 53rd ave sw	\$ 3,402.00
Afton	WdAft11T	5	2	1200 53rd ave sw	\$ 136.08
Afton	WdAft3T	5	31 west	72nd str sw	\$ 18,322.08
Afton	WdAft3T	6	31 west	72nd str sw	\$ 13,104.18
Afton	WdAft3T	8	3,4	30th str sw	\$ 8,293.81
Afton	WdAft3T	9	3,4	30th str sw	\$ 11,144.19
Afton	WdAft4T	1	5,8	54th ave sw	\$ 2,240.00
Afton	WdAft4T	11	27,28	30th str sw	\$ 9,610.80
Afton	WdAft4T	24	1 east	13th str se	\$ 6,052.45

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Afton	WdAft4T	47	34,35	16th str sw	\$ 15,401.63
Afton	WdAft4T	52	11,14	66th ave sw	\$ 2,240.00
Afton	WdAft5T	27	16,17	46th str sw	\$ 53,092.24
Afton	WdAft6T	2	5,6,7,8	54th ave sw/ 62nd str sw	\$ 3,865.00
Afton	WdAft6T	14			\$ 4,590.91
Afton	WdAft6T	19			\$ 4,169.00
Afton	WdAft6T	32			\$ 4,507.00
Anna	WdAnnBCG1	3	27,33	275th ave sw	\$ 321,287.71
Anna	WdAnnBCG3	14	11,14	233rd ave sw	\$ 15,612.26
Anna	WdAnnBCG2	5	21,28	261st ave sw	\$ 1,500,773.47
Anna	WdAna1T	1	31	289th ave sw	\$ 1,325.60
Anna	WdAna1T	2	31,32	282nd str sw	\$ 368.80
Anna	WdAna1T	4	26,35	275th ave sw	\$ 755.00
Anna	WdAna1T	6	11,14	233rd ave sw	\$ 1,316.90
Anna	WdAna1T	7	11,14	233rd ave sw	\$ 368.80
Anna	WdAna1T	8	13	212th str sw	\$ 368.80
Anna	WdAna1T	9	13	212th str sw	\$ 368.80
Anna	WdAna1T	10	13	212th str sw	\$ 368.80
Anna	WdAna1T	11	11,14	233rd ave sw	\$ 755.00
Anna	WdAna1T	12	28,33	275th ave sw	\$ 368.80
Anna	WdAna1T	13	14,15	240th str sw	\$ 2,651.20
Anna	WdAna1T	15	14,15	240th str sw	\$ 368.80
Anna	WdAna1T	16	28,33	275th ave sw	\$ 755.00
Baden	WdBad3T	6	21,28	324th ave nw	\$ 17,077.13
Baden	WdBad4T	10	14 south	324th ave nw	\$ 11,816.67
Baden	WdBad2T	12	17,18,19,20	338th ave nw/ 506th str nw	\$ 570.00
Baden	WdBad2T	13	33,34	478th str nw	\$ 570.00
Baden	WdBad2T	14	29,32	310th ave nw	\$ 285.00
Baden	WdBad2T	15	30 west	520th str nw	\$ 570.00
Baden	WdBad2T	16	19 west	520th str nw	\$ 570.00
Baden	WdBad2T	16a	18 west	520th str nw	\$ 570.00
Baden	WdBad2T	16b	18 west	520th str nw	\$ 570.00
Baden	WdBad2T	17	19 west	520th str nw	\$ 570.00
Baden	WdBad2T	18	4,9	366th ave nw	\$ 440.00
Baden	WdBad1T	1	26	464th str nw	\$1,439.25
Baden	WdBad1T	1a	26	464th str nw	\$1,439.25
Baden	WdBad1T	1b	26	464th str nw	\$1,439.25
Baden	WdBad1T	2	27,34	310th ave nw	\$570.00
Baden	WdBad1T	3	28,33	310th ave nw	\$1,125.75
Baden	WdBad1T	4	29,32	310th ave nw	\$570.00
Baden	WdBad1T	5	20,21	492nd str nw	\$660.00
Baden	WdBad1T	7	28,33	310th ave nw	\$2,833.80
Baden	WdBad1T	8	29,30	506th str nw	\$2,770.60
Baden	WdBad1T	9	29,30	506th str nw	\$7,280.76
Baden	WdBad1T	11	33,34	478th str nw	\$570.00
Berthold	WdBer1B	10	2,3	268th str nw	\$ 126.00
Berthold	WdBer1B	11	7,18	100th ave nw	\$ 1,260.00

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Berthold	WdBer3T	26a	13 east	240th str nw	\$610.00
Berthold	WdBer3T	27	10,11	268th str nw	\$460.00
Burlington	WdBur1T	3	18 west	156th str sw	\$ 983.20
Burlington	WdBur1T	4	19 west	156th str sw	\$ 983.20
Burlington	WdBur1T	5	19 west	156th str sw	\$ 1,488.20
Burlington	WdBur1T	6	19,30	11th ave sw	\$ 2,116.12
Burlington	WdBur1T	7	31 west	156th str sw	\$ 1,966.40
Burlington	WdBur1T	8	31 west	156th str sw	\$ 1,966.40
Burlington	WdBur1T	9	31 west	156th str sw	\$ 2,949.60
Burlington	WdBur1T	11	28,29	128th str sw	\$ 1,430.00
Burlington	WdBur1T	12	21,28	11th ave sw	\$ 1,010.00
Burlington	WdBur1T	13	21,28	11th ave sw	\$ 1,515.00
Burlington	WdBur1T	14	21,28	11th ave sw	\$ 1,488.20
Burlington	WdBur2T	15	22,23,26,27	11th ave sw/ 100th str sw	\$ 1,010.00
Burlington	WdBur2T	16	22,23	100th str sw	\$ 1,010.00
Burlington	WdBur2T	17	26,27	100th str sw	\$ 2,762.20
Burlington	WdBur2T	18	20,21	128th str sw	\$ 3,970.41
Burlington	WdBur2T	19	16,17	128th str sw	\$ 3,125.04
Burlington	WdBur2T	22	19,20	142nd str sw	\$ 8,909.00
Burlington	WdBur2T	23	12	72nd str sw	\$ 20,143.51
Burlington	WdBur3T	2	18 west	156th str sw	\$ 2,503.54
Burlington	WdBur3T	21	3	46th ave nw	\$ 3,628.01
Burt	WdBurCG1	22	34 south	121st ave sw	\$ 89,436.63
Burt	WdBurCG2	23	34 south	121nd ave sw	\$ 96,899.28
Burt	PW No. Ward24C	67	24,25	County Road 16 between 72nd st sw and 86th st sw	\$ 12,774.10
Burt	WdBut2T	15	21,22	114th str sw	\$ 455.00
Burt	WdBut2T	16	21,22	114th str sw	\$ 455.00
Burt	WdBut2T	17	14,23	79th ave sw	\$ 1,484.00
Burt	WdBut2T	18	25 east	72nd str sw	\$ 455.00
Burt	WdBut2T	19	25 east	72nd str sw	\$ 3,179.75
Burt	WdBut2T	20	25,26	86th str sw	\$ 950.00
Burt	WdBut2T	21	35,36	86th str sw	\$ 455.00
Burt	WdBut2T	21a	35,36	86th str sw	\$ 455.00
Burt	WdBurCG4	24	34 south	121st ave sw	\$ 12,000.00
Burt	WdBurCG3	23a	34 south	121nd ave sw	\$ 2,427.76
Burt	WdBut1T	1	1,2	86th str sw	\$2,684.75
Burt	WdBut1T	2	2 north	37th ave sw	\$1,924.75
Burt	WdBut1T	2a	1 north	37th ave sw	\$455.00
Burt	WdBut1T	3	6 west	97th str se	\$455.00
Burt	WdBut1T	3a	6 west	97th str se	\$455.00
Burt	WdBut1T	3b	6 west	97th str se	\$950.00
Burt	WdBut1T	4	8,9	128th str sw	\$950.00
Burt	WdBut1T	5	8,17	66th ave sw	\$950.00
Burt	WdBut1T	6	17,18	142nd str sw	\$950.00
Burt	WdBut1T	8	13,24	79th ave sw	\$455.00
Burt	WdBut1T	9	18,19	79th ave sw	\$455.00

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Berthold	WdBer1B	21	14,23	86th ave nw	\$ 1,260.00
Berthold	WdBer1B	22	22,23	268th str nw	\$ 1,302.00
Berthold	WdBer1T	1	6 north	128th ave nw	\$ 990.00
Berthold	WdBer1T	1a	6 north	128th ave nw	\$ 570.00
Berthold	WdBer1T	1b	6 north	128th ave nw	\$ 570.00
Berthold	WdBer1T	2	5,6	310th str nw	\$ 420.00
Berthold	WdBer1T	3	5 north	128th ave nw	\$ 1,866.00
Berthold	WdBer1T	3a	5 north	128th ave nw	\$ 1,446.00
Berthold	WdBer1T	4	5 north	128th ave nw	\$ 990.00
Berthold	WdBer1T	5	4 north	128th ave nw	\$ 570.00
Berthold	WdBer1T	5a	4 north	128th ave nw	\$ 990.00
Berthold	WdBer1T	6	4,5	296th str nw	\$ 570.00
Berthold	WdBer1T	7	5,8	114th ave nw	\$ 570.00
Berthold	WdBer1T	8	8,9	296th str nw	\$ 570.00
Berthold	WdBer1T	9	4,9	114th ave nw	\$ 990.00
Berthold	WdBer1T	10	2,3	268th str nw	\$ 1,326.00
Berthold	WdBer1T	10a	3,10	114th ave nw	\$ 570.00
Berthold	WdBer1T	11	7,18	100th ave nw	\$ 990.00
Berthold	WdBer1T	12	7,18	100th ave nw	\$ 570.00
Berthold	WdBer1T	13	17,18	310th str nw	\$ 570.00
Berthold	WdBer2T	14	17,18	310th str nw	\$ 990.00
Berthold	WdBer2T	14a	17,18	310th str nw	\$ 990.00
Berthold	WdBer2T	14b	17,18	310th str nw	\$ 1,326.00
Berthold	WdBer2T	14c	17,18	310th str nw	\$ 570.00
Berthold	WdBer2T	14d	17,18	310th str nw	\$ 990.00
Berthold	WdBer2T	15	8,9	296th str nw	\$ 570.00
Berthold	WdBer2T	15a	8,9	296th str nw	\$ 570.00
Berthold	WdBer2T	16	11,12	254th str nw	\$ 990.00
Berthold	WdBer2T	16a	1,12	114th ave nw	\$ 990.00
Berthold	WdBer2T	16b	2,11	114th ave nw	\$ 570.00
Berthold	WdBer2T	16c	11,12	254th str nw	\$ 570.00
Berthold	WdBer2T	16d	11,12	254th str nw	\$ 1,446.00
Berthold	WdBer2T	17	12 east	240th str nw	\$ 1,026.00
Berthold	WdBer2T	17a	1,12	114th ave nw	\$ 570.00
Berthold	WdBer2T	17b	1,12	114th ave nw	\$ 1,026.00
Berthold	WdBer2T	18	22,23	268th str nw	\$ 570.00
Berthold	WdBer2T	19	14,23	86th ave nw	\$ 570.00
Berthold	WdBer2T	19a	15,22	86th ave nw	\$ 570.00
Berthold	WdBer2T	20	14,23	86th ave nw	\$ 570.00
Berthold	WdBer3T	21	14,23	86th ave nw	\$1,954.00
Berthold	WdBer3T	21a	13,24	86th ave nw	\$610.00
Berthold	WdBer3T	22	22,23	268th str nw	\$2,712.50
Berthold	WdBer3T	22a	22,23	268th str nw	\$1,656.75
Berthold	WdBer3T	23	30,31	62nd ave nw	\$1,438.00
Berthold	WdBer3T	24	16,17	296th str nw	\$610.00
Berthold	WdBer3T	25	13,24	86th ave nw	\$1,864.00
Berthold	WdBer3T	26	13 east	240th str nw	\$1,098.00

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Carbondale	WdCar5T	79	30,31	226th ave nw	\$ 278.00
Carbondale	WdCar5T	80	30,31	226th ave nw	\$ 1,403.90
Carbondale	WdCar5T	81	30,31	226th ave nw	\$ 278.00
Carbondale	WdCar5T	82	30,31	226th ave nw	\$ 278.00
Carbondale	WdCar5T	83	29,32	226th ave nw	\$ 338.00
Carbondale	WdCar5T	84	28,33	226th ave nw	\$ 1,014.00
Carbondale	WdCar5T	85	28,33	226th ave nw	\$ 1,014.00
Carbondale	WdBR07C			Bridge # 51-114-18.0 S of 408th st nw over Des Lacs River	\$ 6,181.30
Carbondale	WdCar2T	25	20,29	240th ave nw	\$ 676.00
Carbondale	WdCar2T	26	20,29	240th ave nw	\$ 1,014.00
Carbondale	WdCar2T	27	19,30	240th ave nw	\$ 338.00
Carbondale	WdCar2T	28	19,30	240th ave nw	\$ 1,014.00
Carbondale	WdCar2T	30	19 west	436th str nw	\$ 967.90
Carbondale	WdCar2T	31	19 west	436th str nw	\$ 2,169.10
Carbondale	WdCar2T	32	19 west	436th str nw	\$ 1,583.90
Carbondale	WdCar2T	33	19 west	436th str nw	\$ 338.00
Carbondale	WdCar2T	34	19 west	436th str nw	\$ 676.00
Carbondale	WdCar2T	35	18 west	436th str nw	\$ 2,197.60
Carbondale	WdCar2T	36	7 west	436th str nw	\$ 676.00
Carbondale	WdCar2T	37	7 west	436th str nw	\$ 11,323.20
Carbondale	WdCar1B	1	20,29	240th ave nw	\$ 2,350.16
Carbondale	WdCar1T	1	19 west	436th str nw	\$ 1,575.50
Carbondale	WdCar1T	3	19,20	422nd str nw	\$ 338.00
Carbondale	WdCar1T	7	31,32	422nd str nw	\$ 1,523.90
Carbondale	WdCar1T	8	29,32	226th ave nw	\$ 338.00
Carbondale	WdCar1T	11	14	county highway 5	\$ 1,014.00
Carbondale	WdCar1T	15	27,34	226th ave nw	\$ 2,186.00
Carbondale	WdCar1T	16	19,30	240th ave nw	\$ 1,522.50
Carbondale	WdCar1T	17	19,30	240th ave nw	\$ 4,181.90
Carbondale	WdCar1T	18	20,29	240th ave nw	\$ 4,181.90
Carbondale	WdCar1T	19	21,28	240th ave nw	\$ 338.00
Carbondale	WdCar1T	20	21,28	240th ave nw	\$ 338.00
Carbondale	WdCar1T	21	21,28	240th ave nw	\$ 338.00
Carbondale	WdCar1T	23	20,29	240th ave nw	\$ 676.00
Carbondale	WdCar1T	24	20,29	240th ave nw	\$ 1,014.00
Carbondale	WdCar3T	39	7,18	268th ave nw	\$ 15,671.00
Carbondale	WdCar3T	40	7,18	268th ave nw	\$ 338.00
Carbondale	WdCar3T	41	8,17	268th ave nw	\$ 1,014.00
Carbondale	WdCar3T	42	8,17	268th ave nw	\$ 967.90
Carbondale	WdCar3T	43	8,17	268th ave nw	\$ 967.90
Carbondale	WdCar3T	44	8,17	268th ave nw	\$ 9,146.00
Carbondale	WdCar3T	45	8,17	268th ave nw	\$ 967.90
Carbondale	WdCar3T	46	8,17	268th ave nw	\$ 676.00
Carbondale	WdCar3T	47	9,16	268th ave nw	\$ 967.90
Carbondale	WdCar3T	48	9,16	268th ave nw	\$ 676.00
Carbondale	WdCar3T	49	4,5	408th str nw	\$ 1,848.00
Carbondale	WdCar3T	50	14	county highway 5	\$ 676.00

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Burt	WdBut1T	10	18,19	79th ave sw	\$455.00
Burt	WdBut1T	11	19,20	142nd str sw	\$455.00
Burt	WdBut1T	11a	19,20	142nd str sw	\$910.00
Burt	WdBut1T	12	19,20	142nd str sw	\$1,365.00
Burt	WdBut1T	12a	20,29	93rd ave sw	\$1,900.00
Burt	WdBut1T	12b	19,20	142nd str sw	\$455.00
Burt	WdBut1T	13	27,28	114th str sw	\$455.00
Burt	WdBut1T	14	27,28	114th str sw	\$910.00
Cameron	WdCamCG6	24	27,28	170th str sw	\$ 10,126.09
Cameron	WdCamBCG1	5	13,24	142nd str sw	\$ 10,000.00
Cameron	WdCamCG3	11	4,5	184th str sw	\$ 6,171.95
Cameron	WdCamCG4	13	7,8	198th str sw	\$ 3,934.28
Cameron	WdCam1T	2	36	128th str sw	\$ 650.00
Cameron	WdCam1T	3	26,27	156th str sw	\$ 325.00
Cameron	WdCam1T	4	24 east	128th str sw	\$ 325.00
Cameron	WdCam1T	6	14,23	331st ave sw	\$ 650.00
Cameron	WdCam1T	7	22,23	156th str sw	\$ 975.00
Cameron	WdCam1T	9	10,11	156th str sw	\$ 325.00
Cameron	WdCam1T	10	2,3	156th str sw	\$ 325.00
Cameron	WdCam1T	12	14,23	331st ave sw	\$ 650.00
Cameron	WdCam1T	15	22,23	156th str sw	\$ 325.00
Cameron	WdCam1T	16	24 east	128th str sw	\$ 650.00
Cameron	WdCam1T	25	15,22	331st ave sw	\$ 325.00
Cameron	WdCam1T	30	14,23	331st ave sw	\$ 325.00
Cameron	WdCam1T	32	10,11	156th str sw	\$ 325.00
Cameron	WdCam1T	34	25 east	128th str sw	\$ 325.00
Cameron	WdCam1T	35	24 east	128th str sw	\$ 325.00
Cameron	WdCam1T	36	33 south	373rd ave sw	\$ 325.00
Cameron	WdCam2T	1	33,34	170th str sw	\$ 1,240.00
Cameron	WdCam2T	17	21,28	345th ave sw	\$ 1,077.50
Cameron	WdCam2T	18	28	359th ave sw	\$ 2,709.07
Cameron	WdCam2T	19	33,34	170th str sw	\$ 945.00
Cameron	WdCam2T	20	33,34	170th str sw	\$ 2,155.00
Cameron	WdCam2T	21	33,34	170th str sw	\$ 620.00
Cameron	WdCam2T	22	33 south	373rd ave sw	\$ 620.00
Cameron	WdCam2T	23	8,17	317th ave sw	\$ 1,535.00
Cameron	WdCam2T	27	18	212th str sw	\$ 620.00
Cameron	WdCam2T	28	18 west	212th str sw	\$ 620.00
Cameron	WdCam2T	29	18 west	212th str sw	\$ 620.00
Cameron	WdCam2T	31	2,3	156th str sw	\$ 620.00
Cameron	WdCam2T	33	4,5	184th str sw	\$ 620.00
Carbondale	WdCar5T	71	31 south	212th ave nw	\$ 2,126.00
Carbondale	WdCar5T	72	31 south	212th ave nw	\$ 278.00
Carbondale	WdCar5T	73	31 south	212th ave nw	\$ 556.00
Carbondale	WdCar5T	74	31 south	212th ave nw	\$ 278.00
Carbondale	WdCar5T	75	31,32	422nd str nw	\$ 676.00
Carbondale	WdCar5T	76	31,32	422nd str nw	\$ 338.00
Carbondale	WdCar5T	77	31,32	422nd str nw	\$ 338.00
Carbondale	WdCar5T	78	30,31	226th ave nw	\$ 338.00

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Carpio	WdCap1T	11	26,27	296th str nw	\$ 1,539.40
Carpio	WdCap1T	12	27,34	142nd ave nw	\$ 3,567.80
Carpio	WdCap2T	13	34	128th ave nw	\$ 525.20
Carpio	WdCap2T	15	24,25	156th ave nw	\$ 1,076.66
Carpio	WdCap2T	17	21,22	310th str nw	\$ 1,544.24
Carpio	WdCap2T	18	9	310th str nw	\$ 1,050.40
Carpio	WdCap2T	19	7,8	338th str nw	\$ 1,228.92
Carpio	WdCap2T	20	8,9	324th str nw	\$ 525.20
Carpio	WdCap2T	21	16,17	324th str nw	\$ 525.20
Carpio	WdCap2T	22	34,35	296th str nw	\$ 525.20
Carpio	WdCap2T	23	14,23	170th ave nw	\$ 1,050.40
Carpio	WdCap2T	24	36 south	282nd str nw	\$ 1,050.40
Carpio	WdCap2T	25	24 east	268th str nw	\$ 525.20
Denmark	WdDen1T	1	10,11	492nd str nw	\$ 2,803.85
Denmark	WdDen1T	1b	10,11	492nd str nw	\$ 1,137.00
Denmark	WdDen1T	2	10,11	492nd str nw	\$ 1,866.00
Denmark	WdDen1T	2b	14,15	492nd str nw	\$ 839.00
Denmark	WdDen1T	3	22,23	492nd str nw	\$ 839.00
Denmark	WdDen1T	6	26,27	492nd str nw	\$ 1,690.15
Denmark	WdDen1T	8	1,12	534th ave nw	\$ 298.00
Denmark	WdDen1T	9	11,12	478th str nw	\$ 596.00
Denmark	WdDen1T	10	13,14	478th str nw	\$ 596.00
Denmark	WdDen1T	11	23,24	478th str nw	\$ 839.00
Denmark	WdDen1T	12	25,26	478th str nw	\$ 3,313.00
Denmark	WdDen1T	13	25,26	478th str nw	\$ 1,392.15
Denmark	WdDen1T	14	25,26	478th str nw	\$ 894.00
Denmark	WdDen1T	15	2,3	492nd str nw	\$ 298.00
Denmark	WdDen1T	16	3,10	534th ave nw	\$ 1,921.00
Denmark	WdDen1T	16b	3,10	534th ave nw	\$ 839.00
Denmark	WdDen1T	16c	3,10	534th ave nw	\$ 298.00
Denmark	WdDen1T	17	17,18	534th str nw	\$ 3,021.25
Denmark	WdDen2T	18	13 east	464th str nw	\$ 596.00
Denmark	WdDen2T	19	12 east	464th str nw	\$ 1,692.90
Denmark	WdDen2T	19b	12 east	464th str nw	\$ 298.00
Denmark	WdDen2T	20	12 east	464th str nw	\$ 298.00
Denmark	WdDen2T	21	12 east	464th str nw	\$ 1,325.00
Denmark	WdDen2T	22	12 east	464th str nw	\$ 596.00
Denmark	WdDen2T	23	34 south	464th ave nw	\$ 596.00
Denmark	WdDen2T	24	36 south	464th ave nw	\$ 839.00
Denmark	WdDen2T	28	22,23	492nd str nw	\$ 839.00
Denmark	WdDen2T	29	22,23	492nd str nw	\$ 839.00
Denmark	WdDen2T	30	13,14	478th str nw	\$ 1,094.15
Denmark	WdDen2T	30b	13,14	478th str nw	\$ 298.00
Denmark	WdDen2T	31	13,14	478th str nw	\$ 298.00
Denmark	WdDen2T	31b	13,14	478th str nw	\$ 298.00
Denmark	WdDen2T	32	2,3	492nd str nw	\$ 1,988.15
Denmark	WdDen2T	33	7,18	520th ave nw	\$ 610.90
Denmark	WdDen2T	34	17,18	534th str nw	\$ 298.00
Des Lacs	WdDes3T	23a	27,34	20th ave sw	\$ 946.00

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Carbondale	WdCar3T	51	13	352nd str nw	\$ 676.00
Carbondale	WdCar3T	52	13	352nd str nw	\$ 338.00
Carbondale	WdCar3T	53	13	352nd str nw	\$ 338.00
Carbondale	WdCar3T	54	13	352nd str nw	\$ 338.00
Carbondale	WdCar4T	55	15	county highway 5	\$ 338.00
Carbondale	WdCar4T	56	27,34	226th ave nw	\$ 1,180.80
Carbondale	WdCar4T	57	34,35	380 str nw	\$ 338.00
Carbondale	WdCar4T	58	34,35	380 str nw	\$ 676.00
Carbondale	WdCar4T	59	34,35	380 str nw	\$ 338.00
Carbondale	WdCar4T	61	34,35	380 str nw	\$ 338.00
Carbondale	WdCar4T	62	34,35	380 str nw	\$ 338.00
Carbondale	WdCar4T	63	34,35	380 str nw	\$ 676.00
Carbondale	WdCar4T	64	35 south	436th str nw	\$ 1,014.00
Carbondale	WdCar4T	65	35 south	436th str nw	\$ 1,108.40
Carbondale	WdCar4T	66	35 south	436th str nw	\$ 338.00
Carbondale	WdCar4T	67	33 south	436th str nw	\$ 338.00
Carbondale	WdCar4T	68	33 south	436th str nw	\$ 676.00
Carbondale	WdCar4T	69	31 south	436th str nw	\$ 5,216.00
Carbondale	WdCar4T	70	31 south	436th str nw	\$ 2,075.30
Carbondale	WdCar8T	60	34	212th ave nw	\$ 14,190.00
Carbondale	WdCar8T	98	17,18	422nd str nw	\$ 12,906.90
Carbondale	WdCar6T	86	34	212th ave nw	\$ 278.00
Carbondale	WdCar6T	87	34	212th ave nw	\$ 278.00
Carbondale	WdCar6T	88	28,29	408th str nw	\$ 338.00
Carbondale	WdCar6T	89	29,30	422nd str nw	\$ 338.00
Carbondale	WdCar6T	90	29,30	422nd str nw	\$ 338.00
Carbondale	WdCar6T	91	29,30	422nd str nw	\$ 1,232.00
Carbondale	WdCar6T	92	19,20	422nd str nw	\$ 338.00
Carbondale	WdCar6T	93	19,20	422nd str nw	\$ 504.80
Carbondale	WdCar6T	94	18,19	254th ave nw	\$ 556.00
Carbondale	WdCar6T	95	18,19	254th ave nw	\$ 834.00
Carbondale	WdCar6T	96	17,20	254th ave nw	\$ 556.00
Carbondale	WdCar6T	97	17,20	254th ave nw	\$ 278.00
Carbondale	WdCar6T	99	17,18	422nd str nw	\$ 338.00
Carbondale	WdCar6T	100	17,18	422nd str nw	\$ 338.00
Carbondale	WdCar6T	101	27,34	226th ave nw	\$ 676.00
Carbondale	WdCar6T	102	35 south	212th ave nw	\$ 338.00
Carbondale	WdCar7T	22	20,29	240th ave nw	\$ 25,455.40
Carbondale	WdCar7T	38	17,18	422nd str nw	\$ 338.00
Carpio	WdCap1T	1	5,6	338th str nw	\$ 2,553.60
Carpio	WdCap1T	2	7,8	338th str nw	\$ 11,563.00
Carpio	WdCap1T	3	16,17	324th ave nw	\$ 1,050.40
Carpio	WdCap1T	4	16,17	324th ave nw	\$ 1,050.40
Carpio	WdCap1T	5	18,19	170th ave nw	\$ 1,575.60
Carpio	WdCap1T	6	16,21	170th ave nw	\$ 4,002.60
Carpio	WdCap1T	7	21,22	310th str nw	\$ 3,042.60
Carpio	WdCap1T	8	20,21	324th str nw	\$ 525.20
Carpio	WdCap1T	9	7 west	352nd str nw	\$ 1,050.40
Carpio	WdCap1T	10	26,27	296th str nw	\$ 1,050.40

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Des Lacs	WdDes1T	8	16,17	212th str sw	\$ 1,419.00
Des Lacs	WdDes1T	8a	16,17	212th str sw	\$ 2,298.60
Des Lacs	WdDes1T	10	14	county highway 10	\$ 946.00
Des Lacs	WdDes1T	10	14	county highway 11	\$ 946.00
Des Lacs	WdDes1B	28	34 south	37th ave sw	\$ 1,193.90
Elmdale	WdElm3T	5	15,16	562nd str nw	\$ 23,641.91
Elmdale	WdElm1T	1	23	415th ave nw	\$ 284.00
Elmdale	WdElm1T	2	22	415th ave nw	\$ 568.00
Elmdale	WdElm1T	3	22	415th ave nw	\$ 284.00
Elmdale	WdElm1T	4	21,22	562nd str nw	\$ 1,136.00
Elmdale	WdElm1T	6	15,16	562nd str nw	\$ 852.00
Elmdale	WdElm1T	7	21,22	562nd str nw	\$ 852.00
Elmdale	WdElm1T	8	21,22	562nd str nw	\$ 852.00
Elmdale	WdElm1T	9	21,22,27,28	408th ave nw/ 562nd str nw	\$ 1,092.00
Elmdale	WdElm1T	10	27,28	562nd str nw	\$ 1,136.00
Elmdale	WdElm1T	11	20,29	408th ave nw	\$ 568.00
Elmdale	WdElm1T	12	19,20	590th str nw	\$ 1,136.00
Elmdale	WdElm1T	13	30,31	394th ave nw	\$ 8,872.20
Elmdale	WdElm1T	14	31,32	590th str nw	\$ 568.00
Elmdale	WdElm1T	15	17,18	590th str nw	\$ 568.00
Elmdale	WdElm1T	16	18	604th str nw	\$ 65.00
Elmdale	WdElm1T	17	17,18	590th str nw	\$ 2,272.00
Elmdale	WdElm2T	18	18	604th str nw	\$ 1,420.00
Elmdale	WdElm2T	19	18,19	422nd ave nw	\$ 1,550.45
Elmdale	WdElm2T	20	18,19	422nd ave nw	\$ 568.00
Elmdale	WdElm2T	21	6,7	450th ave nw	\$ 568.00
Elmdale	WdElm2T	22	5,8	450th ave nw	\$ 284.00
Elmdale	WdElm2T	23	4,9	450th ave nw	\$ 284.00
Elmdale	WdElm2T	24	4,9	450th ave nw	\$ 284.00
Elmdale	WdElm2T	25	3,10	450th ave nw	\$ 1,026.00
Elmdale	WdElm2T	26	9,10	562nd str nw	\$ 284.00
Elmdale	WdElm2T	27	9,10	562nd str nw	\$ 284.00
Elmdale	WdElm2T	29	16,17	576th str nw	\$ 2,281.00
Elmdale	WdElm2T	30	16,17	576th str nw	\$ 513.00
Elmdale	WdElm2T	31	27,34	394th ave nw	\$ 284.00
Elmdale	WdElm2T	32	26,27	548th str nw	\$ 513.00
Elmdale	WdElm2T	33	26,27	548th str nw	\$ 284.00
Elmdale	WdElm2T	34	22,23	548th str nw	\$ 284.00
Eureka	WdEurBCG1	1	11,14	100th ave nw	\$ 65,621.81
Eureka	WdEurBCG5	7	33,34	30th str nw	\$ 154,685.18
Eureka	WdEur1B	1		"various sites"	\$ 3,241.25
Eureka	WdEur2T	28	9,16	100th ave nw	\$ 2,836.80
Eureka	WdEur2T	29	9,16	100th ave nw	\$ 1,418.40
Eureka	WdEur2T	30	9,16	100th ave nw	\$ 945.60
Eureka	WdEur2T	31	9,16	100th ave nw	\$ 972.69
Eureka	WdEur2T	32	8,17	100th ave nw	\$ 1,249.89
Eureka	WdEur2T	33	8,17	100th ave nw	\$ 1,249.89
Eureka	WdEur2T	34	8,17	100th ave nw	\$ 777.09

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Des Lacs	WdDes3T	23b	27,34	20th ave sw	\$ 946.00
Des Lacs	WdDes3T	24	26,35	20th ave sw	\$ 1,419.00
Des Lacs	WdDes3T	25	26,27	184th str sw	\$ 1,892.00
Des Lacs	WdDes3T	26	26,35	20th ave sw	\$ 4,280.65
Des Lacs	WdDes3T	27	34,35	184th str sw	\$ 946.00
Des Lacs	WdDes3T	28a	33 south	37th ave sw	\$ 946.00
Des Lacs	WdDes4T	3	2,3	184th str sw	\$ 1,989.80
Des Lacs	WdDes4T	5	3 south	30th ave nw	\$ 1,191.00
Des Lacs	WdDes4T	9	14,15	184th str sw	\$ 1,501.90
Des Lacs	WdDes4T	15a	15,16	198th str sw	\$ 1,361.10
Des Lacs	WdDes4T	17b	27,28	198th str sw	\$ 1,593.90
Des Lacs	WdDes4T	18	16,21	4th ave nw	\$ 1,735.80
Des Lacs	WdDes4T	28	34 south	37th ave sw	\$ 1,594.60
Des Lacs	WdDes2T	12	13,24	4th ave nw	\$ 946.00
Des Lacs	WdDes2T	13	14,23	4th ave nw	\$ 1,419.00
Des Lacs	WdDes2T	13a	14,23	4th ave nw	\$ 473.00
Des Lacs	WdDes2T	14	22,23	184th str sw	\$ 1,892.00
Des Lacs	WdDes2T	14a	22,23	184th str sw	\$ 473.00
Des Lacs	WdDes2T	14b	23,26	11th ave sw	\$ 1,419.00
Des Lacs	WdDes2T	14c	23,26	11th ave sw	\$ 1,419.00
Des Lacs	WdDes2T	15	15,16	198th str sw	\$ 946.00
Des Lacs	WdDes2T	16	21,22	198th str sw	\$ 946.00
Des Lacs	WdDes2T	17	21,22	198th str sw	\$ 912.90
Des Lacs	WdDes2T	17a	21,22	198th str sw	\$ 473.00
Des Lacs	WdDes2T	19	17,20	4th ave nw	\$ 2,365.00
Des Lacs	WdDes2T	19a	17,20	4th ave nw	\$ 946.00
Des Lacs	WdDes2T	20	18,19	4th ave nw	\$ 1,419.00
Des Lacs	WdDes2T	21	29,32	20th ave sw	\$ 4,790.95
Des Lacs	WdDes2T	21a	29,32	20th ave sw	\$ 1,825.60
Des Lacs	WdDes2T	22	28,33	20th ave sw	\$ 6,106.25
Des Lacs	WdDes2T	22a	28,33	20th ave sw	\$ 473.00
Des Lacs	WdDes2T	22b	28,33	20th ave sw	\$ 1,825.60
Des Lacs	WdDes2T	23	27,34	20th ave sw	\$ 946.00
Des Lacs	WdDes1T	1	6,7	30th ave nw	\$ 1,419.00
Des Lacs	WdDes1T	1a	5,8	30th ave nw	\$ 2,152.15
Des Lacs	WdDes1T	1b	6,7	30th ave nw	\$ 3,334.65
Des Lacs	WdDes1T	1c	6,7	30th ave nw	\$ 473.00
Des Lacs	WdDes1T	1d	6,7	30th ave nw	\$ 946.00
Des Lacs	WdDes1T	1e	6,7	30th ave nw	\$ 473.00
Des Lacs	WdDes1T	1f	6,7	30th ave nw	\$ 473.00
Des Lacs	WdDes1T	2	4,5	212th str sw	\$ 473.00
Des Lacs	WdDes1T	2a	4,5	212th str sw	\$ 473.00
Des Lacs	WdDes1T	4	3,4	198th str sw	\$ 473.00
Des Lacs	WdDes1T	4a	3,4	198th str sw	\$ 473.00
Des Lacs	WdDes1T	4b	3,4	198th str sw	\$ 912.80
Des Lacs	WdDes1T	5a	3 north	46th ave nw	\$ 473.00
Des Lacs	WdDes1T	5b	3 north	46th ave nw	\$ 236.50
Des Lacs	WdDes1T	6	2,3	184th str sw	\$ 946.00
Des Lacs	WdDes1T	7	8,9	212th str sw	\$ 1,385.80

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Foxholm	WdFox5T	5	4,9	135th ave sw	\$ 2,998.00
Foxholm	WdFox5T	6	3	121st ave sw	\$ 984.00
Foxholm	WdFox5T	8a	8,9	46th str sw	\$ 2,484.60
Foxholm	WdFox5T	8b	8,9	46th str sw	\$ 1,968.00
Foxholm	WdFox5T	9a	16,17	46th str sw	\$ 492.00
Foxholm	WdFox5T	9b	16,17	46th str sw	\$ 2,065.36
Foxholm	WdFox5T	10	20,21	46th str sw	\$ 1,476.00
Foxholm	WdFox5T	11	7,8	62nd str sw	\$ 2,065.36
Foxholm	WDBR08C			Unnamed road over Des Lacs River	\$ 7,528.34
Foxholm	WdFox2T	12a	6,7	114th ave nw	\$ 2,188.20
Foxholm	WdFox2T	12b	6,7	114th ave nw	\$ 492.00
Foxholm	WdFox2T	13	2 north	128th ave nw	\$ 2,952.00
Foxholm	WdFox2T	14a	32 south	46th ave nw	\$ 2,282.80
Foxholm	WdFox2T	14b	33 south	46th ave nw	\$ 2,282.80
Foxholm	WdFox2T	14c	32 south	46th ave nw	\$ 2,597.60
Foxholm	WdFox2T	15a	18,19	86th ave nw	\$ 492.00
Foxholm	WdFox2T	15b	18,19	86th ave nw	\$ 984.00
Foxholm	WdFox2T	15c	18,19	86th ave nw	\$ 492.00
Foxholm	WdFox2T	16	26,27	184th str nw	\$ 716.26
Foxholm	WdFox2T	18	7,18	100th ave nw	\$ 19,185.22
Foxholm	WdFox2T	19	7,18	100th ave nw	\$ 1,613.60
Foxholm	WdFox2T	20a	7,18	100th ave nw	\$ 2,105.60
Foxholm	WdFox2T	20b	7,18	100th ave nw	\$ 984.00
Foxholm	WdFox4T	17	7,8	226th str nw	\$ 57,632.70
Freedom	WdFreCG1	8	19,20	62nd str sw	\$ 250,834.24
Freedom	WdFre1T	1	4,5	46th str sw	\$6,067.43
Freedom	WdFre1T	2	4,5	46th str sw	\$3,726.00
Freedom	WdFre1T	3	8,9	46th str sw	\$4,555.59
Freedom	WdFre1T	4	16,17	46th str sw	\$1,080.00
Freedom	WdFre1T	5	20,21	46th str sw	\$540.00
Freedom	WdFre1T	6	20,21	46th str sw	\$4,997.00
Freedom	WdFre1T	7	8,17	149th ave sw	\$540.00
Freedom	WdFre1T	9	15,16	30th str sw	\$5,524.00
Freedom	WdFre1T	10	15,16	30th str sw	\$540.00
Freedom	WdFre1T	11	15,16	30th str sw	\$2,025.00
Freedom	WdFre1T	12	10,15	149th ave sw	\$621.00
Freedom	WdFre1T	13	25 east	13th str se	\$3,788.13
Gasman	WdGasCG3	4	5,6	30th str sw	\$ 118,945.34
Gasman	WdGasCG2	3S	7,8	30th str sw	\$ 181,831.40
Gasman	WdGas1T	10	25,26	27th str se	\$ 1,505.20
Gasman	WdGas1T	11	11	13th str se	\$ 1,323.28
Gasman	WdGas1T	11S	11	13th str se	\$ 428.62
Gasman	WdGas1T	12	20,21	16th str sw	\$ 521.64
Gasman	WdGas1B	1	6	44th str sw	\$ 6,240.00
Gasman	WdGasBCG7	9a	20 south	16th str sw	\$ 31,534.17
Gasman	WdGasCG5	10	25,26	27th str se	\$ 4,913.57
Gasman	WdGasBCG4	4	17,18	30th str sw	\$ 113,210.04
Gasman	WdGasBCG4	3S	17,18	30th str sw	\$ 110,137.47

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Eureka	WdEur2T	35	7,18	100th ave nw	\$ 3,309.00
Eureka	WdEur2T	36	33,34	30th str nw	\$ 1,418.40
Eureka	WdEur2T	37	27,28	30th str nw	\$ 1,407.80
Eureka	WdEur2T	38	16,21	86th ave nw	\$ 1,924.65
Eureka	WdEur2T	39	16,21	86th ave nw	\$ 472.80
Eureka	WdEur2T	40	16,17	46th str nw	\$ 945.60
Eureka	WdEur2T	41	8,9,16,17	100th ave nw/ 46th str nw	\$ 945.60
Eureka	WdEur2T	42	5,6	62nd str nw	\$ 3,226.33
Eureka	WdEur2T	43	27,34	62nd ave nw	\$ 1,573.95
Eureka	WdEur2T	44	26,35	62nd ave nw	\$ 2,619.21
Eureka	WdEurCG1	6	28,33	62nd ave nw	\$ 12,000.00
Eureka	WdEurBCG4	4	29,32	62nd ave nw	\$ 10,265.88
Eureka	WdEurBCG2	3	30,31	62nd ave nw	\$ 5,708.94
Eureka	WdEur1T	10	25 east	13th str ne	\$ 1,580.65
Eureka	WdEur1T	11	24,25	72nd ave nw	\$ 1,571.33
Eureka	WdEur1T	12	24,25	72nd ave nw	\$ 2,106.32
Eureka	WdEur1T	13	13,24	86th ave nw	\$ 4,727.39
Eureka	WdEur1T	14	13,24	86th ave nw	\$ 472.80
Eureka	WdEur1T	15	14,23	86th ave nw	\$ 5,701.03
Eureka	WdEur1T	16	14,23	86th ave nw	\$ 5,744.40
Eureka	WdEur1T	17	22,23	16th str nw	\$ 1,418.40
Eureka	WdEur1T	18	12,13	100th ave ne	\$ 1,583.88
Eureka	WdEur1T	19	12,13	100th ave ne	\$ 472.80
Eureka	WdEur1T	20	12,13	100th ave ne	\$ 2,364.00
Eureka	WdEur1T	21	12,13	100th ave ne	\$ 2,836.80
Eureka	WdEur1T	22	12,13	100th ave ne	\$ 3,309.60
Eureka	WdEur1T	23	12,13	100th ave ne	\$ 3,309.60
Eureka	WdEur1T	24	12,13	100th ave ne	\$ 945.60
Eureka	WdEur1T	25	15,16	30th str nw	\$ 1,867.56
Eureka	WdEur1T	26	15,16	30th str nw	\$ 3,309.60
Eureka	WdEur1T	27	15,16	30th str nw	\$ 8,901.66
Evergreen	WdEve1T	1	9,10	366th str sw	\$1,810.25
Evergreen	WdEve1T	1a	9,10	366th str sw	\$7,221.00
Evergreen	WdEve1T	1b	9,10	366th str sw	\$950.00
Evergreen	WdEve1T	1c	9,10	366th str sw	\$927.25
Evergreen	WdEve1T	3	25,26	338th str sw	\$432.25
Evergreen	WdEve1T	4	25,26	338th str sw	\$2,170.00
Evergreen	WdEve1T	5	25,26	338th str sw	\$2,170.00
Evergreen	WdEve1T	6	not listed		\$1,405.00
Evergreen	WdEve1T	7	not listed		\$2,895.00
Evergreen	WdEve1T	8	not listed		\$3,640.00
Foxholm	WdFox5T	21	33,34	30th str sw	\$ 41,229.90
Foxholm	WdFox5T	1a	27,28	30th str sw	\$ 984.00
Foxholm	WdFox5T	1b	27,28	30th str sw	\$ 1,968.00
Foxholm	WdFox5T	1c	33,34	30th str sw	\$ 1,476.00
Foxholm	WdFox5T	1d	33,34	30th str sw	\$ 492.00
Foxholm	WdFox5T	3	19 west	72nd str sw	\$ 3,161.46
Foxholm	WdFox5T	4	8	62nd str sw	\$ 1,476.00

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Greenbush	WdGrn2T	11	35,36	366th str nw	\$ 2,524.60
Greenbush	WdGrn2T	12	3 north	380th ave nw	\$ 2,694.00
Greenbush	WdGrn2T	13	35,36	366th str nw	\$ 1,514.00
Greenbush	WdGrn2T	14	28,33	310th ave nw	\$ 4,040.00
Greenbush	WdGrn2T	15	20,29	324th ave nw	\$ 3,282.00
Greenbush	WdGrn2T	15a	20,29	324th ave nw	\$ 3,282.00
Greenbush	WdGrn2T	15b	20,29	324th ave nw	\$ 3,282.00
Greenbush	WdGrn2T	16	18,19	338th ave nw	\$ 4,430.00
Greenbush	WdGrn2T	17	7 west	366th ave nw	\$ 722.20
Greenbush	WdGrn2T	18	16,21	338th ave nw	\$ 1,120.00
Greenbush	WdGrn2T	19	11,14	352nd ave nw	\$ 1,588.20
Harrison	Ward20C		21,28	50th st	\$ 6,181.72
Harrison	WdHar1T		18	65th st nw and 8th ave	\$ 31,395.68
Harrison	Ward18C		20	62nd st sw/delmar drive/18th ave/69th st/16th ave	\$ 35,156.26
Harrison	Ward19C		21	37th st sw	\$ 38,769.76
Hiddenwood	WdHidBG1	14	15,22	331st ave sw	\$ 17,446.55
Hiddenwood	WdHid1T	2	6,7	303rd ave sw	\$ 950.00
Hiddenwood	WdHid1T	3	6,7	303rd ave sw	\$ 950.00
Hiddenwood	WdHid1T	4	9,16	317th ave sw	\$ 2,425.50
Hiddenwood	WdHid1T	5	8,17	317th ave sw	\$ 330.00
Hiddenwood	WdHid1T	7	28,29	352nd str sw	\$ 1,570.00
Hiddenwood	WdHid1T	8	32,33	352nd str sw	\$ 1,874.50
Hiddenwood	WdHid1T	10	13,14	310th str sw	\$ 964.50
Hiddenwood	WdHid1T	15	17,18	366th str sw	\$ 660.00
Hiddenwood	WdHid1T	16	16,21	331st ave sw	\$ 2,275.00
Hiddenwood	WdHid1T	17	8,9	352nd str sw	\$ 2,425.50
Hiddenwood	WdHid1T	18	8,17	317th ave sw	\$ 330.00
Hiddenwood	WdHid2T	19	8,9	352nd str sw	\$ 950.00
Hiddenwood	WdHid2T	20	6,7	303rd ave sw	\$ 950.00
Hiddenwood	WdHid2T	21	20,21	352nd str sw	\$ 1,280.00
Hiddenwood	WdHid2T	22	28,29	352nd str sw	\$ 660.00
Hiddenwood	WdHid2T	23	23,26	345th ave sw	\$ 950.00
Hiddenwood	WdHid2T	24	23,24	310th str sw	\$ 634.50
Hiddenwood	WdHid2T	25	23,24	310th str sw	\$ 1,254.50
Hiddenwood	WdHid2T	26	14,23	331st ave sw	\$ 620.00
Hiddenwood	WdHid2T	27	14,23	331st ave sw	\$ 330.00
Hiddenwood	WdHid2T	28	14,23	331st ave sw	\$ 330.00
Hilton	WdHilCG2	10	21,28	261st ave sw	\$ 8,000.00
Hilton	WdHilBCG1	4	3,10	219th ave sw	\$ 27,292.60
Hilton	WdHilCG3	12	20,29	261st ave sw	\$ 61,289.30
Hilton	WdHil2T	11	26,27	72nd str sw	\$ 534.00
Hilton	WdHil2T	11a	22,27	261st ave sw	\$ 1,322.00
Hilton	WdHil2T	13	27,28	86th str sw	\$ 840.00
Hilton	WdHil2T	13a	27,28	86th str sw	\$ 280.00
Hilton	WdHil2T	14	27,28	86th str sw	\$ 840.00
Hilton	WdHil2T	15	2,11	219th ave sw	\$ 508.00
Hilton	WdHil2T	16	2,11	219th ave sw	\$ 508.00

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Gasman	WdGasBCG4	4S	17,18	30th str sw	\$ 350,347.39
Gasman	WdGasBCG4	7S	17,18	30th str sw	\$ 100,391.60
Gasman	WdGasBCG4	8S	17,18	30th str sw	\$ 9,130.28
Gasman	WdGasBCG3	3	6 north	205th ave sw	\$ 42,598.24
Gasman	WdGasBCG6	9	20,21	16th str sw	\$ 136,329.92
Greely	WdGreCG1	2	28,29	16th str sw	\$ 54,922.44
Greely	WdGre1T	1	29,32	275th ave sw	\$ 230.00
Greely	WdGre1T	3	21,22	2nd str sw	\$ 650.00
Greely	WdGre1T	4	15,16	2nd str sw	\$ 230.00
Greely	WdGre1T	5	9,10	2nd str sw	\$ 420.00
Greely	WdGre1T	5a	9,10	2nd str sw	\$ 230.00
Greely	WdGre1T	7	3,10	219th ave sw	\$ 420.00
Greely	WdGre1T	8	3,10	219th ave sw	\$ 230.00
Greely	WdGre1T	9	3,10	219th ave sw	\$ 420.00
Greely	WdGre1T	10	2,11	219th ave sw	\$ 915.00
Greely	WdGre1T	10a	2,11	219th ave sw	\$ 230.00
Greely	WdGre1T	11	2,11	219th ave sw	\$ 460.00
Greely	WdGre1T	12	1,12	219th ave sw	\$ 420.00
Greely	WdGre1T	14	34	289th ave sw	\$ 1,335.00
Greely	WdGre1T	14a	34,35	13th str se	\$ 420.00
Greely	WdGre1T	14b	34,35	13th str se	\$ 725.00
Greely	WdGre1T	15	26,35	275th ave sw	\$ 420.00
Greely	WdGre1T	16	25,26,35,36	275th ave sw/ 27th str se	\$ 420.00
Greely	WdGre1T	17	26,27	13th str se	\$ 230.00
Greely	WdGre1T	17a	26,27	13th str se	\$ 460.00
Greely	WdGre1T	17b	26,27	13th str se	\$ 460.00
Greenbush	WDBR05C			Bridge No. 51-113-17.0 310 Ave NW over Des Lacs River	\$ 6,410.22
Greenbush	WdGm3T	4.1	13,24	338th ave nw	\$ 4,768.21
Greenbush	WdGm1T	1	2,3	380th str nw	\$ 1,810.80
Greenbush	WdGm1T	1a	2,3	380th str nw	\$ 1,170.00
Greenbush	WdGm1T	1b	2,3	380th str nw	\$ 2,436.20
Greenbush	WdGm1T	1c	2,3	380th str nw	\$ 1,054.00
Greenbush	WdGm1T	2	3 north	380th ave nw	\$ 1,499.40
Greenbush	WdGm1T	2a	3 north	380th ave nw	\$ 12,620.00
Greenbush	WdGm1T	3	1 north	380th ave nw	\$ 1,379.00
Greenbush	WdGm1T	3a	1 north	380th ave nw	\$ 600.00
Greenbush	WdGm1T	4	13,24	338th ave nw	\$ 7,213.60
Greenbush	WdGm1T	4a	14,23	338th ave nw	\$ 1,588.20
Greenbush	WdGm1T	5	26,35	310th ave nw	\$ 2,058.40
Greenbush	WdGm1T	5a	26,35	310th ave nw	\$ 1,207.50
Greenbush	WdGm1T	6	27,34	310th ave nw	\$ 4,132.00
Greenbush	WdGm1T	7	20,29	324th ave nw	\$ 508.00
Greenbush	WdGm1T	7a	19,20	422nd str nw	\$ 956.60
Greenbush	WdGm2T	8	15,22	338th ave nw	\$ 2,315.00
Greenbush	WdGm2T	9	16,21	338th ave nw	\$ 2,495.60
Greenbush	WdGm2T	10a	31	436th str nw	\$ 2,444.00

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Hilton	WdHil2T	16a	2,11	219th ave sw	\$ 508.00
Hilton	WdHil2T	16b	2,11	219th ave sw	\$ 152.40
Hilton	WdHil2T	19	11,12	58th str sw	\$ 152.40
Hilton	WdHil2T	20	11,12	58th str sw	\$ 280.00
Hilton	WdHil1T	1	22,27	261st ave sw	\$ 1,487.10
Hilton	WdHil1T	2	22,27	261st ave sw	\$ 2,250.50
Hilton	WdHil1T	3	23	247th ave sw	\$ 2,084.60
Hilton	WdHil1T	3a	22,23	72nd str sw	\$ 280.00
Hilton	WdHil1T	3b	22,23	72nd str sw	\$ 280.00
Hilton	WdHil1T	5	3,10	219th ave sw	\$ 534.00
Hilton	WdHil1T	6	24,25	261st ave sw	\$ 280.00
Hilton	WdHil1T	6a	23,26	261st ave sw	\$ 1,323.30
Hilton	WdHil1T	7	19,20	114th str sw	\$ 534.00
Hilton	WdHil1T	8	20,29	261st ave sw	\$ 534.00
Hilton	WdHil1T	10a	21,28	261st ave sw	\$ 254.00
Iota Flat	WdlotCG1	6	29,30	55th str se	\$ 150,855.14
Iota Flat	Wdlot1T	1	5,6	55th str se	\$ 1,080.00
Iota Flat	Wdlot1T	1a	5,6	55th str se	\$ 1,080.00
Iota Flat	Wdlot1T	2	7,8	55th str se	\$ 3,483.00
Iota Flat	Wdlot1T	3a	17,18	55th str se	\$ 1,080.00
Iota Flat	Wdlot1T	3b	17,18	55th str se	\$ 4,482.00
Iota Flat	Wdlot1T	4	19,20	55th str se	\$ 2,700.00
Iota Flat	Wdlot1T	5	19,20	55th str se	\$ 15,444.00
Iota Flat	Wdlot1T	7	31,32	55th str se	\$ 2,160.00
Iota Flat	Wdlot1T	7a	29,30	55th str se	\$ 2,754.00
Iota Flat	Wdlot1T	8	8,17	317th ave se	\$ 1,080.00
Iota Flat	Wdlot1T	9	9,16	317th ave se	\$ 540.00
Iota Flat	Wdlot1T	10	10,15	317th ave se	\$ 2,700.00
Iota Flat	Wdlot2T	11	10,15	317th ave se	\$ 540.00
Iota Flat	Wdlot2T	12	11,12	111th str se	\$ 540.00
Iota Flat	Wdlot2T	12a	11,12	111th str se	\$ 4,590.00
Iota Flat	Wdlot2T	13	1,12	303rd ave se	\$ 1,080.00
Iota Flat	Wdlot2T	13a	1,12	303rd ave se	\$ 1,080.00
Iota Flat	Wdlot2T	14	25 east	125th str se	\$ 1,080.00
Iota Flat	Wdlot2T	15	36 east	125th str se	\$ 2,160.00
Iota Flat	Wdlot2T	16	36 east	125th str se	\$ 1,080.00
Iota Flat	Wdlot2T	17	7,18	317th ave se	\$ 5,400.00
Iota Flat	Wdlot2T	17a	7,18	317th ave se	\$ 540.00
Iota Flat	Wdlot2T	18	13,14	111th str se	\$ 1,620.00
Iota Flat	Wdlot2T	19	31,32	55th str se	\$ 1,242.00
Kenmare	WdKen2T	17	26,35	394th ave nw	\$ 1,523.00
Kenmare	WdKen2T	18	26,35	394th ave nw	\$ 1,800.40
Kenmare	WdKen2T	19	21,28	408th ave nw	\$ 1,523.00
Kenmare	WdKen2T	20	23,24	450th str nw	\$ 1,089.70
Kenmare	WdKen2T	21	24,25	408th ave nw	\$ 2,917.00
Kenmare	WdKen2T	22	25,36	394th ave nw	\$ 498.00
Kenmare	WdKen2T	23	25,26	450th str nw	\$ 1,523.00
Kenmare	WdKen2T	24	23,24	450th str nw	\$ 1,089.70
Kenmare	WdKen2T	25	3 north	464th ave nw	\$ 1,523.00

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Kenmare	WdKen2T	26	1,2	450th str nw	\$ 1,592.50
Kenmare	WdKen2T	27	9,10	478th str nw	\$ 498.00
Kenmare	WdKen2T	28	3 north	464th ave nw	\$ 1,717.00
Kenmare	WdKen2T	29	3 north	464th ave nw	\$ 452.70
Kenmare	WdKen2T	30	4 north	464th ave nw	\$ 452.70
Kenmare	WdKen2T	31	4,9	450th ave nw	\$ 498.00
Kenmare	WdKen2T	32	20,21	492nd str nw	\$ 1,523.00
Kenmare	WdKen1T	1	4,9	450th ave nw	\$ 747.00
Kenmare	WdKen1T	2	2 north	464th ave nw	\$ 2,504.00
Kenmare	WdKen1T	3	2 north	464th ave nw	\$ 2,203.00
Kenmare	WdKen1T	4	11,12	450th str nw	\$ 4,106.34
Kenmare	WdKen1T	5	11,14	436th ave nw	\$ 692.00
Kenmare	WdKen1T	6	12,13	436th ave nw	\$ 1,045.00
Kenmare	WdKen1T	7	12,13	436th ave nw	\$ 747.00
Kenmare	WdKen1T	8	10,15	436th ave nw	\$ 1,089.70
Kenmare	WdKen1T	9	15,16	478th str nw	\$ 886.00
Kenmare	WdKen1T	10	16,17	492nd str nw	\$ 452.70
Kenmare	WdKen1T	11	23,26	408th ave nw	\$ 747.00
Kenmare	WdKen1T	12	25,36	394th ave nw	\$ 2,483.00
Kenmare	WdKen1T	13	27,28	478th str nw	\$ 1,080.00
Kenmare	WdKen1T	14	27,28	478th str nw	\$ 895.70
Kenmare	WdKen1T	15	9,10	478th str nw	\$ 1,089.70
Kenmare	WdKen1T	16	3,4	478th str nw	\$ 1,523.00
Kirkelie	WDBR02C		10	Bridge No. 51-136-31.0 100th ave nw over Souris River	\$ 2,948.91
Kirkelie	WdKir2T	3	9,10,15,16	100th ave nw/ 114th str nw	\$ 13,304.10
Kirkelie	WdKir2T	11	35	County Highway 15	\$ 458.00
Kirkelie	WdKir2T	16	35	County Highway 15	\$ 2,999.00
Kirkelie	WdKir2T	18	35	County Highway 15	\$ 1,765.60
Kirkelie	WdKir2T	19	35	County Highway 15	\$ 1,765.60
Kirkelie	WdKir2T	20	35	County Highway 15	\$ 458.00
Kirkelie	WdKir2T	21	34,35	100th str nw	\$ 882.80
Kirkelie	WdKir2T	22	15	County Highway 15	\$ 458.00
Kirkelie	WdKir2T	24	35	County Highway 15	\$ 1,030.50
Kirkelie	WdKir2T	26	35	County Highway 15	\$ 882.80
Kirkelie	WdKir2T	27	35	County Highway 15	\$ 1,854.90
Kirkelie	WdKir2T	28	26	County Highway 15	\$ 1,340.80
Kirkelie	WdKir2T	29	22	County Highway 15	\$ 458.00
Kirkelie	WdKir1T	1	2,3	100th str nw	\$ 458.00
Kirkelie	WdKir1T	5	16,17	128th str nw	\$ 3,956.00
Kirkelie	WdKir1T	5a	16,17	128th str nw	\$ 458.00
Kirkelie	WdKir1T	6	20,21	128th str nw	\$ 3,956.00
Kirkelie	WdKir1T	7a	20,21	128th str nw	\$ 458.00
Kirkelie	WdKir1T	8	21,28	72nd ave nw	\$ 916.00
Kirkelie	WdKir1T	9	27,28	72nd ave nw	\$ 3,073.00
Kirkelie	WdKir1T	9a	21,22,27,28	72nd ave nw/ 114th str nw	\$ 458.00

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Kirkelie	WdKir1T	10	27,34	62nd ave nw	\$ 458.00
Kirkelie	WDBR03C		35	Bridge No. 51-137-35.1 96th ave over Des Lacs River	\$ 5,758.04
Kirkelie	WDBR04C		35	Bridge No. 51-137-35.2 North Project Road over Des Lacs River	\$ 18,360.30
Kirkelie	WAKR01C		10	Culvert 112th ave coulee east of souris river	\$ 55,871.59
Kirkelie	WdKir3T	23	20,29	72nd ave nw	\$7,110.44
Linton	WdLin1B	1	13,14	254th str sw	\$ 1,805.40
Linton	WdLin1B	2	34,35	268th str sw	\$ 2,539.80
Lund	WdLunBCG1	2	28,33	191st ave sw	\$ 95,466.48
Lund	WdLun1T	3	20,29	177th ave sw	\$ 2,950.00
Lund	WdLun1T	4	18,19	163rd ave sw	\$ 300.00
Lund	WdLun1T	5	14,15	352nd str sw	\$ 600.00
Lund	WdLun1T	5a	14,15	352nd str sw	\$ 1,300.00
Lund	WdLun1T	6	10,11	352nd str sw	\$ 860.00
Lund	WdLun1T	6a	10,11	352nd str sw	\$ 860.00
Lund	WdLun1T	7	3,10	135th ave sw	\$ 1,200.00
Lund	WdLun1T	8	3,10	135th ave sw	\$ 330.00
Lund	WdLun1T	8a	3,10	135th ave sw	\$ 330.00
Lund	WdLun1T	8b	3,10	135th ave sw	\$ 900.00
Lund	WdLun1T	9	11,14	149th ave sw	\$ 4,500.00
Lund	WdLun1T	10	8,17	149th ave sw	\$ 1,100.00
Lund	WdLun1T	10a	8,17	149th ave sw	\$ 1,100.00
Lund	WdLun1T	12	15,22	163rd ave sw	\$ 500.00
Lund	WdLun1T	12a	15,22	163rd ave sw	\$ 500.00
Lund	WdLun1T	12b	15,22	163rd ave sw	\$ 300.00
Lund	WdLun1T	13	11,14	149th ave sw	\$ 1,860.00
Lund	WdLun2T	14	17,20	163rd ave sw	\$ 600.00
Lund	WdLun2T	15	10,11	352nd str sw	\$ 700.00
Lund	WdLun2T	16	33,34	366th str sw	\$ 900.00
Lund	WdLun2T	16a	33,34	366th str sw	\$ 600.00
Lund	WdLun2T	16b	33,34	366th str sw	\$ 600.00
Lund	WdLun2T	17	28,33	191st ave sw	\$ 900.00
Lund	WdLun2T	17a	28,33	191st ave sw	\$ 900.00
Lund	WdLun2T	17b	28,33	191st ave sw	\$ 900.00
Lund	WdLunCG1	1	33,34	366th str sw	\$ 148,435.78
Mandan	WdMan1T	1	18,19	4th ave nw	\$ 415.00
Mandan	WdMan1T	1a	18,19	4th ave nw	\$ 1,245.00
Mandan	WdMan1T	1b	18,19	4th ave nw	\$ 830.00
Mandan	WdMan1T	1c	18,19	4th ave nw	\$ 1,245.00
Mandan	WdMan1T	1d	18,19	4th ave nw	\$ 2,035.00
Mandan	WdMan1T	2	6,7	30th ave nw	\$ 415.00
Mandan	WdMan1T	3	4,9	30th ave nw	\$ 830.00
Mandan	WdMan1T	4	3,10	30th ave nw	\$ 415.00
Mandan	WdMan1T	5	3,10	30th ave nw	\$ 415.00

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Mandan	WdMan1T	6	2,3	268th str sw	\$ 415.00
Mandan	WdMan1T	7	2,3	268th str sw	\$ 830.00
Mandan	WdMan1T	8	11,14	19th ave nw	\$ 415.00
Mandan	WdMan1T	8a	11,14	19th ave nw	\$ 830.00
Mandan	WdMan1T	8b	10,15	19th ave nw	\$ 415.00
Mandan	WdMan1T	8c	10,15	19th ave nw	\$ 830.00
Mandan	WdMan1T	8d	10,15	19th ave nw	\$ 1,205.00
Mandan	WdMan1T	8e	10,15	19th ave nw	\$ 790.00
Mandan	WdMan1T	8f	10,15	19th ave nw	\$ 1,580.00
Mandan	WdMan1T	9	13,14	254th str sw	\$ 415.00
Mandan	WdMan1T	10	24 east	240th str sw	\$ 1,185.75
Mandan	WdMan2T	10a	24 east	240th str sw	\$ 415.00
Mandan	WdMan2T	10b	24 east	240th str sw	\$ 830.00
Mandan	WdMan2T	10c	24 east	240th str sw	\$ 830.00
Mandan	WdMan2T	11	1,2	254th str sw	\$ 2,919.53
Mandan	WdMan2T	12	23,24	254th str sw	\$ 830.00
Mandan	WdMan2T	13	25,26	254th str sw	\$ 415.00
Mandan	WdMan2T	14	6,7	30th ave nw	\$ 415.00
Mandan	WdMan2T	15	30,31	20th ave sw	\$ 2,898.25
Margaret	WdMarCG2	32	30 west	72nd str ne	\$ 8,000.00
Margaret	WdMarCG4	33	30 west	72nd str ne	\$ 84,344.44
Margaret	WdMag1T	1	30 west	72nd str ne	\$ 1,598.00
Margaret	WdMag1T	2	30 west	72nd str ne	\$ 1,598.00
Margaret	WdMarBCG3	34	30,31	142nd ave ne	\$ 1,783.71
Margaret	WdMarCG1	24	34,35	125th str ne	\$ 1,721.81
Margaret	WdMag2T	21a	15,22	170th ave ne	\$ 460.00
Margaret	WdMag2T	21b	15,22	170th ave ne	\$ 1,130.00
Margaret	WdMag2T	22a	26,27	125th str ne	\$ 2,430.00
Margaret	WdMag2T	23	26,27	125th str ne	\$ 2,443.00
Margaret	WdMag2T	26	24,25	156th ave ne	\$ 3,760.00
Margaret	WdMag2T	27	23,26	156th ave ne	\$ 520.00
Margaret	WdMag2T	27a	23,26	156th ave ne	\$ 780.00
Margaret	WdMag2T	28	22,27	156th ave ne	\$ 2,913.00
Margaret	WdMag2T	29	22,27	156th ave ne	\$ 920.00
Margaret	WdMag2T	30	20,29	156th ave ne	\$ 460.00
Margaret	WdMag2T	31	19,30	156th ave ne	\$ 1,780.00
Margaret	WdMag2T	31a	19,30	156th ave ne	\$ 1,640.00
Margaret	WdMag2T	35	29,30	86th str ne	\$ 1,850.00
Margaret	WdMag2T	35a	29,30	86th str ne	\$ 1,780.00
Margaret	WdMag2T	35b	29,30	86th str ne	\$ 3,780.00
Margaret	WdMag2T	37	31,32	86th str ne	\$ 3,780.00
Margaret	WdMag2T	37a	31,32	86th str ne	\$ 460.00
Margaret	WdMag1T	2	5,8	198th ave ne	\$ 720.00
Margaret	WdMag1T	3,4	5,8	198th ave ne	\$ 1,133.00
Margaret	WdMag1T	5	4,5,8,9		\$ 256.00
Margaret	WdMag1T	7	4,9	198th ave ne	\$ 460.00
Margaret	WdMag1T	8	4,9	198th ave ne	\$ 520.00
Margaret	WdMag1T	9	3,10	198th ave ne	\$ 460.00
Margaret	WdMag1T	10	3,10	198th ave ne	\$ 460.00

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Margaret	WdMag1T	10a	3,10	198th ave ne	\$ 460.00
Margaret	WdMag1T	11a	2,3	125th str ne	\$ 260.00
Margaret	WdMag1T	12	2,11	198th ave ne	\$ 520.00
Margaret	WdMag1T	13	2,11	198th ave ne	\$ 930.00
Margaret	WdMag1T	14	1,12	198th ave ne	\$ 1,390.00
Margaret	WdMag1T	15	1,12	198th ave ne	\$ 780.00
Margaret	WdMag1T	16	8,9	97th str ne	\$ 520.00
Margaret	WdMag1T	18	14,15	125th str ne	\$ 930.00
Margaret	WdMag1T	18a	14,15	125th str ne	\$ 520.00
Margaret	WdMag1T	19a	14,15	125th str ne	\$ 460.00
Margaret	WdMag3T	38	20,29	156th ave ne	\$ 920.00
Margaret	WdMag3T	38a	20,29	156th ave ne	\$ 920.00
Margaret	WdMag3T	38b	20,29	156th ave ne	\$ 920.00
Margaret	WdMag3T	39	21,28	156th ave ne	\$ 920.00
Margaret	WdMag3T	39a	21,28	156th ave ne	\$ 3,780.00
Margaret	WdMag3T	39b	21,28	156th ave ne	\$ 2,913.00
Margaret	WDBR06C		15	Bridge No. 152-26 125th st ne over Little Deep Creek	\$ 6,953.59
Margaret	WdMag4T	11	2,3	125th str ne	\$1,696.00
Margaret	WdMag4T	20	22,23	125th str ne	\$2,224.00
Margaret	WdMag4T	31b	19,30	156th ave ne	\$1,780.00
Margaret	WdMag4T	36	31,32	86th str ne	\$2,320.00
Maryland	WdMal1T	2	31 west	97th str ne	\$ 840.00
Maryland	WdMal1T	4,5	16,17,20,21	86th ave ne/125th str ne	\$ 929.00
Maryland	WdMal1T	7	17,18	111th str se	\$ 441.00
Maryland	WdMal1T	7a	17,18	111th str se	\$ 220.50
Maryland	WdMal1T	8	7,18	100th ave ne	\$ 661.50
Maryland	WdMal1T	9	5,6	111th str se	\$ 1,039.50
Maryland	WdMal1T	10,11	15,16,21,22	86th ave ne/ 139th str ne	\$ 2,942.72
Maryland	WdMal1T	12	14,23	86th ave ne	\$ 529.23
Maryland	WdMal1T	13	16,17	125th str ne	\$ 908.00
Maryland	WdMal1T	14	17,18	111th str ne	\$ 1,626.00
Maryland	WdMal1T	15	17,20	86th ave ne	\$ 220.50
Maryland	WdMal1T	16	14,23	86th ave ne	\$ 217.66
Maryland	WdMal1B	6	7,8	111th str ne	\$ 16,600.00
Maryland	WdMalCG1	30	16,21	86th ave ne	\$ 1,698.00
Maryland	WdMal4T	1	31,32	111th str ne	\$14,166.25
Maryland	WdMal4T	3	20,21	125th str ne	\$3,313.60
Maryland	WdMal2T	17	1,2	167th str ne	\$2,446.50
Maryland	WdMal2T	18	11,12	167th str ne	\$2,202.00
Maryland	WdMal2T	19	4,5	125th str ne	\$220.50
Maryland	WdMal2T	20	22,27	72nd ave ne	\$640.50
Maryland	WdMal2T	20a	22,27	72nd ave ne	\$1,869.00
Maryland	WdMal2T	21	27,28	139th str ne	\$220.50
Maryland	WdMal2T	22	27,28	139th str ne	\$220.50
Maryland	WdMal2T	23	25,26	167th str ne	\$738.50

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Mayland	WdMai2T	24	25,26	167th str ne	\$441.00
Mayland	WdMai2T	25	11,12	167th str ne	\$2,596.50
Mayland	WdMai2T	26	23,24	167th str ne	\$655.82
Mayland	WdMai2T	27	23,24	167th str ne	\$990.56
Mayland	WdMai5T	6	7,8	111th str ne	\$15,351.81
Mayland	WdMay1T	2	11,14	184th ave nw	\$ 846.00
Mayland	WdMay1T	3a	10,15	184th ave nw	\$ 1,166.40
Mayland	WdMay1T	3b	10,15	184th ave nw	\$ 282.00
Mayland	WdMay1T	4	18	268th str nw	\$ 1,128.00
Mayland	WdMay1T	4a	30	268th str nw	\$ 564.00
Mayland	WdMay1T	4b	30 west	268th str nw	\$ 564.00
Mayland	WdMay1T	4c	19 west	268th str nw	\$ 846.00
Mayland	WdMay1T	5	17	254th str nw	\$ 564.00
Mayland	WdMay1T	5a	20	254th str nw	\$ 564.00
Mayland	WdMay1T	5b	20	254th str nw	\$ 282.00
Mayland	WdMay1T	5c	20	254th str nw	\$ 797.10
Mayland	WdMay1B	1	10,11	212th str nw	\$ 1,670.00
Mayland	WdMay2T	5d	29,30	254th str nw	\$ 282.00
Mayland	WdMay2T	6	15,22	170th ave nw	\$ 1,128.00
Mayland	WdMay2T	9	30,31	142nd ave nw	\$ 2,839.00
Mayland	WdMay2T	11	27	212th str nw	\$ 564.00
Mayland	WdMay2T	11a	27	212th str nw	\$ 1,865.10
Mayland	WdMay2T	11b	34	212th str nw	\$ 1,128.00
Mayland	WdMay2T	11c	34	212th str nw	\$ 282.00
Mayland	WdMay2T	12	31 south	128th ave nw	\$ 1,241.00
Mayland	WdMay2T	12a	31,32	254th str nw	\$ 1,008.00
Mayland	WdMay2T	12b	31,32	254th str nw	\$ 846.00
Mayland	WdMay2T	12c	31 south	128th ave nw	\$ 1,008.00
Mayland	WdMay2T	13	35	128th ave nw	\$ 1,410.00
Mayland	WDBR10C		15	Bridge No. 51-128-26.0 170th ave nw over the Des Lacs River	\$ 8,378.70
Mayland	WDBR09C		16	Bridge No. 51-127-25.0 184th ave nw over the Des Lacs River	\$ 16,787.28
Mayland	WDBR11C		23	Bridge No. 51-129-27.0 209th st nw over the Des Lacs River	\$ 2,128.63
Mayland	WdMay3T	7	13,24	170th ave nw	\$ 1,304.42
Mayland	WdMay3T	10	29,32	142nd ave nw	\$ 3,845.02
McKinley	WdMck3T	32	18,19	86th ave nw	\$ 973.14
McKinley	WdMck3T	33	18,19	86th ave nw	\$ 3,405.99
McKinley	WdMck3T	34	18,19	86th ave nw	\$ 5,017.50
McKinley	WdMck3T	35	19,30	72nd ave nw	\$ 4,267.56
McKinley	WdMck3T	36	30 west	13th str ne	\$ 1,946.28
McKinley	WdMck3T	37	31 west	13th str ne	\$ 1,669.08
McKinley	WdMck3T	38	32 south	46th ave ne	\$ 3,205.00
McKinley	WdMck3T	39	19,30	72nd ave ne	\$ 3,338.16
McKinley	WdMck3T	40	33,34	55th str ne	\$ 7,813.72

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
McKinley	WdMcK3T	41	1,2	86th str ne	\$ 1,669.08
McKinley	WdMcK3T	42	17,20	86th ave ne	\$ 973.14
McKinley	WDBR15C		31	Bridge 13th st ne over Livingston Creek	\$ 2,104.84
McKinley	WdMcK2T	16	34 south	46th ave ne	\$ 1,946.28
McKinley	WdMcK2T	17	35,36	86th str ne	\$ 2,098.14
McKinley	WdMcK2T	18	35,36	86th str ne	\$ 5,189.62
McKinley	WdMcK2T	19	35,36	86th str ne	\$ 4,087.48
McKinley	WdMcK2T	20	25,26	86th str ne	\$ 3,769.42
McKinley	WdMcK2T	21	25,26	86th str ne	\$ 5,618.01
McKinley	WdMcK2T	22	23,24	86th str ne	\$ 4,107.25
McKinley	WdMcK2T	23	13,14	86th str ne	\$ 440.00
McKinley	WdMcK2T	24	12,13	100th ave ne	\$ 3,062.85
McKinley	WdMcK2T	25	12,13	100th ave ne	\$ 6,635.99
McKinley	WdMcK2T	26	11,12	86th str ne	\$ 2,432.85
McKinley	WdMcK2T	28	1,2	86th str ne	\$ 4,379.13
McKinley	WdMcK2T	29	1,2	86th str ne	\$ 5,084.42
McKinley	WdMcK2T	30	11,14	100th ave ne	\$ 2,919.42
McKinley	WdMcK2T	31	10,15	100th ave ne	\$ 973.14
Nedrose	WdNedBCG1	9	25,26	86th str se	\$ 112,920.59
Nedrose	WdNed1T	1	2 north	46th ave ne	\$ 2,355.24
Nedrose	WdNed1T	2	1 east	97th str se	\$ 1,291.74
Nedrose	WdNed1T	3a	12 east	97th str se	\$ 2,231.80
Nedrose	WdNed1T	3b	12 east	97th str se	\$ 2,049.47
Nedrose	WdNed1T	4	2,3	72nd str se	\$ 2,940.79
Nedrose	WdNed1T	5	3,10	30th ave ne	\$ 2,729.29
Nedrose	WdNed1T	6	4,9	30th ave ne	\$ 3,541.04
Nedrose	WdNed1T	7	8,9	42nd str se	\$ 3,157.48
Nedrose	WdNed1T	8	23,26	11th ave se	\$ 8,415.96
Nedrose	WdNed2T	11	33	37th ave se	\$ 6,970.68
Nedrose	WdNed2T	12	33	37th ave se	\$ 3,485.34
Nedrose	WdNed2T	13	33	37th ave se	\$ 4,396.54
Nedrose	WdNed2T	14	33	37th ave se	\$ 2,642.48
Nedrose	WdNed2T	15	33	37th ave se	\$ 5,672.22
Nedrose	WdNed2T	16	33	37th ave se	\$ 2,642.48
New Prairie	WdNeP3T	39	5,8	54th ave se	\$ 2,301.34
New Prairie	WdNeP3T	39a	5,8	54th ave se	\$ 2,149.07
New Prairie	WdNeP3T	39b	5,8	54th ave se	\$ 1,925.08
New Prairie	WdNeP3T	40	8,9	125th str se	\$ 1,212.25
New Prairie	WdNeP3T	41	4,5	125th str se	\$ 810.00
New Prairie	WdNeP3T	42	4,5	125th str se	\$ 540.00
New Prairie	WdNeP3T	43	4 north	37th ave se	\$ 540.00
New Prairie	WdNeP3T	44	3 north	37th ave se	\$ 680.00
New Prairie	WdNeP3T	45	4,9	54th ave se	\$ 745.00
New Prairie	WdNeP3T	46	4,9	54th ave se	\$ 1,942.51
New Prairie	WdNeP3T	47	4,9	54th ave se	\$ 745.00
New Prairie	WdNeP3T	48	3,10	54th ave se	\$ 270.00
New Prairie	WdNeP3T	49	3,10	54th ave se	\$ 1,307.77
New Prairie	WdNeP3T	49a	3,10	54th ave se	\$ 1,220.00

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
New Prairie	WdNeP3T	50	2,11	54th ave se	\$ 540.00
New Prairie	WdNeP3T	51	11,12	167th str se	\$ 810.00
New Prairie	WdNeP3T	52	11,12	167th str se	\$ 745.00
New Prairie	WdNeP3T	53	11,12	167th str se	\$ 270.00
New Prairie	WdNeP3T	54	11,14	66th ave se	\$ 270.00
New Prairie	WdNeP1T	1	36 south	121st ave se	\$ 270.00
New Prairie	WdNeP1T	2	36 south	121st ave se	\$ 950.00
New Prairie	WdNeP1T	3	35 south	121st ave se	\$ 205.00
New Prairie	WdNeP1T	4	35 south	121st ave se	\$ 270.00
New Prairie	WdNeP1T	5	25,36	107th ave se	\$ 745.00
New Prairie	WdNeP1T	6	25,36	107th ave se	\$ 745.00
New Prairie	WdNeP1T	7	25,36	107th ave se	\$ 540.00
New Prairie	WdNeP1T	8	26,35	107th ave se	\$ 540.00
New Prairie	WdNeP1T	9	26,35	107th ave se	\$ 540.00
New Prairie	WdNeP1T	10	26,35	107th ave se	\$ 270.00
New Prairie	WdNeP1T	11	25,26	167th str se	\$ 1,920.19
New Prairie	WdNeP1T	12	25,26	167th str se	\$ 270.00
New Prairie	WdNeP1T	13	25,26	167th str se	\$ 270.00
New Prairie	WdNeP1T	14	23,26	93rd ave se	\$ 270.00
New Prairie	WdNeP1T	15	23,26	93rd ave se	\$ 270.00
New Prairie	WdNeP1T	16	23,26	93rd ave se	\$ 540.00
New Prairie	WdNeP1T	17	23,24	167th str se	\$ 729.00
New Prairie	WdNeP1T	17a	23,24	167th str se	\$ 540.00
New Prairie	WdNeP1T	18	23,24	167th str se	\$ 683.25
New Prairie	WdNeP1T	19	13,14	167th str se	\$ 540.00
New Prairie	WdNeP1T	20	13,14	167th str se	\$ 3,154.00
New Prairie	WdNeP2T	21	13,14	167th str se	\$540.00
New Prairie	WdNeP2T	22	9,10	139th str se	\$1,951.00
New Prairie	WdNeP2T	23	15,16	139th str se	\$270.00
New Prairie	WdNeP2T	25	8,9	125th str se	\$1,233.50
New Prairie	WdNeP2T	26	16,17	125th str se	\$540.00
New Prairie	WdNeP2T	27	16,17	125th str se	\$950.00
New Prairie	WdNeP2T	28	29,30	111th str se	\$270.00
New Prairie	WdNeP2T	29	29,30	111th str se	\$540.00
New Prairie	WdNeP2T	30	6 west	97th str se	\$1,155.00
New Prairie	WdNeP2T	36	6 north	37th ave se	\$9,088.68
New Prairie	WdNeP2T	37	5,6	111th str se	\$2,961.28
New Prairie	WdNeP2T	37a	5,6	111th str se	\$2,871.04
New Prairie	WdNeP2T	38	5,8	54th ave se	\$1,997.49
New Prairie	WdNeP2T	38a	5,8	54th ave se	\$1,841.84
Newman	WdNew3T	16	11	219th ave se	\$ 63,531.14
Newman	WdNewBG2	7	17,18	55th str se	\$ 2,782.04
Newman	WdNewBCG1	6	7,8	55th str se	\$ 13,765.17
Newman	WdNew1T	1	5,6	55th str se	\$2,257.37
Newman	WdNew1T	2	5,6	55th str se	\$772.37
Newman	WdNew1T	3	5,6	55th str se	\$1,762.37
Newman	WdNew1T	4	7,8	55th str se	\$2,857.18
Newman	WdNew1T	5	7,8	55th str se	\$1,267.37
Newman	WdNew1T	9	29,30	55th str se	\$2,960.00

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Newman	WdNew1T	10	28,29	72nd ave se	\$2,484.50
Newman	WdNew1T	11	31,32	55th str se	\$1,485.00
Newman	WdNew1T	12	6,7	219th ave se	\$3,225.00
Newman	WdNew1T	14	5,8	219th ave se	\$2,339.00
Newman	WdNew1T	15	5,8	219th ave se	\$2,465.00
Newman	WdNew1T	17	7,8	55th str se	\$2,415.26
Orlien	WdOrL BG2	23	24,25	261st ave sw	\$ 20,053.41
Orlien	WdOrL BG6	24	23,24	310th str sw	\$ 1,393.20
Orlien	WdOrL BG4	19	23,24	310th str sw	\$ 2,657.20
Orlien	WdOrL BG5	20	23,24	310th str sw	\$ 12,631.92
Orlien	WdOrL CG2	25	23,26	261st ave sw	\$ 21,285.00
Orlien	WdOrL BCG1	22	26,25	310th str sw	\$ 473,828.17
Orlien	WdOrL CG1	9	29,30	366th str sw	\$ 18,898.29
Orlien	WdOrL BCG3	21	24,25	261st ave sw	\$ 155,739.76
Orlien	WdOr1T	1	27,34	275th ave sw	\$ 1,450.00
Orlien	WdOr1T	1a	27,34	275th ave sw	\$ 682.50
Orlien	WdOr1T	1b	27,34	275th ave sw	\$ 910.00
Orlien	WdOr1T	1c	27,34	275th ave sw	\$ 682.50
Orlien	WdOr1T	2	33 south/34 south	289th ave sw	\$ 227.50
Orlien	WdOr1T	3	33 south	289th ave sw	\$ 5,836.75
Orlien	WdOr1T	3a	33 south	289th ave sw	\$ 910.00
Orlien	WdOr1T	3b	33 south	289th ave sw	\$ 910.00
Orlien	WdOr1T	3c	33 south	289th ave sw	\$ 910.00
Orlien	WdOr1T	4	33 south	289th ave sw	\$ 227.50
Orlien	WdOr1T	5	33 south	289th ave sw	\$ 227.50
Orlien	WdOr1T	6	33 south	289th ave sw	\$ 227.50
Orlien	WdOr1T	7	32 south	289th ave sw	\$ 2,642.50
Orlien	WdOr1T	8	32 south	289th ave sw	\$ 4,579.50
Orlien	WdOr1T	8a	32 south	289th ave sw	\$ 1,365.00
Orlien	WdOr1T	8b	32 south	289th ave sw	\$ 682.50
Orlien	WdOr1T	8c	32 south	289th ave sw	\$ 500.50
Orlien	WdOr2T	10	7,8	366th str sw	\$ 3,426.00
Orlien	WdOr2T	10a	17,18	366th str sw	\$ 546.00
Orlien	WdOr2T	10b	17,18	366th str sw	\$ 273.00
Orlien	WdOr2T	10c	17,18	366th str sw	\$ 1,049.00
Orlien	WdOr2T	11	7,8	366th str sw	\$ 1,410.50
Orlien	WdOr2T	12	7,8	366th str sw	\$ 1,504.00
Orlien	WdOr2T	13	20,29	261st ave sw	\$ 1,310.00
Orlien	WdOr2T	14	21,28	261st ave sw	\$ 4,118.25
Orlien	WdOr2T	15	22,27	261st ave sw	\$ 4,858.50
Orlien	WdOr2T	16	22,23	324th str sw	\$ 5,055.50
Orlien	WdOr2T	16a	22,23	324th str sw	\$ 273.00
Orlien	WdOr2T	18	23,26	261st ave sw	\$ 546.00
Orlien	WdOr2T	18a	23,26	261st ave sw	\$ 705.25
Orlien	WdOr2T	18b	23,26	261st ave sw	\$ 1,365.00
Orlien	WdOr3T	19	23,24	310th str sw	\$ 4,390.75
Orlien	WdOr3T	20	23,24	310th str sw	\$ 4,390.75
Orlien	WdOr3T	24	23,24	310th str sw	\$ 4,390.75

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Orlien	WdOri3T	28	31,32	366th str sw	\$ 745.25
Orlien	WdOri3T	28a	31,32	366th str sw	\$ 570.00
Orlien	WdOri3T	28b	32 south	289th ave sw	\$ 682.50
Orlien	WdOri3T	28c	32 south	289th ave sw	\$ 500.50
Orlien	WdOri3T	29	5,6	366th str sw	\$ 10,380.25
Orlien	WdOri3T	29a	5,6	366th str sw	\$ 273.00
Orlien	WdOri3T	29b	5,6	366th str sw	\$ 4,905.00
Passport	WdPasCG1	13	3,10	114th ave nw	\$12,000.00
Passport	WdPasCG2	8	11,14	100th ave nw	\$153,238.06
Passport	WdPas1T	1	1 east	324th str nw	\$860.00
Passport	WdPas1T	2	1 east	324th str nw	\$3,201.00
Passport	WdPas1T	3	12 east	324th str nw	\$860.00
Passport	WdPas1T	4	12 east	324th str nw	\$1,720.00
Passport	WdPas1T	5	13 east	324th str nw	\$410.00
Passport	WdPas1T	6	36 east	324th str nw	\$410.00
Passport	WdPas1T	7	11,14	100th ave nw	\$4,362.50
Passport	WdPas1T	9	3,10	114th ave nw	\$820.00
Passport	WdPas1T	10	4,9	114th ave nw	\$860.00
Passport	WdPas1T	11	20,21	380th str nw	\$2,170.00
Passport	WdPas1T	12	18	408th str nw	\$410.00
Passport	WdPas1T	14	34,35	352nd str nw	\$410.00
Passport	WdPas1T	15	26,27	352nd str nw	\$300.00
Passport	WdPas1T	15a	26,27	352nd str nw	\$450.00
Passport	WdPas1T	16	36 east	324th str nw	\$410.00
Passport	WdPas1T	17	25 east	324th str nw	\$2,170.00
Passport	WdPas1T	18	20,21	380th str nw	\$2,170.00
Passport	WdPas1T	19	26,27	366th str nw	\$2,170.00
Passport	WdPas1T	20	12,13	100th ave nw	\$1,720.00
Ree	WdReeCG1	4	5,6	422nd str nw	\$67,624.41
Ree	WdRee1T	1	7	436th str nw	\$2,644.60
Ree	WdRee1T	2	6,7	198th ave nw	\$4,381.25
Ree	WdRee1T	3	5,6	422nd str nw	\$2,519.60
Ree	WdRee1T	5	5 north	212th ave nw	\$1,596.15
Ree	WdRee1T	6	5 north	212th ave nw	\$696.40
Ree	WdRee1T	8	2,3	380th str nw	\$2,907.00
Ree	WdRee1T	9	2,3	380th str nw	\$348.20
Ree	WdRee1T	10	3,10	198th ave nw	\$348.20
Ree	WdRee1T	11	3,10	198th ave nw	\$348.20
Ree	WdRee1T	12	10,11	380th str nw	\$348.20
Ree	WdRee1T	13	10,11	380th str nw	\$348.20
Ree	WdRee1T	14	10,11	380th str nw	\$696.40
Ree	WdRee1T	15	2,11	198th ave nw	\$348.20
Ree	WdRee1T	16	2,11	198th ave nw	\$696.40
Ree	WdRee1T	17	1,12	198th ave nw	\$1,929.60
Ree	WdRee1T	18	1,12	198th ave nw	\$2,326.80
Ree	WdRee4T	7	1 north	212th ave nw	\$10,110.36
Ree	WdRee3T	36	25,36	142nd ave nw	\$1,286.40
Ree	WdRee3T	37	25,36	142nd ave nw	\$991.40
Ree	WdRee3T	38	25,36	142nd ave nw	\$643.20

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Ree	WdRee3T	39	25,36	142nd ave nw	\$1,327.40
Ree	WdRee3T	40	25,36	142nd ave nw	\$643.20
Ree	WdRee3T	41	25 east	352nd str nw	\$10,488.20
Ree	WdRee3T	42	32 south	128th ave nw	\$4,094.20
Ree	WdRee3T	43	33 south	128th ave nw	\$885.00
Ree	WdRee3T	44	26,35	142nd ave nw	\$643.20
Ree	WdRee3T	45	26,35	142nd ave nw	\$2,572.80
Ree	WdRee3T	46	22,23	380th str nw	\$643.20
Ree	WdRee3T	47	22,23	380th str nw	\$1,286.40
Ree	WdRee3T	48	14,15	380th str nw	\$2,572.80
Ree	WdRee3T	49	14,15	380th str nw	\$991.40
Ree	WdRee3T	50	14,15	380th str nw	\$1,345.40
Ree	WdRee3T	51	14,15	380th str nw	\$1,345.40
Ree	WdRee3T	52	14,15	380th str nw	\$348.20
Ree	WdRee2T	19	1,12	198th ave nw	\$1,044.60
Ree	WdRee2T	20	1,12	198th ave nw	\$1,044.60
Ree	WdRee2T	21	1,12	198th ave nw	\$1,392.80
Ree	WdRee2T	22	1,12	198th ave nw	\$1,044.60
Ree	WdRee2T	23	11,12	366th str nw	\$1,286.40
Ree	WdRee2T	24	11,12	366th str nw	\$1,286.40
Ree	WdRee2T	25	13,14	366th str nw	\$696.40
Ree	WdRee2T	26	13,14	366th str nw	\$348.20
Ree	WdRee2T	27	13,14	366th str nw	\$2,148.40
Ree	WdRee2T	28	13,24	170th ave nw	\$348.20
Ree	WdRee2T	29	23,24	366th str nw	\$696.40
Ree	WdRee2T	30	23,24	366th str nw	\$1,044.60
Ree	WdRee2T	31	23,24	366th str nw	\$696.40
Ree	WdRee2T	32	25,26	366th str nw	\$991.40
Ree	WdRee2T	33	25,26	366th str nw	\$1,286.40
Ree	WdRee2T	34	25,26	366th str nw	\$991.40
Ree	WdRee2T	35	25,26	366th str nw	\$991.40
Rice Lake	WdRic3T	3b	28,29	184th str sw	\$480.00
Rice Lake	WdRic3T	3c	28,29	184th str sw	\$320.00
Rice Lake	WdRic3T	4a	33 south	289th ave sw	\$320.00
Rice Lake	WdRic3T	16	20,21	184th str sw	\$240.00
Rice Lake	WdRic3T	17	20,21	184th str sw	\$320.00
Rice Lake	WdRic3T	18	16,17	184th str sw	\$480.00
Rice Lake	WdRic1T	2	4,5	184th str sw	\$624.00
Rice Lake	WdRic1T	3	28,29	184th str sw	\$1,040.00
Rice Lake	WdRic1T	3a	28,29	184th str sw	\$624.00
Rice Lake	WdRic1T	4	33 south	289th ave sw	\$624.00
Rice Lake	WdRic1T	5	33 south	289th ave sw	\$1,872.00
Rice Lake	WdRic1T	7	33 south	289th ave sw	\$624.00
Rice Lake	WdRic1T	8	16,17	184th str sw	\$832.00
Rice Lake	WdRic1T	9	16,17	184th str sw	\$416.00
Rice Lake	WdRic1T	10	8,9	184th str sw	\$1,027.00
Rice Lake	WdRic1T	11	16,17	184th str sw	\$624.00
Rice Lake	WdRic1T	12	4,5	184th str sw	\$1,664.00
Rice Lake	WdRic1T	14	8,17	233rd ave sw	\$416.00

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Rice Lake	WdRic1T	15	20,21	184th str sw	\$416.00
Rice Lake	WdRic2T	1	14	156th str sw	\$1,833.00
Rice Lake	WdRic2T	6	15	156th str sw	\$351.00
Rice Lake	WdRic2T	6a	14,15	156th str sw	\$455.00
Rice Lake	WdRic2T	13	17,18	198th str sw	\$3,783.00
Rice Lake	WdRic1B	B	28,29	184th str sw	\$1,485.00
Rolling Green	WdRolCG1	3	21,22	198th str sw	\$94,024.25
Rolling Green	WdRolCG2	5	34 south	121st ave sw	\$10,191.60
Rolling Green	WdRolBCG1	4	29,30,31,32	107th ave sw/ county highway 11th	\$10,338.18
Rolling Green	WdRolBCG4	8	26,25	170th str sw	\$12,815.46
Rolling Green	WardCG9	46	31,32	226th str sw	\$15,500.00
Rolling Green	WdRolBCG5	9	35 south	121st ave sw	\$8,151.31
Rolling Green	WdRolBCG3	7	23,26	93rd ave sw	\$101,695.23
Rolling Green	WdRolBCG2	6	35 south	121st ave sw	\$8,508.27
Rolling Green	WdRol1T	2	9,10	198th str sw	\$7,896.75
Rolling Green	WdRol1T	10	35 south	121st ave sw	\$5,043.25
Rolling Green	WdRol2T	11	26,35	107th ave sw	\$997.50
Rolling Green	WdRol2T	12	34 south	121st ave sw	\$870.00
Rolling Green	WdRol2T	13	28,33	107th ave sw	\$435.00
Rolling Green	WdRol2T	14	28,33	107th ave sw	\$435.00
Rolling Green	WdRol2T	15	29,32	107th ave sw	\$435.00
Rolling Green	WdRol2T	16	21,22	198th str sw	\$435.00
Rolling Green	WdRol2T	17	16,21	79th ave sw	\$435.00
Rolling Green	WdRol2T	18	17,20	79th ave sw	\$435.00
Rolling Green	WdRol2T	19	15,16	198th str sw	\$435.00
Rolling Green	WdRol2T	20	15,16	198th str sw	\$435.00
Rolling Green	WdRol2T	21	9,10	198th str sw	\$870.00
Rushville	WardCG12	9	21,28	345th ave sw	\$12,000.00
Rushville	WardCG11	16	19,20	30th str sw	\$12,500.00
Rushville	WardCG13	22	33 south	373rd ave sw	\$170,281.34
Rushville	WardCG10	13	17,18	30th str sw	\$18,000.00
Rushville	Ward16C	3	20,29	345th ave sw between 30th str sw & 16th str sw	\$10,323.55
Rushville	Ward16C	4		30th str sw at 345th ave sw	\$4,514.21
Rushville	Ward16C	5		345th ave sw between 30th str sw & 16th str sw	\$4,000.00
Rushville	Ward17C	8		359th ave se east of hwy 83	\$4,169.76
Rushville	Ward17C	10		16th st sw between 331st ave sw 317th ave sw	\$4,000.00
Rushville	Ward17C	14		331st ave sw between 30th st sw & 16th st sw	\$4,000.00
Rushville	Ward15C	2	20,29	345th ave sw	\$453.10

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Rushville	Ward15C	6	35	373rd ave sw	\$469.20
Rushville	Ward15C	7	26,35	359th ave sw	\$469.20
Rushville	Ward15C	9	21,28	345th ave sw	\$7,495.70
Rushville	Ward15C	11	8,17	317th ave sw	\$469.20
Rushville	Ward15C	12	8,17	317th ave sw	\$469.20
Rushville	Ward15C	15	17,20	331st ave sw	\$938.40
Rushville	Ward15C	16	17,20	331st ave sw	\$4,685.10
Rushville	Ward15C	17	28,29	16th st sw	\$453.10
Rushville	Ward15C	18	11,14	317th ave sw	\$453.10
Ryder	WdRyd2T	10	13	331st ave sw	\$275.80
Ryder	WdRyd2T	10a	14	331st ave sw	\$744.66
Ryder	WdRyd2T	10b	14	331st ave sw	\$799.40
Ryder	WdRyd2T	10c	10	331st ave sw	\$275.80
Ryder	WdRyd2T	10d	10	331st ave sw	\$523.60
Ryder	WdRyd2T	12	18,19	331st ave sw	\$523.60
Ryder	WdRyd2T	12a	18,19	331st ave sw	\$665.80
Ryder	WdRyd2T	13a	16,21	331st ave sw	\$2,142.14
Ryder	WdRyd2T	13b	17,20	331st ave sw	\$247.80
Ryder	WdRyd2T	13c	17,20	331st ave sw	\$247.80
Ryder	WdRyd2T	13d	17,20	331st ave sw	\$247.80
Ryder	WdRydCG1	8	8,17	317th ave sw	\$12,000.00
Ryder	WdRydCG2	22	24	331st ave sw	\$13,500.00
Ryder	WdRyd1T	1a	5,6	282nd str sw	\$275.80
Ryder	WdRyd1T	2	5,6	282nd str sw	\$523.60
Ryder	WdRyd1T	3	2,3	240th str sw	\$551.60
Ryder	WdRyd1T	3a	2,3	240th str sw	\$551.60
Ryder	WdRyd1T	4	7,8	282nd str sw	\$523.60
Ryder	WdRyd1T	4a	5,6	282nd str sw	\$275.80
Ryder	WdRyd1T	4b	5,6	282nd str sw	\$551.60
Ryder	WdRyd1T	5	7,8	282nd str sw	\$275.80
Ryder	WdRyd1T	6	7,18	317th ave sw	\$523.60
Ryder	WdRyd1T	7	8,17	317th ave sw	\$523.60
Ryder	WdRyd1T	7a	8,17	317th ave sw	\$523.60
Ryder	WdRyd1T	9	9,16	317th ave sw	\$523.60
Ryder	WdRyd3T	14	17,18	282nd str sw	\$1,060.99
Ryder	WdRyd3T	14a	17,18	282nd str sw	\$523.60
Ryder	WdRyd3T	15a	19,20	282nd str sw	\$799.40
Ryder	WdRyd3T	16	20,29	345th ave sw	\$275.80
Ryder	WdRyd3T	18a	21,28	345th ave sw	\$523.60
Ryder	WdRyd3T	18b	22,27	345th ave sw	\$523.60
Ryder	WdRyd3T	18c	22,27	345th ave sw	\$799.40
Ryder	WdRyd3T	20	26,27	240th str sw	\$523.60
Ryder	WdRyd3T	23	26,27	240th str sw	\$1,680.70
Ryder	WdRyd3T	24a	10	331st ave sw	\$799.40
Ryder	WdRyd4T	1	5,6	282nd str sw	\$ 2,323.88
Ryder	WdRyd4T	3b	2,3	240th str sw	\$ 3,402.71
Ryder	WdRyd4T	11	13 east	212th str sw	\$ 523.60
Ryder	WdRyd4T	13	17,20	331st ave sw	\$ 895.51
Ryder	WdRyd4T	15	19,20	282nd str sw	\$ 523.60

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Ryder	WdRyd4T	17	20,29	345th ave sw	\$ 827.40
Ryder	WdRyd4T	18	22,27	345th ave sw	\$ 734.23
Ryder	WdRyd4T	19	22,27	345th ave sw	\$ 1,422.12
Ryder	WdRyd4T	21	26,27	240th str sw	\$ 523.60
Ryder	WdRyd4T	21a	26,27	240th str sw	\$ 523.60
Ryder	WdRyd4T	24	10	317th ave sw	\$ 3,753.48
Sauk Prairie	WdSau1T	1	35,36	366th str nw	\$169.65
Sauk Prairie	WdSau1T	2	35,36	366th str nw	\$1,804.30
Sauk Prairie	WdSau1T	3	25,26	366th str nw	\$1,391.45
Sauk Prairie	WdSau1T	4	25,26	366th str nw	\$163.35
Sauk Prairie	WdSau1T	5	23,26	408th ave nw	\$163.35
Sauk Prairie	WdSau1T	6	23,24	366th str nw	\$404.55
Sauk Prairie	WdSau1T	7	23,24	366th str nw	\$564.10
Sauk Prairie	WdSau1T	8	13,14	366th str nw	\$1,156.70
Sauk Prairie	WdSau1T	9	12,13	436th ave nw	\$160.20
Sauk Prairie	WdSau1T	11	1,12	450th ave nw	\$443.50
Sauk Prairie	WdSau1T	12	2,11	450th ave nw	\$708.20
Sauk Prairie	WdSau1T	13	5 north	464th ave nw	\$228.00
Sauk Prairie	WdSau1T	14	4,5	408th str nw	\$228.00
Sauk Prairie	WdSau1T	15	8,9	408th str nw	\$1,958.65
Sauk Prairie	WdSau1T	16	8,9	408th str nw	\$228.00
Sauk Prairie	WdSau1T	17	9,16	436th ave nw	\$307.75
Sauk Prairie	WdSau1T	18	16,17	408th str nw	\$586.20
Sauk Prairie	WdSau1T	20	21,22	394th str nw	\$1,084.95
Sauk Prairie	WdSau2T	21	27,28	394th str nw	\$577.95
Sauk Prairie	WdSau2T	22	20,29	408th ave nw	\$182.25
Sauk Prairie	WdSau2T	23	19,30	408th ave nw	\$988.05
Sauk Prairie	WdSau2T	24	30,31	394th ave nw	\$274.50
Sauk Prairie	WdSau2T	25	5 north	464th ave nw	\$228.00
Sauk Prairie	WdSau2T	26	14,15	380th str nw	\$1,481.35
Sauk Prairie	WdSau2T	27	10,11	380th str nw	\$1,452.85
Sauk Prairie	WdSau2T	28	14,15	380th str nw	\$667.00
Sauk Prairie	WdSau2T	29	1,12	450th ave nw	\$1,958.65
Sauk Prairie	WdSau2T	30	4,9	450th ave nw	\$578.00
Sauk Prairie	WdSau2T	31	21,22	394th str nw	\$175.95
Sauk Prairie	WdSau2T	32	33,34	394th str nw	\$638.25
Sauk Prairie	WdSau2T	34	25,26	366th str nw	\$228.00
Sauk Prairie	WdSau2T	35	25,26	366th str nw	\$228.00
Sauk Prairie	WdSau2T	36	23,24	366th str nw	\$456.00
Sauk Prairie	WdSau2T	37	13,14	366th str nw	\$456.00
Sauk Prairie	WdSau2T	38	13,14	366th str nw	\$857.00
Sauk Prairie	WdSau2T	39	13,14	366th str nw	\$1,030.00
Sauk Prairie	WdSau2T	40	11,14	436th ave nw	\$228.00
Sauk Prairie	WdSau2T	42	27,28	394th str nw	\$228.00
Sauk Prairie	WdSau3T	10	12,13	436th ave nw	\$4,804.50
Sauk Prairie	WdSau3T	19	8,17	436th ave nw	\$6,314.00
Sauk Prairie	WdSau3T	41	1,12	450th ave nw	\$2,017.65
Sawyer	WdSaw1T	1	18	156th ave se	\$1,104.00
Sawyer	WdSaw1T	2	19,20	111th str se	\$320.00

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Sawyer	WdSaw1T	3	34,35	153rd str se	\$503.54
Sawyer	WdSaw1T	4	24,25	177th ave se	\$1,104.00
Sawyer	WdSaw1T	4a	23,26	177th ave se	\$960.00
Sawyer	WdSaw1T	4b	23,26	177th ave se	\$960.00
Sawyer	WdSaw1T	5	23,26	177th ave se	\$960.00
Sawyer	WdSaw1T	5a	23,26	177th ave se	\$368.00
Sawyer	WdSaw1T	6	26,27	153rd str se	\$1,712.00
Sawyer	WdSaw1T	7	20,21	125th str se	\$320.00
Sawyer	WdSaw1T	8	29,32	191st ave se	\$704.00
Sawyer	WdSaw1T	9	24,25	177th ave se	\$199.07
Sawyer	WdSaw1T	9a	24,25	177th ave se	\$484.72
Sawyer	WdSaw1T	9b	24,25	177th ave se	\$274.11
Sawyer	WdSaw1T	9c	24,25	177th ave se	\$645.94
Sawyer	WdSaw1T	9d	24,25	177th ave se	\$455.11
Sawyer	WdSaw1T	9e	24,25	177th ave se	\$432.94
Sawyer	WdSaw1T	9f	24,25	177th ave se	\$216.64
Sawyer	WdSaw1T	9g	24,25	177th ave se	\$245.06
Sawyer	WdSaw1T	10	26,27	153rd str se	\$1,104.00
Sawyer	WdSaw1T	11	28,29	125th str se	\$704.00
Sawyer	WdSaw1T	12	21,28	177th ave se	\$7,664.00
Shealy	WardCG5	30	11,12	338th str sw	\$8,000.00
Shealy	WardCG2	29	28,21	93rd ave sw	\$8,000.00
Shealy	WardCG3	29a	14,23	county highway 5	\$8,000.00
Shealy	WdShe1T	1	1,2	county highway 5	\$336.00
Shealy	WdShe1T	2	17,18	394th str sw	\$336.00
Shealy	WdShe1T	3	19,20	394th str sw	\$240.00
Shealy	WdShe1T	4	32 south	121st ave sw	\$1,273.06
Shealy	WdShe1T	6	1,2	county highway 5	\$160.00
Shealy	WdShe1T	7	1,2	county highway 5	\$160.00
Shealy	WdShe1T	8	1,2	county highway 5	\$320.00
Shealy	WardCG4	29b	14,23	79th ave sw	\$ 6,396.86
Spencer	WdSpe1T	1	14,23	338th ave nw	\$9,102.90
Spencer	WdSpe1T	2	13,24	338th ave nw	\$5,778.90
Spencer	WdSpe1T	3	29,30	590th str nw	\$973.20
Spencer	WdSpeCG1	3	19,20	590th str nw	\$ 12,000.00
Spring Lake	WdSpr1T	1	21,28	345th ave sw	\$270.00
Spring Lake	WdSpr1T	2	20,21	100th str sw	\$1,080.00
Spring Lake	WdSpr1T	3	17,20	331st ave sw	\$270.00
Spring Lake	WdSpr1T	4a	17,20	331st ave sw	\$621.00
Spring Lake	WdSpr1T	5	18,19	331st ave sw	\$1,876.50
Spring Lake	WdSpr1T	6	15,16	86th str sw	\$270.00
Spring Lake	WdSpr1T	10	23,26	345th ave sw	\$270.00
Spring Lake	WdSpr1T	11	31	128th str sw	\$1,876.50
Spring Lake	WdSpr1T	12	16,21	331st ave sw	\$810.00
Spring Lake	WdSpr1T	13	15,16	86th str sw	\$1,363.50
Spring Lake	WdSpr2T	2a	20,21	100th str sw	\$690.00
Spring Lake	WdSpr2T	13a	9,10	86th str sw	\$690.00
Spring Lake	WdSpr2T	13b	9,10	86th str sw	\$690.00
Spring Lake	WdSpr2T	15a	13,24	331st ave sw	\$1,380.00

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Spring Lake	WdSpr2T	15b	13,24	331st ave sw	\$1,380.00
Spring Lake	WdSprBCG1	2	20,21	100th str sw	\$1,935.76
Spring Lake	WdSprCG2	4	18,19	331st ave sw	\$100,939.87
Spring Lake	WdSprCG6	45	14,23	county highway 15	\$12,500.00
St. Mary's	WdStMCG1	6	30,29	170th str nw	\$9,500.00
St. Mary's	WdStMCG3	8	18,19	170th ave nw	\$11,033.31
St. Mary's	WdStM1t	1	29,32	142nd ave nw	\$1,620.00
St. Mary's	WdStM1t	2	28,29,32,33	142nd ave nw/ 156th str nw	\$400.00
St. Mary's	WdStM1t	3	32,33	156th str nw	\$2,800.00
St. Mary's	WdStM1t	4	32,33	156th str nw	\$2,800.00
St. Mary's	WdStM1t	5	32,33	156th str nw	\$2,800.00
St. Mary's	WdStM1t	9	18,19	170th ave nw	\$800.00
St. Mary's	WdStM1t	10	1,2	114th str nw	\$4,260.00
St. Mary's	WdStM1t	11	13,14	114th str nw	\$1,620.00
St. Mary's	WdStM1t	12	13,14	114th str nw	\$800.00
St. Mary's	WdStM1t	13	13,14	114th str nw	\$800.00
St. Mary's	WdStM1t	15	1 east	100th str sw	\$400.00
St. Mary's	WdStM3t	28	22,27	156th ave nw	\$9,464.05
St. Mary's	WdStM2t	17	32,33	156th str nw	\$400.00
St. Mary's	WdStM2t	18	32,33	156th str nw	\$400.00
St. Mary's	WdStM2t	19	18,19	170th ave nw	\$2,800.00
St. Mary's	WdStM2t	20	23,24	114th str nw	\$2,020.00
St. Mary's	WdStM2t	21	24 east	100th str sw	\$800.00
St. Mary's	WdStM2t	22	1,2	114th str nw	\$3,240.00
St. Mary's	WdStM2t	23	11,12	114th str nw	\$800.00
St. Mary's	WdStM2t	24	11,14	184th ave nw	\$800.00
St. Mary's	WdStM2t	25	10,15	184th ave nw	\$800.00
St. Mary's	WdStM2t	26	10,15	184th ave nw	\$400.00
St. Mary's	WdStM2t	27	29,30	170th str nw	\$1,620.00
St. Mary's	WdStMCG4	16	19,30	156th ave nw	\$3,368.05
St. Mary's	WdStMCG2	7	19,30	156th ave nw	\$127,734.23
St. Mary's	WdStMCG2	7	19,30	156th ave nw	\$ 127,734.23
Sundre	WDBR13A		13	Bridge No. 51-150-44.2 97th st se over Souris River Aban. Channel	\$15,894.00
Sundre	WDBR12A		13	Bridge No. 51-150-44.0 89th st se over Souris River	\$2,585.37
Sundre	WdSunBCG1	16	12 east	37th str se	\$268.00
Sundre	WdSunBG2	27	3,10	54th ave se	\$194,840.66
Sundre	WDBR04C		28	Bridge No. 51-147-46.0 107th ave se over unnamed stream	\$150,974.60
Sundre	WdSun1T	1	26,35	107th ave se	\$3,763.98
Sundre	WdSun1T	2	34 south	121st ave se	\$641.00
Sundre	WdSun1T	3	34 south	121st ave se	\$1,923.00
Sundre	WdSun1T	4	28,33	107th ave se	\$1,282.00
Sundre	WdSun1T	5	1 north	37th ave se	\$1,885.60

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Sundre	WdSun1T	6	29,32	107th ave se	\$8,961.43
Sundre	WdSun1T	7.2	29,30	27th str se	\$641.00
Sundre	WdSun1T	9	17,20	79th ave se	\$641.00
Sundre	WdSun1T	10	18,19	79th ave se	\$2,489.20
Sundre	WdSun1T	11.1	11,14	66th ave se	\$11,390.08
Sundre	WdSun1T	11.2	11,14	66th ave se	\$10,257.51
Sundre	WdSun1T	11.3	11,14	66th ave se	\$1,282.00
Sundre	WdSun1T	13	26	107th ave se	\$1,282.00
Sundre	WdSun2T	14.1	1 east	97th str se	\$1,282.00
Sundre	WdSun2T	17	26,35	107th ave se	\$641.00
Sundre	WdSun2T	18	22,23	72nd str se	\$11,760.38
Sundre	WdSun2T	19	16,17	42nd str se	\$641.00
Sundre	WdSun2T	20	8,9	42nd str se	\$2,489.20
Sundre	WdSun2T	21	8,9	42nd str se	\$1,244.60
Sundre	WdSun2T	21.1	8,9	42nd str se	\$2,489.20
Sundre	WdSun2T	22	13	county highway 19	\$4,519.05
Sundre	WdSun2T	23	36 south	121st ave se	\$641.00
Sundre	WdSun2T	24	18,19	79th ave se	\$641.00
Sundre	WdSun2T	25	18,19	79th ave se	\$2,489.20
Sundre	WdSun3T	26	34,35	72nd str se	\$1,923.00
Sundre	WdSun3T	26.2	34,35	72nd str se	\$1,282.00
Sundre	WdSun3T	27	3,10	54th ave se	\$11,715.78
Sundre	WdSun3T	28	3,10	54th ave se	\$21,202.43
Sundre	WdSun3T	29	3,10	54th ave se	\$1,282.00
Sundre	WdSun3T	30	3,10	54th ave se	\$2,531.95
Sundre	WdSun3T	31	13	county highway 19	\$1,282.00
Sundre	WdSun3T	32	13,24	county highway 16	\$3,130.20
Sundre	WdSun3T	33	24	86th str se	\$1,282.00
Sundre	WdSun3T	34	12 east	97th str se	\$2,564.00
Sundre	WdSun3T	35	13	county highway 19	\$3,733.80
Sundre	WdSun3T	36	13 east	97th str se	\$1,282.00
Sundre	WdSun4T	14	1 east	97th str se	\$ 5,659.44
Sundre	WdSun4T	15	1 east	97th str se	\$ 2,768.33
Sundre	WdSun4T	37	14	county highway 19	\$ 3,130.20
Sundre	WDBR16C		25	county highway 16	\$ 5,559.92
Sundre	WdSun5T	8	29	13 str se	\$ 8,098.57
Surrey	WdSur4T	1	20,21	125th str se	\$ 17,907.82
Surrey	WdSur2T	18	6,7	30th ave ne	\$ 1,398.80
Surrey	WdSur2T	19	29,32	20th ave se	\$ 896.00
Surrey	WdSur2T	20	23,26	11th ave se	\$ 1,040.00
Surrey	WdSur2T	21	23,26	11th ave se	\$ 632.00
Surrey	WdSur2T	22	15,16	139th str se	\$ 448.00
Surrey	WdSur2T	23	29,32	20th ave se	\$ 667.20
Surrey	WdSur2T	27	32,33	125th str se	\$ 448.00
Surrey	WdSur2T	28	32,33	125th str se	\$ 448.00
Surrey	WdSur2T	29	32,33	125th str se	\$ 448.00
Surrey	WdSur2T	30	20,21	125th str se	\$ 1,417.00
Surrey	WdSur2T	31	17,18	111th str se	\$ 2,428.00
Surrey	WdSur2T	32	19,20	111th str se	\$ 1,417.00

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Surrey	WdSur2T	33	9,10	139th str se	\$ 224.00
Surrey	WdSur1T	3	17,18	111th str se	\$ 3,989.00
Surrey	WdSur1T	7	28,29	125th str se	\$ 923.79
Surrey	WdSur1T	8	20,21	125th str se	\$ 2,336.72
Surrey	WdSur1T	9	22,27	11th ave se	\$ 2,035.48
Surrey	WdSur1T	10	4,9	30th ave ne	\$ 590.13
Surrey	WdSur1T	11	3,10	30th ave ne	\$ 1,479.71
Surrey	WdSur1T	12	3,4	139th str se	\$ 705.21
Surrey	WdSur1T	14	23,26	11th ave se	\$ 632.00
Surrey	WdSur1T	15	19,30	11th ave se	\$ 672.00
Surrey	WdSur1T	16	26,35	20th ave se	\$ 632.00
Surrey	WdSur1T	17	6,7	30th ave ne	\$ 1,398.80
Surrey	WdSurBT	1	17,18	111th str se	\$ 3,847.00
Surrey	WdSur1B	1			\$ 2,074.18
Surrey	WdSur3T	2	23,24	167th str se	\$ 3,182.90
Surrey	WdSur3T	4	8,9	125th str se	\$ 6,556.33
Surrey	WdSur3T	25	29,30	111th str se	\$ 498.00
Surrey	WdSur3T	26	20,21	125th str se	\$ 224.00
Surrey	WdSur3T	34	25,26	167th str se	\$ 967.75
Tatman	WdTat1B	B	24,25	156th ave nw	\$ 3,393.60
Tatman	WdTat1T	1	28,29,32,33	142nd ave nw/ str ne	\$ 255.00
Tatman	WdTat1T	2	33,34	27th str ne	\$ 950.00
Tatman	WdTat1T	2a	27,28	27th str ne	\$ 1,170.00
Tatman	WdTat1T	3	27,28	27th str ne	\$ 730.00
Tatman	WdTat1T	4	26,35	142nd ave nw	\$ 475.00
Tatman	WdTat1T	5	26,35	142nd ave nw	\$ 2,571.97
Tatman	WdTat1T	7	24,25	156th ave nw	\$ 5,902.43
Tatman	WdTat1T	8	22,27	156th ave nw	\$ 255.00
Tatman	WdTat1T	9	21,28	156th ave nw	\$ 510.00
Tatman	WdTat1T	10	21,28	156th ave nw	\$ 127.50
Tatman	WdTat1T	11	21,28	156th ave nw	\$ 127.50
Tatman	WdTat1T	12	20,29	156th ave nw	\$ 510.00
Tatman	WdTat1T	13	20,29	156th ave nw	\$ 255.00
Tatman	WdTat1T	14	20,29	156th ave nw	\$ 255.00
Tatman	WdTat1T	15	20,29	156th ave nw	\$ 255.00
Tatman	WdTat1T	16	20,29	156th ave nw	\$ 255.00
Tatman	WdTat1T	17	17,20	170th ave nw	\$ 255.00
Tatman	WdTat1T	18	8,9	13th str ne	\$ 510.00
Tatman	WdTat1T	19	11,12	55th str ne	\$ 950.00
Tatman	WdTat1T	20	11,12	55th str ne	\$ 510.00
Tatman	WdTat2T	21	11,14	184th ave nw	\$ 873.00
Tatman	WdTat2T	22	11,12	55th str ne	\$ 255.00
Tatman	WdTat2T	23	12,13	184th ave nw	\$ 1,414.00
Tatman	WdTat2T	24	13,14	55th str ne	\$ 730.00
Tatman	WdTat2T	25	13,14	55th str ne	\$ 950.00
Tatman	WdTat2T	26	13,14	55th str ne	\$ 510.00
Tatman	WdTat2T	27	13,14	55th str ne	\$ 687.00
Tatman	WdTat2T	28	11,12	55th str ne	\$ 1,425.00

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Tatman	WdTat2T	29	1,2	55th str ne	\$ 950.00
Tatman	WdTat2T	30	1,2	55th str ne	\$ 1,911.00
Tatman	WdTat2T	32	12 east	72nd str ne	\$ 522.75
Tatman	WdTat2T	33	24,25	156th ave nw	\$ 475.00
Tatman	WdTat2T	34	24,25	156th ave nw	\$ 475.00
Tatman	WdTat2T	35	24,25	156th ave nw	\$ 475.00
Tatman	WdTat2T	36	24,25	156th ave nw	\$ 475.00
Tatman	WdTat2T	37	23,24	55th str ne	\$ 510.00
Tatman	WdTat2T	38	13,14	55th str ne	\$ 962.75
Tatman	WdTat2T	39	4 north	212th ave nw	\$ 1,893.00
Tatman	WdTat2T	40	4 north	212th ave nw	\$ 1,926.45
Tatman	WdTat3T	41	5 north	212th ave nw	\$ 2,614.47
Tatman	WdTat3T	43	21,22	27th str ne	\$ 255.00
Tatman	WdTat3T	44	25,36	142nd ave nw	\$ 510.00
Tatman	WdTat3T	45	21,22	27th str ne	\$ 255.00
Tatman	WdTat3T	46	11,12	55th str ne	\$ 255.00
Tatman	WdTat3T	47	1,2	55th str ne	\$ 127.50
Tatman	WdTat3T	48	1,2	55th str ne	\$ 127.50
Tatman	WdTat3T	49	3 north	212th ave nw	\$ 510.00
Tatman	WdTat3T	50	3 north	212th ave nw	\$ 255.00
Tatman	WdTat3T	51	3 north	212th ave nw	\$ 510.00
Tatman	WdTat3T	52	3 north	212th ave nw	\$ 510.00
Tatman	WdTat3T	53	4 north	212th ave nw	\$ 255.00
Tatman	WdTat3T	54	4 north	212th ave nw	\$ 950.00
Tatman	WdTat3T	55	5 north	212th ave nw	\$ 510.00
Tatman	WdTat3T	56	5 north	212th ave nw	\$ 486.00
Tatman	WdTat3T	57	6,7	198th ave nw	\$ 510.00
Tatman	WdTat3T	58	25,36	142nd ave nw	\$ 510.00
Tolgren	WdTol1T	1	1,2	254th str sw	\$ 2,405.50
Tolgren	WdTol1T	1a	1,2	254th str sw	\$ 2,549.00
Tolgren	WdTol1T	1b	1,2	254th str sw	\$ 2,637.00
Tolgren	WdTol1T	1c	1,2	254th str sw	\$ 2,606.00
Tolgren	WdTol1T	2	12 east	240th str sw	\$ 1,306.00
Tolgren	WdTol1T	2a	12 east	240th str sw	\$ 310.00
Tolgren	WdTol1T	3	11,12	254th str sw	\$ 899.00
Tolgren	WdTol1T	4	25,26	254th str sw	\$ 7,176.50
Tolgren	WdTol1T	5	5,6	county highway 9	\$ 310.00
Tolgren	WdTol1T	6	20,29	93rd ave sw	\$ 821.50
Tolgren	WdTol1T	7	19,30	93rd ave sw	\$ 883.50
Torning	WDTorBG1	3	36 south	205th ave sw	\$ 7,160.00
Torning	WDTorCG4	1	30,31	191st ave sw	\$ 12,000.00
Torning	WDTorCG2	11	11,12	86th str sw	\$ 62,695.60
Torning	WdTor1T	2	35 south	205th ave sw	\$ 1,512.36
Torning	WdTor1T	6a	11,12	86th str sw	\$ 514.00
Torning	WdTor1T	6b	11,12	86th str sw	\$ 1,028.00
Torning	WdTor1T	6c	11,12	86th str sw	\$ 514.00
Torning	WdTor1T	7	11,12	86th str sw	\$ 514.00
Torning	WdTor1T	8	1 east	72nd str sw	\$ 514.00
Torning	WdTor1T	8a	1 east	72nd str sw	\$ 1,436.78

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Torning	WdTor1T	9	1 east	72nd str sw	\$ 1,012.80
Torning	WdTor1T	10	1,2	86th str sw	\$ 1,486.66
Torning	WdTor1T	12	13,14	86th str sw	\$ 1,486.66
Torning	WdTor1T	12a	13,14	86th str sw	\$ 514.00
Torning	WdTor1T	13a	22,23	100th str sw	\$ 1,012.80
Torning	WdTor1T	13b	22,23	100th str sw	\$ 514.00
Torning	WdTor1T	13c	23	county highway 18	\$ 1,028.00
Torning	WdTor1T	14	5,6	142nd str sw	\$ 488.30
Torning	WdTor1T	15	5,6	142nd str sw	\$ 1,542.00
Torning	WdTorBCG1	3	36 south	205th ave sw	\$ 9,000.00
Torning	WdTorBCG3	5	11,12	86th str sw	\$ 12,000.00
Vang	WdVan1T	3	29,32	191st ave sw	\$ 5,013.84
Vang	WdVan1T	4	29,32	191st ave sw	\$ 3,428.06
Vang	WdVan1T	5	29,30	226th str sw	\$ 1,182.59
Vang	WdVan1T	6	34,35	184th str sw	\$ 3,723.34
Vang	WdVan1T	7	34 south	205th ave sw	\$ 3,247.75
Vang	WdVan1T	7a	33 south	205th ave sw	\$ 445.00
Vang	WdVan1T	7b	33 south	205th ave sw	\$ 1,320.00
Vang	WdVan1T	8	34,35	184th str sw	\$ 890.00
Vang	WdVan1T	9	34,35	184th str sw	\$ 2,596.06
Vang	WdVan1T	10	34,35	184th str sw	\$ 631.53
Vang	WdVan1T	11	8,9	212nd str sw	\$ 3,457.30
Waterford	WdWat1T	1	19,30	156th ave nw	\$ 100.00
Waterford	WdWat1T	2	30,31	142nd ave nw	\$ 2,649.00
Waterford	WdWat1T	3	25,36	142nd ave nw	\$ 1,644.00
Waterford	WdWat1T	4	17,18	86th str nw	\$ 1,604.00
Waterford	WdWat1T	5	17,20	170th ave nw	\$ 2,023.60
Waterford	WdWat1T	6a	20,29	156th ave nw	\$ 464.00
Waterford	WdWat1T	6b	20,29	156th ave nw	\$ 464.00
Waterford	WdWat1T	6c	20,29	156th ave nw	\$ 464.00
Waterford	WdWat1T	6d	20,29	156th ave nw	\$ 716.00
Waterford	WdWat1T	6e	20,29	156th ave nw	\$ 968.00
Waterford	WdWat1T	7	31,32	86th str nw	\$ 1,604.00
Waterford	WdWat1T	8	35,36	30th str nw	\$ 1,856.00
Willis	WdWil1T	1a	15,22	163rd ave se	\$ 1,347.00
Willis	WdWil1T	1b	15,22	163rd ave se	\$ 3,300.15
Willis	WdWil1T	2	19,30	177th ave se	\$ 4,480.42
Willis	WdWil1T	3	23,26	177th ave se	\$ 2,724.13
Willis	WdWil1T	5	11,12	86th str se	\$ 3,728.08
Willis	WdWil1T	6	1,2	86th str se	\$ 2,676.25
Willis	WdWil1T	6a	1,2	86th str se	\$ 1,328.00
Willis	WdWil1T	7	9,10	55th str se	\$ 1,549.60
Willis	WdWil1T	8	9,10	55th str se	\$ 2,208.24
Willis	WdWil1T	10	8,17	149th ave se	\$ 1,208.80
Willis	WdWil1T	10a	8,17	149th ave se	\$ 879.00
Willis	WdWil1T	11	8,17	149th ave se	\$ 1,922.19
Willis	WdWil1T	13	5,6	27th str se	\$ 5,175.75
Willis	WdWil2T	14	18,19	163rd ave se	\$ 1,703.56
Willis	WdWil2T	15	19 west	13th str se	\$ 1,376.35

Township	Appl. Ref No.	Site No.	Location Sec.	Roadway	Cost
Willis	WdWii2T	16	19 west	13th str se	\$ 2,856.75
Willis	WdWii2T	17	15,16	55th str se	\$ 143.00
Willis	WdWii2T	18	21,22	55th str se	\$ 879.00
Willis	WdWii2T	19	27,28	55th str se	\$ 449.00
Willis	WdWii2T	20	27,28	55th str se	\$ 3,067.00
Willis	WdWii2T	21	33,34	55th str se	\$ 879.00
Willis	WdWii2T	22	33,34	55th str se	\$ 769.00
Willis	WdWii2T	22a	33,34	55th str se	\$ 769.00
Willis	WdWii2T	23	28,29	42nd str se	\$ 1,136.02
Willis	WdWii2T	24	28,29	42nd str se	\$ 1,287.50
Willis	WdWii3T	25	2,3	72nd str se	\$ 449.00
Willis	WdWii3T	26	17,18	27th str se	\$ 2,188.00
Willis	WdWii3T	27	8,9,16,17	149th ave se/ 42nd str se	\$ 898.00
Willis	WdWii3T	28	21,28	177th ave se	\$ 1,328.00
Willis	WdWii3T	29	20,29	177th ave se	\$ 1,328.00
Willis	WdWii3T	30	26,27	72nd str se	\$ 879.00
Willis	WdWii3T	30a	26,27	72nd str se	\$ 879.00
Willis	WdWii3T	31	26,27	72nd str se	\$ 879.00
Willis	WdWii3T	32	34,35	72nd str se	\$ 1,913.00
Willis	WdWii3T	33	34,35	72nd str se	\$ 449.00
Willis	WdWii3T	34	9,10,15,16	149th ave se/ 55th str se	\$ 898.00
Willis	WdWii3T	35	9,16	149th ave se	\$ 2,227.31
Willis	WdWii5T	1	15,22	163rd ave se	\$ 769.00
Willis	WdWii5T	9	15,16	55th str se	\$ 114.00
Willis	WdWii5T	12	7,8	27th str se	\$ 1,576.00
Willis	WdWii5T	12a	7,8	27th str se	\$ 1,360.00
Willis	WdWii5T	42	15,16	55th str se	\$ 1,758.00
Willis	WdWii5T	48	7 west	13th str se	\$ 208.00
Willis	WdWii5T	49	7 west	13th str se	\$ 3,432.50
Willis	WdWii6T	4	1	97th str se	\$ 50,599.35
Willis	WdWii4T	36	9,16	149th ave se	\$ 879.00
Willis	WdWii4T	37	8,17	149th ave se	\$ 1,375.82
Willis	WdWii4T	38	8,17	149th ave se	\$ 3,140.75
Willis	WdWii4T	39	19,30	177th ave se	\$ 1,777.00
Willis	WdWii4T	40	18,19	163rd ave se	\$ 879.00
Willis	WdWii4T	41a	18,19	163rd ave se	\$ 879.00
Willis	WdWii4T	41b	18,19	163rd ave se	\$ 879.00
Willis	WdWii4T	44a	21,22	55th str se	\$ 1,347.00
Willis	WdWii4T	44b	22,27	177th ave se	\$ 898.00
Willis	WdWii4T	45	10,15	149th ave se	\$ 1,758.00
Willis	WdWii4T	46	15,16	55th str se	\$ 879.00

\$10,029,671.27

Mr. FJELDAHL. Thank you.

Getting back to Mayor Zimbelman's comments, I agree with him. The first priority that we have to focus on here is to help in some way to try to assist those people most directly affected by floodwaters, and having to be out of their homes and all those costs associated with it, as well as trying to address the costs of flood prevention or a protection plan, of which we truly have no idea where all this money is coming from.

So first and foremost, we have to look at the people who are most affected and had to be removed from their homes.

Secondly, from the county's perspective, we have a little bit larger, not probably more expensive, but larger issue, and that is addressing all of our road situation problems that are yet to be resolved. We have some roads underwater in the county as high as 12 feet over the roadbed. And we have engineering firms looking into that and trying to come up with solutions to those problems, but those numbers to fix those types of issues are huge. And to be able to give a particular number of what the local cost share is going to be is undoable at this point.

So you put those situations as an example, on top of the home acquisition process and all those things, we are in desperate need of additional help and funding sources.

We much appreciate all that has been done to help the county and its residents through various plans to help repair some of these damages, but we have a long ways to go.

In talking with people, I've lived in this area all my life. In talking with people who have lived here longer than I have, they have never seen anything like it, which I am sure you are aware of.

You drive out into the country and you come across soft roads. Not that they have had a lot of traffic on them, but they could not stand heavy traffic.

Ward County lives on the eastern edge of this oil development activity, and we are having larger and larger businesses move here and set up shop, so to speak, that are bringing more traffic to the area.

That has created a responsibility for counties and townships and cities to put infrastructure in place that is needed to accommodate those businesses. On top of that, we're having to repair all of the damages done to the past infrastructure in place.

So we have huge, huge tasks ahead of us, even to get people back to some semblance of normalcy and life. That is just the people that have been and currently are living here, let alone all the people coming down the road.

Thank God Mother Nature gave us a break this winter, or this would be a way bigger mess than we are talking about today. So we have had a little break on that, but we have a short window, I feel, and opportunity to get some of these things addressed in the next year or 2, so it's urgent that we receive some funding as soon as possible.

As Mayor Zimbelman and other people have brought up, we haven't identified all the funding and money to pay for whatever levy system and what the scope of that system is going to be. CDBG funds are going to have to be one of the resources we are going to need to be able to address that.

The Ward County Water Resource Board, who has a minimal budget that handles maintenance of levy systems, now will be charged, potentially, with repairing the systems, as well as constructing new, possibly. It certainly does not have the resources to do that. And they have already relied on county funds to help assist with some of those things, just to take care of costs associated with the flood back 9 months ago.

The county has set up \$10 million in loans to help support moving along some of the projects that need to be addressed sooner rather than later, when there is no other funding available. We decided as a commission to do that in order to act and react to situations as quickly as we could.

We're hoping that some of that money gets reimbursed through Federal or State sources. But we thought it was a wise thing to do to move ahead and set up that fund just to address what immediate needs there are.

And so Ward County is requesting your assistance in helping all the cities in the county as well as the county, in addressing the funding issues as soon as possible.

One other thing I would like to bring up, and I don't know if it is widely known, but maybe you know about it. Where I live, I live a half-mile away from one of the continental divides in the United States. And a half-mile south of my farmstead, the water flows toward Lake Sakakawea. Where I live, the water flows towards the Mouse River basin. The area south of that continental divide and the Rice Lake and Ryder areas, we are having huge problems with water being trapped in the area. And if you guys have flown over those areas, you can fly over them today and still see that. It has been in the news a little bit about the Rice Lake situation and people's homes being inundated, and the water levels are higher today than they were last year at this time. For many of the people in the county, this flood is far from over.

And I would like you to take that back to committee, that that's why it's hard to have any particular numbers on how much this is going to cost. We have severe damage going on yet today.

And I would like to finish up my comments. Ward County is requesting the Federal funding assistance to help in getting our infrastructure back in shape in order to deliver food, fiber, and energy that feeds a Nation. That assistance will help in putting many people's lives back to where they were, and the life they love, providing those products and services, as well as living and enjoying being a part of some of the best country in the world.

Thank you.

[The prepared statement of Mr. Fjeldahl follows:]

Written Testimony of John Fjeldahl
Chairman Ward County Commission
Senate Budget Committee Field Hearing at Minot City Hall, Minot, ND
Tuesday, April 3, 2012

Chairman Conrad and members of the US Senate budget committee:

Thank you for the opportunity to testify before you today. My name is John Fjeldahl. I reside at 301 254th St SW Berthold, N. Dak. I am currently chairman of the Ward County Commission.

I have never seen what happened in this area in my life and many people who have a few more years of experience living have never seen what has over the past year ever before either.

There is and will be many needs for more funding. but in visiting and going through the happenings over the past year the most important reason we are here today is for the people, both those affected directly and those indirectly. CDBG funds which have been awarded and will help in many areas already have been marked for uses and they are many unmet needs for larger amounts needed with no realistic way to fund those costs locally. We are very appreciative for the funds already received. We want to thank you for your efforts in helping allocate funds to date and are asking for your help in securing additional assistance.

When given notice of this hearing I first asked county staff to gather information to give a appraisal of where we are at today with funding and planning. Commissioners, staff and other appointed people have been working in committees for sometime to address the many tasks at hand. Home acquisitions policy and funding has been a top priority. We are close to having some acquisitions policy processes done. Acquisition funding policy using federal, state and local dollars is close to being resolved, we hope. A big concern is using the limited funding in the proper manner to avoid tying up funds for the best qualifying purposes. We have had approval from the state water commission allowing CDBG funds for the local match for home acquisitions. I have been told there isn't enough qualifying CDBG funds to fully fund our local share of the match.

I have asked Dana Larsen our county engineer to prepare a report for the committee today. I have also asked Amanda Schooling, the county Emergency manager, to assemble a report as well. They are available should you have any questions. Devra Smestad our auditor is here today as well.

This flood event encompasses people not only directly impacted by river waters of the Mouse river basin but the people who live in areas in parts of the county that still retain waters from last year. Much of that water is still in those areas both above ground and underground. It will be there for a period of time until Mother Nature repairs the problem. We have county roads still under water, some over 12 feet above the road top.

In the mean time we at the local government levels are charged with the responsibility to alleviate those problems in order to assist people to begin the path to a resemblance of life which we were accustomed to pre flood.

We have numerous items on the list that we are attempting to accomplish from various sources of funding including local funds. We have numerous projects under studies which still await final agency approvals for funding. We have project studies in process with no applications in place and only estimates of what those costs will be.

Almost all of these infrastructure projects require a local match of some kind, some as high as 50% some a small percentage depending on the circumstances of the repair. Additional CDBG funds would greatly assist the burden of local funding. It should also shorten the timetable of completing repair of closed infrastructure and allow normal traffic for people for everyday living and conducting business as well. All this comes at a time when we have, as you know, another sort of emergency as well. "The oil boom."

It is a blessing that our region has become a huge asset for the whole country. Ward County is the eastern edge of that activity. Much of the county has seen traffic increase substantially. Housing needs are overwhelming as well. That blessing has required some local requirements to assist people who are becoming new residents in the region that want some type of normalcy in their lives when they come to earn a living and hopefully establish residency. I say this to point out there is many reasons this CDBG funding would ultimately benefit the whole country as well as right here locally. In order to assist with accomplishing the task at hand we need funding assistance to be directed first and foremost to those whose homes were directly affected by the flooding. Secondly we need funding assistance to help with all the indirect damages, flooded and washed out rural roads, damaged small town and city infrastructure which transport people and goods and services throughout the area.

Another great concern for funding is the levee system that needs to be repaired or in some cases completely built new in order to protect people and their property that are not being acquired. Where will the funding come from for rebuilding and new construction of levees throughout the county? I am not aware of how that is all going to be funded and what requirements of local funds are going to be. The Ward County Water Resource Board used all funding in an attempt to fight the past flood. They have limited funding and the county budget has help fund some of their immediate needs.

Ward County has borrowed \$10,000,000 partly for purposes of meeting immediate local match needs. This was necessary in order to move some repair projects along as soon as possible at the end of last year. We basically fronted some projects after the approval process in order to get some roads open before winter set in. We intend to get many more roads repaired and open this year but will need assistance to accomplish that. It has also been said we have a Minnie Devils Lake situation in a couple of places in the southern areas of our county.

I live in the prairie pothole region close to one of the Continental Divide. The area on the south side of the divide is where we are having the devils Lake type syndrome. The water table in that area isn't dropping like the rivers levels do so it is an expensive lingering problem for those people living in that area. The high water table problems which affect roads are affecting normal previous and new business traffic. It is also affecting homeowners in the Rice Lake, Ryder and Makoti areas. The water level has already reached heights higher than last year. Thank the Lord for an open mild winter!

Ward County is requesting additional federal funding assistance to help in getting our infrastructure back in shape in order to deliver food fiber and energy that feeds the nation. That assistance will help in putting many peoples lives back to where they love providing those products and services as well as living and enjoying being part of some of the best country in the world.

Thanks you for your time and service.

Sincerely,

John Fjeldahl

Chairman CONRAD. Thank you for the really excellent testimony. I appreciate it very much.

Thanks to all of the witnesses.

If we could go to questions now.

Mayor, I think it would be important for the record that we try to establish, at least in general, overall terms, the extent of unmet needs. And we can start with the estimates for permanent flood protection that have been reported as \$820 million. In addition, needs for sewer expansion and replacement, which I think is in the range of \$20 million; sewer lift stations in the range of \$8 million, something over \$8 million. You have talked about other needs.

Could you give us your sense of what the total dollar amount would be, permanent flood protection, the infrastructure investments that need to be made, any other unmet needs that you and your staff have identified?

Mr. ZIMBELMAN. It would have to be just an estimate. Certainly, it will be a big number. I'm thinking that you're asking what dollars outside of what we already—

Chairman CONRAD. Correct. Yes.

Mr. ZIMBELMAN. I would think it would be in the billion-dollar range.

Chairman CONRAD. I think that is a rough estimate that comports with everything I've seen, that we are somewhere in the billion-dollar range.

And I think it is also important that we lay out on the record that the decision was made not to go forward with the Federal project for permanent flood control because of the time involved. And of course, we have additional question of whether or not we would qualify based on a cost-benefit analysis, because we already have 100-year flood protection in this community. So the question then would become, would we qualify?

Certainly, the time allotted would be 8 to 10 years. That is pretty typical for something of this magnitude. So a decision was made to go with State and local funding along with Federal assistance through CDBG and Hazard Mitigation. We know that we have roughly \$70 million of CDBG. We know that we are going to get \$80 million to \$100 million of Hazard Mitigation. We hope to establish in the record here today that we need additional CDBG funding.

But even if we got another round of CDBG at the level we did before, you can see that we would be far short of the amount of money that is outstanding. And then it would be a question of what the local community can do, through their bonding authority, through their taxing authority, what the additional assistance might be from the State.

And so with that, I would turn to the Governor, if I could.

Can you help us understand how the State looks at its responsibilities here and what, based on other disasters experienced in other places in the State, Devils Lake, other disasters where we have had recovery efforts, what additional assistance the State might be in a position to provide?

Governor DALRYMPLE. Well, Senator, let me say first of all that the water management investments in the State of North Dakota are made by a State Water Commission that is empowered to set

policy and make policy decisions regarding the available funds for water projects in the State, which come primarily from a fund called the Resources Trust Fund that ultimately is receiving income from taxes on oil and gas.

Those funds go out for a wide variety of needs, including rural water projects, municipal projects to supply drinking water to communities. The funds are used for drainage projects, and, of course, also flood control projects of various kinds.

Every city, every county in North Dakota has at one time or another approached the water commission for various needs. And I think there is sort of a good news, bad news scenario here. The good news is that the revenue coming into the Resources Trust Fund is quite strong at the moment, because of the prosperity of the oil and gas industry. But the bad news is, last year, we experienced epic floods not only in Minot, North Dakota, but in several other of our communities.

The City of Fargo experienced the third-highest crest in the history of the Red River, and considerable damage was done there, and also proving the need for flood protection there once again.

Valley City received considerable damage and has now undertaken, with the State's assistance, some significant flood control spending.

The Devils Lake area, because of the record inflows into the Devils Lake basin, required us to go forward with two additional outlets to that lake, and the cost of those will ultimately probably be over \$100 million.

Valley City and Lisbon, North Dakota, as I mentioned, were highly impacted by record flows on the Cheyenne River.

And then the Missouri River, as most people know, set by far the all-time record for flows, did significant damage in Bismarck and Mandan, which we're being called upon to not only mitigate but to prevent in the future.

The City of Williston was threatened by Missouri River record flows, and those levees need to be augmented.

And finally, the Little Missouri River set its all-time record flows.

So the point that I'm making is the bad news is that the demands on the water commission resources is as great as it has ever been. We're also trying to complete some large water projects like the NAWS project, a western area water supply project to the incredibly rapidly growing northwestern North Dakota, where oil development has exploded.

Taking all these things together, the demand for those funds is tremendous. So it's sort of a good news, bad news answer.

Chairman CONRAD. Can you give us, for the record, some sense of how big is the Resources Trust Fund? What is the income of that fund?

Governor DALRYMPLE. Well, I don't have that figure on me at the moment, but I can certainly supply that.

Chairman CONRAD. Yes, for the record, I think it would be useful.

I think it would help the work of the committee if we could identify how big that fund is, what the resources are that might be available there.

Yeah?

Mr. ZIMBELMAN. We decided not to go with the Federal. I don't think that decision would be the city's. We're looking at what is best for the city. Certainly, the State took the initiative to go ahead and hire engineers for the project.

Chairman CONRAD. Well, we appreciate that, and we appreciate that the State went forward with that initiative. Appreciate it very much.

Let me go back to something, Governor, that you mentioned in your testimony. You indicated that the water commission has been authorized by the legislature to cover 75 percent of the demolition cost of homes that would be needed to be removed for a water protection project, a flood control project. Is there a dollar limit to that commitment?

Governor DALRYMPLE. That action by our State Water Commission would have to be viewed as a kind of an initial phase of activity for Minot in response to their request that we just begin work and not delay any longer the effort to begin acquiring homes and demolishing and going about that process.

I think that any subsequent funds will be considered as a request comes.

Chairman CONRAD. So if I can understand your answer, there's not a dollar limit that is imposed on that program?

Governor DALRYMPLE. Well, so far, the request that was made was met 100 percent. And it really is just a matter of, in the absence of any other funds from Federal or local sources, the State Water Commission has decided to make it possible for some activity to begin.

Chairman CONRAD. Okay.

Let me just turn now to Senator Hoeven for questions he might have. And we will try to complete this expeditiously. I know people have other commitments they have to meet.

Senator HOEVEN. In my earlier comments, I talked about a three-part approach, and I think we need that type of three-part approach, where we build a permanent project in and around the Minot area, roughly from Burlington to Velva.

I think we also need to see where we can store more water, looking at the potential, primarily, for Lake Darling. And I think, obviously, we're already working on it, but we need to revise the international agreement with Canada.

Based on the work that the State has done and the city, you have a footprint for that flood protection project at an estimated cost of about \$820 million. It seems to me we should really drill in on: Can we do this project where we start as soon as possible, we decide and start as soon as possible? How much can we bring down that \$820 million cost on the basis of some of that protection can and should come from water storage in Darling and from a revised international agreement, with the provision that when you build that project, kind of say phase 1, if you will, if it's a phased approach, that you can put additional measures on top, should you need it before you've completed any modifications to the Lake Darling dam or completed the international agreement?

Clearly, we are going to work to provide additional Federal assistance. No question about that. Right now we have additional

Federal assistance coming in. As I said, I think there's going to be \$1.4 billion that comes into the State. And I would agree with that assessment of probably \$1 billion would come into Minot area, in that range. And there'll be ongoing needs.

Governor Dalrymple is going to continue to work with the legislature, as well as the water commission, and step forward and be a big part of the funding equation, just as you have been. And I know you're going to do that. And we appreciate that work and the leadership you've shown. And obviously, the city is part of it, too.

But to me, we really have to work to drive this process forward, and it does seem to me we have a footprint. And, really, the question I have, starting with the mayor, in terms of how can we help you approach that decision and, I guess, build consensus, if that is what we need to do to say, okay, with the work the State and the city have done, and the engineering on the footprint, is that the right footprint? Do you have to build the whole \$820 million project at its 27,000 CFS right now, or is there a cost-effective phase 1 you build for the permanent flood protection and then let's really go to work on advancing the water storage at Darling and the international agreement?

And then maybe that provides that 27,000 CFS equivalent storage over time, but while we are building that in a phased way, if we have to do some emergency measures, phase 1 allows us to do it on top of the structure.

So what do we need to do to make a decision there or help you make a decision there and create consensus? How do we approach that? Or do you have a different approach you want to take?

Mayor ZIMBELMAN. No, I think that is exactly the approach that we have been looking at. We have just not adopted that, and what it's going to take is the city council to adopt a program that we are going to go with.

The fact that not knowing where the dollars are going to come from makes it difficult for us, but after these conversations, maybe the city council will feel better about where we're at and the opportunity to move forward on the plan that we have.

We do have a footprint in front of us, and I think it's very workable. The question is, can we phase it? And we have asked several times of the engineers, you know, if we reduce the amount of water that we need to run through there, the CFS running through there, to a lower level than the 27,000, what will that do to the cost? And we've been told several times that it really doesn't change it a whole lot.

Now, I think if we go back to them and ask them for more detail on where we hit a breaking point, where it can make a big difference, and can we be at a certain level, at least so this city knows that it's going to have protection in the near term at a certain level, to give some of that confidence back to the citizens. If we can get to that point and then move it on—that is one thing we have not talked a lot about is how you would structure the progress of the flood control program. And that is something we need to do, to find out just how we can build it so it makes a lot of sense. We have some temporary controls, and then we work continually to find the funding to build it.

But I think having these kinds of discussions bring us a long way.

Senator HOEVEN. It's my sense that, and I just throw this out for whoever wants to respond, it's my sense we need to do that. Let's go to the engineers and ask the question that you just outlined, say, okay, where is a breakpoint there where it's cost-effective, where we can get immediate protection? And how much of that cost-saving can we realize, so that we can take the dollars we know we have, local, State and Federal, and maybe make some calculation on what additional funds we think we can get them in near term and get going?

They also will have to give us an estimate on maybe what they think we can do on Lake Darling, and what revision of the international agreement would do because of better management of flows over time, like we have had a lot of discussion about.

But remember, the fallback safeguard is, in designing phase 1 that goes in that footprint, we make sure that if we do have an event, we're able to add additional emergency protection on top. In other words, it would be set up that way.

Now, if we can't do it, and it has to be the full \$820 million right away, then we understand that. But if we can do it, let's get that answer so that we can help you get going.

Chairman CONRAD. Can I just say, on this point, that my understanding is if we had phase 1, it would protect us until 15,000 CFS. That would cost 10 to 20 percent less than the \$820 million. So if we were at the high end of that range, that would be \$160 million, roughly, of savings. \$160 million off of \$820 million is \$660 million. That would protect on phase 1 to 15,000 CFS. And obviously, that could be added to as we were developing other phases.

So that's something I think we really do have to go back to the engineering firms and assess whether that is an appropriate calculation. Is that an accurate calculation? Is that the amount of savings we would get by having a phased approach with phase 1 being a protection level up to 15,000 CFS with the potential then to go higher in the case we faced a more dramatic threat?

Mr. ZIMBELMAN. And there are some that would say that 15,000 CFS in protection, and with changes in the international plan, we probably could have handled what we did. So we need to look at that.

Chairman CONRAD. Yes, we need to look at that.

Governor, I see you reaching for the microphone.

Governor DALRYMPLE: Well, Senator, I think the sort of proposal that Senator Hoeven has made is a good way to look at this. Let's look at everything that we can put together, then let's look at the cost side and see what we can do to come up with a cost-beneficial project, and hopefully the two numbers come together. That should be the goal.

Let me just say, in the end, I think that the folks in the North Dakota Legislature are well aware of the ordeal that the people have gone through in Ward County. I think they're very sensitive to what needs to be done to restore confidence in this area and to rebuild after the disaster. And I think that they will be there.

My guess is that when all is said and done, after we get whatever we can from the Federal Government and whatever we can

from local sources, the State will wind up paying the largest share of the cost of this recovery.

Chairman CONRAD. Let's end the hearing.

[Laughter.]

Senator HOEVEN. Just sign right here.

Governor DALRYMPLE. Every time the legislature convenes, they have to appropriate every dollar for the State Water Commission. It does not flow automatically into projects. And they like to know, they want to know how many dollars are going into each and every project. So that, ultimately, is the test.

And in order to get a good response from the legislature, I think we need to show that we have accessed all other potential sources of financing that there are out there before they will pick up the rest.

Chairman CONRAD. I would just say, that is entirely reasonable, entirely responsible. We appreciate that.

I want to say to you that my experience in the '97 floods was one of the most important decisions was early on to decide not to rebuild in Lincoln Park, to buy out those homes using CDBG and Hazard Mitigation funds, primarily, so that you had the footprint secured, so the project that was then designed had space, so that you gave the river some room and that you could have more defensible lines upon which to build.

And if that approach were taken here, I think that would be an important first commitment, because that would provide some assurance to those homeowners that they are going to be bought out, that group is going to be bought out, with some certainty; that others are not, so they can go forward with their lives.

And we have the beginning, then, of a conclusion, which I think is so important to these people.

I think this has been a very important—yes, sir?

Mr. FJELDAHL. Senators, I agree with everything that's being said here. I have a couple questions.

First of all, we have issues in the county, similar to the City of Minot. Granted, the City of Minot is the largest stakeholder however this is resolved, but whatever is decided in the City of Minot affects everybody in the subdivisions outside of that.

Having said that, what is going to be—the meetings I've been in in the past have kind of been water commission type meetings and joint water commission meetings that have supposedly been driving this whole plan. And if we're going to continue that or not continue that, the structure of that and those decisions that you're talking about, Senator Hoeven, it is talked about being managed in a different way to get to this resolution? Or what are your ideas?

Senator HOEVEN. My sense is—I mean, I'm just laying out what I think enables us to move forward, both most expeditiously and, frankly, I think is the best way to build a solution.

So I guess, really, it comes down to the community, but the county, too, deciding if they want to go that way. I don't know how to lay it out any clearer.

Or if you don't, tell us how you want to go forward.

Mr. FJELDAHL. Well, so the people that are affected by those decisions understand that the county—people outside the city limits are going to be incorporated into this plan. Does this plan, what

you're proposing then, if this all comes together, increase the chances of getting Federal funding for this project?

Senator HOEVEN. I think it increases the chances of getting the project funded sooner, local, State and Federal, because we know what we're dealing with, and we've agreed on it, and we're moving forward.

I'm trying to be specific, so we get going and build a consensus. And, you know, we're very focused on the time lines for all this. We're very focused on the time lines.

Chairman CONRAD. And I think you make a great point. I mean, the local stakeholders need to have a role in this moving forward. And I think the more specific we get—I mean, the questions that we're asking here are the same questions that are going to be asked by the legislature. And so the more we can have the people, the engineering, the work done, so we know exactly what \$500 million gets us, what does \$700 million, what does \$800 million, what does a billion get us, I think then decisions will be able to be made more quickly.

And from a Federal standpoint, those same questions will be asked at that level. And so once a final "here's our best path" comes together, I think we will see that.

And again, I have to compliment everyone locally. I know it seems like it's been forever, but who have pulled this along so far to get us to the point we are. We appreciate it.

We're going to go to our second panel. I want to thank all the witnesses here. A special thanks to Governor Dalrymple for, again, responding on extremely short notice.

Thank you, Governor.

Governor DALRYMPLE. Thank you.

Chairman CONRAD. Thank you, Congressman Berg, again, for responding on very short notice.

Mayor, as always, thank you very much.

Commissioner.

We will go to our second panel that includes Burlington city engineer Ryan Ackerman; John MacMartin, president of the Minot Area Chamber of Commerce; and Shirley Dykshoorn, the director of Lutheran Social Services Disaster Response.

Ryan is first, we had a little change, because the first panel got bigger, so we altered the second panel. So we're going to go to Ryan Ackerman.

Thank you again, Ryan, Burlington city engineer. I know you have been working on this in a very serious way. We appreciate it.

Why don't you proceed?

**STATEMENT OF RYAN ACKERMAN, ENGINEER, CITY OF
BURLINGTON**

Mr. ACKERMAN. Good afternoon, Senator, ladies and gentlemen. My name is Ryan Ackerman. I'm the city engineer for Burlington, and I've been appointed by Mayor Jerome Gruenberg to communicate the unmet needs that presently exist in that city.

Chairman CONRAD. If you would pull that—because they're telling me these microphones have to be a little closer to us, so if you would—thank you.

Mr. ACKERMAN. In June of 2011, the City of Burlington was devastated by flooding on the Mouse River. Within the city, approximately 200 families were left essentially homeless by the flood.

Similar to many other communities, emotions ran very high during and following the flood. Many distraught residents openly expressed their belief that the City of Burlington would not recover, that the monumental task of recovery was too great.

By itself, the City of Burlington could not fully recover from this disaster, but that hasn't stopped the community and its leadership from aggressively pursuing several recovery efforts that have been identified by that community.

Immediately following the flood, the city began its planning for mitigating future flood disasters. The city identified 11 single-family homes that would need to be acquired to construct either temporary or permanent levees to fight a flood similar to that of June 2011.

The Mouse River crested in Burlington on June 26th. The city identified the aforementioned properties that would be acquired by July 15th. And by August 5th, the city had successfully executed voluntary purchase agreements with those 11 property owners.

The properties have been acquired and those homes have since been demolished.

The City of Burlington made a very difficult policy decision to increase taxes on flooded and non-flooded property owners with the intent of mitigating future disasters. The City of Burlington established a special assessment district that included the entire city and sold bonds totaling \$1.8 million to complete the purchase and demolition of these homes.

The average special assessment for this project is \$400 annually on every home within the City of Burlington. Even though 60 percent of the community resides outside of the 2011 floodplain, only one letter of protest was received by the city following several community meetings.

Recently, the city received notice from the North Dakota State Water Commission that approximately \$1 million of the city's expenses to date would be eligible for reimbursement.

Additional acquisition of property will be required prior to the construction of a permanent flood protection system in the City of Burlington. It's estimated that the total cost of permanent acquisitions will be approximately \$3 million.

It's estimated that the damage to personal property within the City of Burlington is \$20 million, and that FEMA individual assistance grants awarded to residents of Burlington total approximately \$4 million. For those that have chosen to rebuild, the disparity is being financed through Small Business Administration and conventional market rate loans or through homeowner retention grants offered by the State of North Dakota.

Damage to public infrastructure and property is estimated to be \$3 million. Of that total, it is estimated that \$1.7 million will be eligible for public assistance through FEMA and the North Dakota Department of Emergency Services.

The City of Burlington is supportive of the Mouse River enhanced flood protection project and believes that an enhanced flood protection system is necessary for the community's continued via-

bility. The estimated cost of the flood protection project through Burlington is \$26 million.

The single greatest challenge that is hindering community's recovery is the shortage of housing. With the economic prosperity in western North Dakota, the challenges being faced by the communities in the oil patch are significant.

Burlington is not at all isolated from the demands being created by energy development in western North Dakota. The demands on the city, its residents, and its infrastructure have only been compounded by the 2011 flood.

One of the most prominent tragedies of the 2011 flood was that the flood impacted a significant portion of the affordable housing supply in the cities of Burlington and Minot. Market forces are driving the cost of labor and materials upward to a tipping point for many residents, where they face the difficult decision of abandoning their homes and their communities for a housing market that is more suitable to their personal recovery.

Market-rate housing is currently not affordable for many residents of Burlington, and the city feels that it is important to support the expansion of community infrastructure to allow the housing supply to at least keep pace with the demand.

Market analyses by private groups have indicated the demand for up to 2,000 additional housing units in and around the City of Burlington, which would increase the population of Burlington from approximately 1,000 people to 6,000 people. To accommodate this growth and to allow for the housing supply to keep pace with the demand, it is estimated that \$9 million in upgrades are required for trunk line infrastructure, water pumping and storage facilities, and wastewater treatment facilities. These upgrades are required to accommodate the growth in the city's existing utility and transportation grids.

The estimated cost that I spoke of does not include the infrastructure within the actual developments, which are expected to be financed by the private sector.

The Souris Basin Regional Recovery Strategy developed by FEMA Emergency Support Function, or ESF 14, identified 12 projects that included the City of Burlington.

In addition to flood protection and housing initiatives, the document identifies the need for the Burlington community center, which would serve as an emergency operations center, a community shelter, and an operations hub for expanded city functions and responsibilities associated with that anticipated increase in population. It is estimated that this facility will cost approximately \$4 million.

The unmet needs in the entire valley are very significant. While a portion of CDBG funds have been appropriated to this region, the recipients have primarily been the City of Minot and Ward County. Clearly, the prior commitments to those entities is more than justified, based on the scope of damages from the 2011 flood.

With approximately 40 percent of Burlington's residents impacted by the flood, and with market forces potentially increasing Burlington's population by upwards of 500 percent, the strain on the city of Burlington is real, and it is significant.

[The prepared statement of Mr. Ackerman follows:]

Testimony on Behalf of the City of Burlington, North Dakota

Senate Budget Committee Field Hearing
April 3, 2012 – 2:00 PM
City Hall – 515 2nd Avenue Southwest
Minot, North Dakota 58701

Good afternoon. My name is Ryan Ackerman. I am the engineer for the City of Burlington and I have been appointed by Mayor Jerome Gruenberg to communicate the unmet needs that presently exist in that city.

In June 2011, the City of Burlington was devastated by flooding on the Mouse River. Within the city, approximately 200 families were left essentially homeless by the flood. Similar to many other communities, emotions ran very high during and following the flood. Many distraught residents openly expressed their belief that the City of Burlington would not recover – that the monumental task of recovery was too great.

By itself, the City of Burlington could not fully recover from this disaster, but that has not stopped the community and its leadership from aggressively pursuing several recovery efforts that have been identified by the community. Immediately following the flood, the city began its planning for mitigating future flood disasters. The City identified 11 single family homes that would need to be acquired to construct either temporary or permanent levees to fight a flood similar that of June 2011. The Mouse River crested in Burlington on June 26th. The City identified the aforementioned properties that would be acquired by July 15th, and by August 5th, the City had successfully executed voluntary purchase agreements with all 11 property owners. The properties have been acquired and the homes have since been demolished.

The City of Burlington made a very difficult policy decision to increase taxes on flooded and non-flooded property owners with the intent of mitigating future disasters. The City of Burlington established a special assessment district that included the entire city and sold bonds totaling \$1.8 million to complete the purchase and demolition of these homes. The average special assessment for this project is \$400 annually on every home within the City of Burlington. Even though 60% of the community resides outside of the 2011 flood plain, only one letter of protest was received by the City following several community meetings. Recently, the City received notice from the North Dakota State Water Commission that approximately \$1.0 million of the city's expenses to date would be eligible for reimbursement. Additional acquisition of property will be required prior to the construction of a permanent flood protection system in the City of Burlington. It is estimated that the total cost of permanent acquisitions will be approximately \$3 million.

It is estimated that the damage to personal property within the City of Burlington is \$20 million, and that the FEMA Individual Assistance grants awarded to residents of Burlington total approximately \$4 million. For those that have chosen to rebuild, the disparity is being financed through Small Business Administration and conventional market rate loans, or through homeowner retention grants offered by the State of North Dakota.

Damage to public infrastructure and property is estimated to be \$3 million. Of that total, it is estimated that \$1.7 million will be eligible for Public Assistance through FEMA and the North Dakota Department of Emergency Services.

The City of Burlington is supportive of the Mouse River Enhanced Flood Protection Project and believes that an enhanced flood protection system is necessary for the community's continued viability. The estimated cost of the flood protection project through Burlington is \$26 million.

The single greatest challenge that is hindering the community's recovery is the shortage of housing. With the economic prosperity in the western portion of North Dakota, the challenges being faced by the communities in the oil patch are significant. Burlington is not at all isolated from the demands being created by energy development in western North Dakota. The demands on the City, its residents, and its infrastructure have only been compounded by the 2011 flood.

One of the most prominent tragedies of the 2011 flood was that the flood impacted a significant portion of the affordable housing supply in the cities of Burlington and Minot. Market forces are driving the cost of labor and materials upward to a tipping point for many residents, where they face the difficult decision of abandoning their homes and their communities for a housing market that is suitable to their personal recovery.

Market rate housing is currently not affordable for many residents of Burlington, and the city feels it is important to support the expansion of community infrastructure to allow the housing supply to at least keep pace with the demand. Market analyses by private groups have indicated the demand for up to 2,000 additional housing units in and around the City of Burlington, which would increase the population of Burlington from 1,000 to nearly 6,000 people. To accommodate this growth and to allow the housing supply to keep pace with the demand, it is estimated that \$9 million in upgrades are required for trunk line infrastructure, water pumping and storage facilities, and wastewater treatment facilities. These upgrades are required to accommodate the growth on the City's existing utility and transportation grids. The estimated cost does not include the infrastructure within the actual developments, which are expected to be developer financed.

The Souris Basin Regional Recovery Strategy developed by FEMA Emergency Support Function (ESF) 14 identified 12 projects within the City of Burlington. In addition to flood protection and housing initiatives, the document identifies the need for a Burlington Community Center, which would serve as an emergency operations center, a community shelter, and an operations hub for expanded city functions and responsibilities related to increased population. It is estimated that this facility will cost approximately \$4 million.

The unmet needs in the entire valley are very significant. While a significant portion of CDBG funds have been appropriated to this region, the recipients have been primarily the City of Minot and Ward County. Clearly, the prior commitments to those entities is justified based on the scope of damages from the 2011 flood. With approximately 40% of the Burlington's residents directly impacted by the flood, and with market forces potentially increasing Burlington's population by up to 500%, the strain on the City of Burlington is real, and it is significant.

Estimated Needs

Project / Need	Total Need (\$ Million)	Publicly Committed Funds			Current Unmet Need (\$ Million)
		Local (\$ Million)	State Grant (\$ Million)	Federal Grant (\$ Million)	
Property Acquisitions	\$3.0	\$1.8	\$1.0	\$0.0	\$0.2
Home Repairs	\$20.0	\$0.0	\$0.5	\$4.0	\$15.5
Public Infrastructure Repairs	\$3.0	\$0.0	\$0.1	\$1.6	\$1.3
Flood Protection	\$26.0	\$0.0	\$0.0	\$0.0	\$26.0
Infrastructure Expansion	\$9.0	\$0.0	\$0.0	\$0.0	\$9.0
Community Center	\$4.0	\$0.0	\$0.0	\$0.0	\$4.0

TOTAL \$56.0 Million

Chairman CONRAD. Thank you for that really excellent testimony.

John, welcome. Good to have you here. Why don't you proceed?

**STATEMENT OF L. JOHN MACMARTIN, PRESIDENT, MINOT
AREA CHAMBER OF COMMERCE**

Mr. MACMARTIN. Good afternoon, Senator Conrad and Senator Hoeven. I would like to thank you, Senator Conrad, as Chairman Conrad of the Senate Committee on the Budget, for bringing this field hearing to Minot. I would also like to extend my thanks to your colleagues on the committee for taking time to later review this testimony.

For the record, my name is John MacMartin. I have lived in Minot now for some 20-plus years and have served as the president of the Minot Area Chamber of Commerce during that time. My role at the chamber and with the business community is why you've asked me to be here today.

The chamber is a private, nonprofit organization representing nearly 700 businesses in the Minot area, which employ nearly 25,000 full- and part-time employees.

You've already heard about the devastation caused by the flood, and I know that you both saw firsthand the flood as it occurred, and then the aftermath in the weeks and months since last spring.

A statistic your colleagues may find of interest is that on June 24th, 2011, the gauging station on the Souris River at Sherwood, North Dakota, recorded more water going past it in a single day than past that same gauging station in an entire year for 45 out of the 89 years that they were keeping records at that gauging station.

Several hundred businesses that we know of were directly affected by the flood. And many of those have rebuilt or relocated and kept their businesses going. I said "that we know of" because there were home-based businesses in the flooded area, and there is almost no way to account for what happened after the flood to those businesses.

In addition, the balance of the business community in Minot and the valley was affected by the flood as well, either directly with employees in the flooded area or with friends and family members of their employees being in the flooded area. And now all of those businesses are dealing with the increased costs of doing business, cost of transportation, and cost of goods sold. And then there is the pressure on the wages from the lack of the workforce in our area and the increased costs being incurred there by their employees.

Other folks have underscored the increased costs of housing, and that also has affected the ability to retain and keep employees.

I share this with you not because there's anything that can be directly done to help the business community, but indirectly the infusion from funds like the Community Development Block Grant program can make a huge difference. It can make the difference because without those additional dollars, a greater percentage of recovery dollars then comes locally, which of course means significantly higher taxes and the business community pays a major portion of those taxes.

To grow and recover from this natural disaster, the community needs to rapidly repair the damaged infrastructure and expand existing infrastructure to accommodate the explosion of growth. As an example of some of those costs are the removal of homes damaged by temporary dikes estimated at \$1.5 million; expand the landfill capacity, \$4.37 million; lift station repairs at \$8.64 million; sewer expansion at \$20.38 million; and elevated water towers at \$2.24 million.

In addition, there's the cost protection, which has already been referred to, which is currently estimated at some \$820 million with \$550 million of that total just in the City of Minot. And add to that the damage that was done to the parks, which has affected everyone's quality of life, and the rebuilding of those facilities at at least \$6 million shortfall.

So in closing, to help this great community get back on its feet and continue to grow, we need additional dollars and funds, like the CDBG funds, which come with limited or few strings. This will greatly help.

Senator Conrad, I thank you for the opportunity to share this comments with the Senate Budget Committee.

[The prepared statement of Mr. MacMartin follows:]



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Testimony of L. John MacMartin
for
United States Senate Committee on the Budget
"Rebuilding After a Disaster: the Role of Community Development Block Grants"

Good afternoon Senator Conrad. I'd like to thank you as the Chairman of the Senate's Committee on the Budget for bringing this field hearing to Minot. I would also extend my thanks to your colleagues on the Committee for taking time to later review this testimony. For the record, my name is John MacMartin, I have lived in Minot now some 20 plus years and have served as the president of the Minot Area Chamber of Commerce during those years. My role at the Chamber and with the business community is why I am here today. The Chamber is a private, non-profit organization representing nearly 700 businesses in the Minot area which employ nearly 25,000 full and part-time employees.

You have already heard about the devastation caused by the flood. I also know that you saw firsthand the flood as it occurred and then the aftermath in the weeks and months since last spring. A statistic that your colleagues may find of interest is that on June 24, 2011 the gauging station on the Souris River at Sherwood, ND recorded more water going past it in a single day than passed by that same station in an entire year for 45 out of the 89 years of keeping records.

Several hundred businesses that we know of were directly affected by the flood and many of those have rebuilt or relocated and kept their business going. I said that "we know of" because there were home based businesses in the flooded area and almost no way to account for what happened after the flood for those businesses. In addition, the balance of the business community was affected by the flood as well. Either directly with employees in the flooded area or with friends and family members of their employees being in the flooded area. And now all of the businesses are dealing with the increased cost of doing business, cost of transportation and/or goods sold. And then there is pressure on wages from the lack of workforce in the area and the increased costs that are being incurred by their employees.

I share this with you not because there is anything that can be done to directly help the business community but indirectly the infusion of funds from a program like the Community Development Block Grant (CDBG) program can make a difference. It can make a difference because without those additional dollars a greater percentage of the recovery dollars then comes locally which of course means significantly higher taxes and the business community pays a major portion of those taxes.

To grow and recover from this natural disaster the community needs to rapidly repair the damaged infrastructure and expand existing infrastructure to accommodate the explosion of growth. An example of some of those costs are removal of homes damaged by temporary dikes \$1.5 million, expand the landfill capacity \$4.37 million, lift station repairs \$8.64 million, sewer expansion \$20.38 million and elevated water towers \$2.24 million. In addition, there is the cost of flood protection which is currently estimated at \$820 million with \$550 million of the total just in the City of Minot. Add to that the damage that was done to the parks, which has affected everyone's quality of life, and the rebuilding of those facilities is at least \$6 million short

So in closing, to help this great community get back on its feet and continue to grow, we need additional dollars and funds like the CDBG funds that come with limited or few strings attached. This will greatly help.

Senator Conrad, I thank you for the opportunity to share these comments with the Senate Budget Committee.

Partners In Progress
The Minot Area Chamber of Commerce and You!



Chairman CONRAD. Thank you very much for that really excellent testimony, John. We appreciate it very much.

Next we will go to Shirley Dykshoorn, who is here representing Lutheran Social Services Disaster Response. Thank you very much.

STATEMENT OF SHIRLEY DYKSHOORN, DIRECTOR, LUTHERAN SOCIAL SERVICES DISASTER RESPONSE

Ms. DYKSHOORN. Good afternoon, Senators, distinguished officials.

My name is Shirley Dykshoorn. I am the State director of Lutheran Social Services Disaster Response program, and we have seven people working in Minot on flood recovery efforts, from the construction manager to volunteer coordinator and other folks directly looking at how to rebuild particularly those houses that have been most impacted in the community. We also have 17 individuals that are working in Ward, McHenry, and Renville counties deployed to do crisis counseling and outreach to the 2011 flooded disaster affected areas in Minot.

My interest in recovery funds through CDBG are twofold. The individuals that we are working with are unable to afford to rebuild without volunteer labor. Housing for volunteers, particularly with the oil boon, housing is so scarce that we have tackled the problem as to how to house hundreds who want to help come to Minot and Ward County to do the volunteering to help rebuild those homes through the efforts of what is called Hope Village.

The clients we typically serve are elderly, low income, disabled, single parents, underinsured, uninsured, and others who are not able to recover on their own. But we also every day hear those stories of individuals who are sort of on the edge, because they don't know what to do and they don't have other resources to actually rebuild their homes. So our people on the ground that are working with the clients have heart-wrenching stories that they hear every day from folks in this area.

Our hearts wish to, obviously, do more, but the reality is that there aren't sufficient funds or volunteers to put it back the way it was. Housing and feeding hundreds of volunteers through Hope Village is in place as of April 2nd at the site of Our Savior Lutheran Church. And as many of you know, in Minot, that is the church that is behind Wal-Mart on the south side.

This is really an ecumenical effort of true partnership in the community, and it has happened to make Hope Village a reality.

The numbers of volunteers that have signed up are in the thousands already as of today. But in April, we have 384 volunteers coming; in May, 175; 400-and-some in June; and 272, July; another 115-plus in August, with more registering daily. So we have people coming from all over the country that want to help with the rebuilding effort through Hope Village.

And addressing the housing was really important, but we will continue that effort after Hope Village closes in September for the winter months, and do what we can with our ecumenical effort of everyone, the Baptists, the Lutherans, the Presbyterians, the Methodists, all of the different church groups that are involved in this effort to rebuild homes in Minot and in Ward County.

This village has the capacity to house and feed up to 250 people daily, with RV pads, bunk units, shower units, toilet units, and the food service unit. So we're taking care of those volunteers that are coming in. And the denominational partners have provided all of these units and other resources to address these housing and volunteer needs this summer and next summer.

The rebuilding efforts, though, require funds for building materials for up to 500 homes in Minot over the next couple years. We manage the Recovery Warehouse and have made an initial order of building materials, saving approximately 15 percent off retail by ordering in bulk.

However, the need for such materials is great. We estimate that we need at least \$15,000 more per house to bring the houses just up to code. With 480 houses that we have estimated that we can complete, we need \$7.2 million to bring them up to essential—up to code and to meet the basic living space needs.

A grant through the Department of Emergency Management and Adjutant General's Office has provided an additional \$3.6 million in resources for recovery work in Ward County, which we are really grateful for. And \$825,000 has been allocated for purchasing building materials through Recovery Warehouse for rebuilding those homes.

We also have a case management process in place called RAFT—it is Resource Agencies Flood Team—that meets the Federal criteria for LMI benefit, such as you have to have to meet CDBG requirements to benefit low-income persons.

This process has been used successfully in North Dakota disaster recovery for the last 15 years, so it is a model that is tried and true, in terms of case management.

We have secured a contract with a North Dakota master's level electrician to supervise all volunteer electricians coming to Minot, and also got from the grant that was written through Ward County \$100,000 to cover initial costs.

We have an immediate need for funding to help cover the costs of fuel to get skilled workers up here, because it has been difficult to recruit those people like the skilled electricians to volunteer. We have also asked the Minot Area Community Foundation to support this and are awaiting a response once they can determine how their dollars will be utilized.

We've also estimated that \$3.2 million worth of volunteer labor is ready to be delivered this summer through Hope Village and the partners that are participating in that effort.

In summary, by using this time-tested process of case management and volunteer coordination in the long-term recovery phase, only the lack of funds for building materials will keep the 480 to 500 houses from completion in the next 2 to 3 years.

Decisions on funding the need are urgent and time sensitive, as disasters continue to happen nationwide. If building materials are not available here, the potential loss of volunteers to other disasters may not be recoverable. With building materials and volunteer labor, families and individuals receive hope and encouragement as houses become livable again and a home can be restored.

Again, I thank you for your time and attention to the needs up in Minot and Ward County and what we are trying to do from the faith-based community.

[The prepared statement of Ms. Dykshoorn follows:]

Congressional Budget Hearing

Good afternoon, Senate Budget Committee and distinguished officials.

My name is Shirley Dykshoorn. I am the State Director for Lutheran Disaster Response in North Dakota, a program of Lutheran Social Services of North Dakota.

I have enclosed a chart which shows the North Dakota staff we have working on disaster recovery, particularly those in yellow, who are working in Minot on the long term recovery phase of rebuilding houses.

Other noted staff is Project Renew staff deployed to do crisis counseling and outreach to the 2011 flooding disaster affected areas statewide and particularly in Minot.

My interests in recovery funds through CDBG are two-fold:

1. The individuals that we are working with are unable to afford to rebuild without volunteer labor.
2. Housing for volunteers – with the area oil boom, housing is scarce so we tackled the problem of how to house hundreds who want to help in the recovery effort.

The clients we typically serve are the elderly, low income, disabled, single parents, under-insured, uninsured and others who are not able to recover on their own. Houses will be rebuilt to safe, sanitary and secure status of essential living space. While our hearts wish to do more, the reality is that there are not sufficient funds or volunteers to “put it back the way it was”.

Housing and feeding hundreds of volunteers through Hope Village is in place as of April 2, 2012 on site at Our Savior’s Lutheran Church in Minot. An ecumenical effort of true partnership has happened in Minot, North Dakota, to make Hope Village a reality.

The numbers of volunteers signed up through Hope Village as of today is 384 in April, 175 in May, 415 in June, 272 in July, and 115 in August with more registering daily. While housing is available at Hope Village through September,

work will continue through the colder months with housing provided in area churches. These numbers demonstrate the level of support generated from all over the country to rebuild homes in Minot.

Hope Village has the capacity to house and feed up to 250 volunteers daily with RV pads, bunk units, shower units, toilet units, and a food service unit. Denominational partners have provided these and other significant resources to address housing and volunteer needs this summer and next.

The rebuilding efforts require funds for building materials for up to 500 homes in Minot over the next few years. We manage the Recovery Warehouse and have made an initial order of building materials, saving approximately 15% off retail by ordering in bulk. However, the need for such materials is great. We estimate \$15,000 more needed per house to bring the houses up to code. With 480 houses to complete, we will need \$7.2 million dollars.

A grant through the North Dakota Department of Emergency Management and the Adjutant General's office has provided an additional \$3.6 million in resources for recovery work in Ward County, with \$825,000 allocated for purchasing building materials through the Recovery Warehouse for rebuilding houses.

We already have a case management process in place called Resource Agencies Flood Team or RAFT that meets federal criteria for LMI benefit for HUD. This process has been used successfully in North Dakota disaster recovery for the last 15 years.

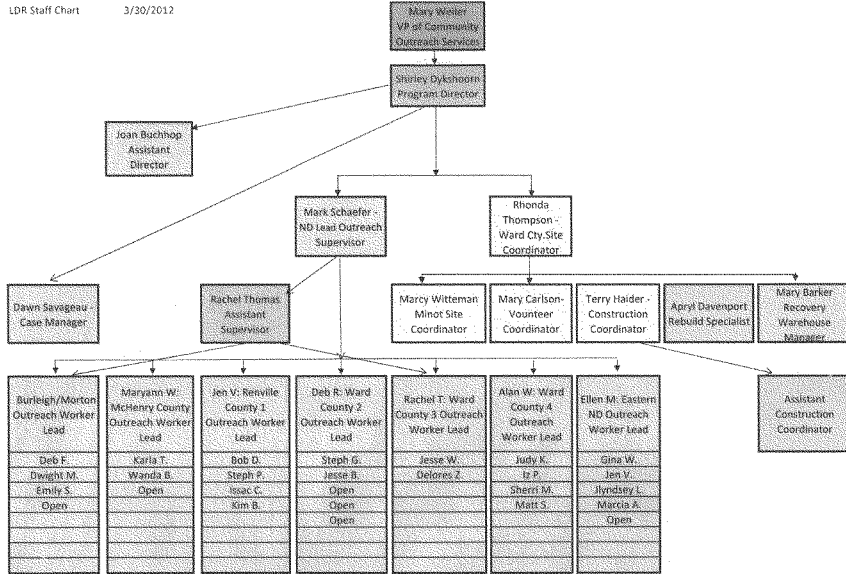
We have secured a contract with a North Dakota master's level electrician to supervise all volunteer electricians coming to Minot and \$100,000 to cover initial costs. We have an immediate need for funding to help cover the costs of fuel to get skilled workers up to Ward County to volunteer. We have asked the Minot Area Community Foundation to support this and are awaiting an answer.

We have estimated that \$3.2 million dollars worth of volunteer labor is ready to be delivered this summer through the coordinated efforts of Hope Village partners which includes our agency.

In summary, by using the 15 year time-tested processes of case management and volunteer coordination in the long term recovery phase, only the lack of funds for building materials will keep the 480 to 500 houses from completion in Minot area in the next 2-3 years.

Decisions on funding the need are urgent and time sensitive. As disasters continue to happen nationwide, if building materials are not available here, the potential loss of volunteers to other disasters may not be recoverable.

With building materials and volunteer labor, families and individuals receive hope and encouragement as houses become livable again and a home can be restored.



Chairman CONRAD. Thank you for, really, the extraordinary effort that is being made. I hope you will send the message that we just are deeply grateful for this volunteer outpouring. It's just a remarkable thing that a year after the event people are still coming from all across the country to help us out here. That is really a moving thing, and we deeply appreciate it.

We're going to turn to Senator Hoeven for the first round on questioning here.

Senator HOEVEN. Thanks, Senator. I don't know that I have any particular questions that we haven't gone through already. I do want express my appreciation to all three of you, starting with Shirley.

The effort by Lutheran Social Services and the other relief organizations up here has been wonderful and just greatly appreciated. I think you make a really strong point today. This isn't a question so much as I think you really made a strong point, and that is that you have this volunteer effort, and so with the CDBG dollars that we've been able to get and with whatever else we can get, using them to acquire building material.

So again, we set that up so that it's city directed, so that there is more flexibility there. We will try to work through any bureaucratic barriers that go with Federal dollars.

But you talk about leveraging the effort, and I think that is very important, because you're talking about all the volunteer effort. And then with building materials, you can really accomplish a lot for a lot of people. That is a lot of homebuilding, a lot of repairs, and a really cost-effective way to do it.

Again, that is why I go back to emphasizing this approach that I am talking about, a phased approach, a three-part approach where we get going right away, because you have those volunteers. And then hopefully we can use CDBG dollars or maybe Hazard Mitigation Grant dollars or whatever else we can get to provide those building materials and leverage your fantastic efforts.

So I think it all fits together.

And, John, I think the business community has talked about a resolution, wanting to go forward with the \$820 million plan. And again, what I would emphasize there, and you may have some thoughts that you want express on this, but we're talking about in that footprint really going forward. So I think it is a way that works with what you have expressed.

And again, part of going forward is having consensus. And you have been a leader up here in the business community for a long time. You understand how important it is to build that consensus. And you know what? Minot and Ward County, this region has always really been good at it. It is not easy to do, but you are an important part of it.

So I guess I would just say, are there any other issues in terms of what we have talked about that you think are a concern or that we should be aware of as we try to proceed and move this along?

Mr. MACMARTIN. Senator, you are exactly right. The business community did pass a resolution asking the city council to adopt a plan to move forward with 27,400 CFS and the footprint, because we have to start someplace. And if we take that and start and continue the phased approach that you and Senator Conrad and the

Governor and the mayor and Commissioner Fjeldahl talked about, and Congressman Berg, then we are moving in a direction. Otherwise, we are standing still and simply talking about it.

We need to move. And along the way as we start to acquire the homes in the floodway, and along the way as we start to lay out where the levees are going to be and the flood walls, modifications can be made if we can pick up additional storage or if there can be a change in the international agreement.

The chamber board listened to several presentations by the engineering group. And it appears that you stay with the footprint that is identified, because if you narrow it, what you do is you increase the height, you increase the velocity, and then some of the savings that you think you might get because you're not acquiring as much land, you put right back into the bottom of the channel, because you have to riprap or put in cement or reinforce that.

So the footprint and the idea that we're somehow going to move forward I think is going to do a lot not only for the business community but the homeowners. And that's critical.

Senator HOEVEN. Just let me express my appreciation to Ryan, too. And, you know, Burlington has become quite a growing community, and that is great to see, and is an important part of this effort.

So just unless you had any other concerns that we hadn't touched on in terms of this discussion.

Mr. ACKERMAN. I guess just to sum up, and I didn't have an opportunity to do this in my testimony, but the estimated unmet needs within the City of Burlington is about \$56 million.

Chairman CONRAD. I think this has been a very useful hearing, because I think we have laid out, in pretty clear detail, a level of unmet need somewhere in the range of \$1 billion. I think we have identified what the elements of that are, including the Burlington unmet needs. That additional \$56 million was not available anywhere on the record until I think we had this hearing.

I appreciate very much, John, what you said.

My own conviction is, based on our experience in Grand Forks and Wahpeton, the absolute key to permanent flood recovery projects is to secure the footprint. Let's begin there. Let's identify the houses that need to be bought out. Let's devote the resources necessary to do that. Let's get started on the permanent flood protection on a phased basis, so that we can afford it. And let's get going.

So I appreciate very much that notion. I think it is absolutely critical.

And again, Shirley, to you and to the volunteers, and to the faith community, who has pitched in here, we just deeply appreciate it.

With that, again, thanks to Senator Hoeven for joining me for the hearing today. Thanks to all of our witnesses, first and second panels.

With that, the hearing will stand adjourned.

[Whereupon, at 3:51 p.m., the hearing was adjourned.]

DEVILS LAKE FLOOD RESPONSE: NEXT STEPS

Wednesday, April 4, 2012

U.S. SENATE
COMMITTEE ON THE BUDGET
Devils Lake, North Dakota

The committee met, pursuant to notice, at 1:30 p.m., in the Chautauqua Gallery, Lake Region State College, 1801 College Drive, North, Devils Lake, North Dakota, Hon. Kent Conrad, chairman of the committee, presiding.

Present: Senators Conrad [presiding] and Hoeven.

Also Present: Congressman Berg.

OPENING STATEMENT OF SENATOR CONRAD

Chairman CONRAD. I would like to ask our friends in the media to stop their interviews at this point, because we really have an obligation to begin on time, and the time for this hearing was set at 1:30.

I want to welcome everyone to this hearing before the Senate Budget Committee. This is an official hearing of the committee, and so we will be operating under the rules of the United States Senate. And an official record of the hearing is being kept, which I think is critically important, because we have to convince our colleagues of the need for additional assistance here.

The title of this hearing is, "Devils Lake Flood Response: Next Steps." I want to begin by welcoming our distinguished witnesses here today. I am also pleased that Senator Hoeven will be joining me momentarily. Senator Hoeven, as you know, serves on the Appropriations Committee. I serve on the Finance and the Budget Committees. So we are covering the waterfront here with this hearing. But this is a hearing of the Budget Committee.

We are also joined by Congressman Berg, who will be our lead witness. We will then go to our first panel, which will include Devils Lake City Mayor, Dick Johnson, Ramsey County Commissioner, Joe Belford, and Minnewaukan Mayor, Mark Motis.

Our second panel will include Nelson County Chair, Odell Flaagan, representing Spirit Lake, Clarence Green, and Devils Lake Basin Joint Water Resource Board Chair, John Elsperger.

I should also recognize the chairman of the Spirit Lake Nation, Roger Yankton, is here. And I understand that the chairman has asked that Clarence Green be the one that testify on behalf of the tribe, and we certainly will accommodate that request.

While many areas across the State are getting a much needed reprieve this year after back-to-back flood events, the Devils Lake flood remains. This is the stubborn flood. The flood that came and has never left.

This headline from a recent editorial in "The Forum" says it all. "The flood that never goes away." Since 1993, Devils Lake has risen more than 31 feet. Last year, the lake reached a record high, thankfully, though much of the State, including the Devils Lake Basin, experienced a relatively dry fall and winter. However, the level of Devils Lake still remains high. As a result, we must continue to deal with the full range of issues that are in this basin.

Since I have been in the United States Senate, we have been successful at bringing more than \$1 billion of Federal aid to this crisis. Total costs now running about \$1.4 to \$1.5 billion. So our Federal partners have shouldered more than two-thirds of the cost. And I think we know the basic elements that make up that billion dollars of Federal assistance. To keep the road network intact, \$600 million has been spent since 1995. The Corps of Engineers has spent \$200 million since that time on the levee, evaluation of the Federal outlet, and other protective measures.

FEMA has spent over \$100 million on repairing damage to public infrastructure caused by the rising lake and relocating threatened structures. USDA has spent over \$100 million on various flood programs. And other Federal agencies, including HUD and the Department of Education, have provided additional \$35 million.

This Federal help has been critical in mitigating the flooding. However, it is clear in these tough budget times that securing continued assistance will be challenging. One example of that occurred this last fall. Congress passed \$1.6 billion for the emergency relief program to repair damages to Federal aid roads and to provide additional Federal assistance for disasters that exceeded the \$100 million event cap. However, in the House of Representatives, there was an insistence on language to prohibit Devil's Lake from getting a waiver to allow additional Federal funding beyond the \$100 million in the cap for individual events. Even though Devils Lake has been declared a Federal disaster for the last 3 years in a row, and for repeated years in the nineties and early two-thousands, some of the House did not view Devils Lake as a disaster-related event, and they imposed this provision in the legislation.

Working with Senator Hoeven, Governor Dalrymple, the North Dakota Department of Transportation, we were able to work around this problem by withdrawing the raise of Highway 2, saving the county significant dollars. However, the situation illustrates the importance of establishing a record that clearly outlines the needs in the basin as we work for additional funds. If this isn't a disaster, I don't know what is.

One thing that we have learned is the Federal government cannot control Mother Nature. Mother Nature is a force that is beyond all of our power to control. The flooding has stayed and it has grown, imposing more hardships. I fully understand the frustration, the anger, and the anxiety with this overgrowing crisis, and agree that more needs to be done.

Some of the next steps I see that we must focus on include the relocation of Minnewaukan, the completion of the 350 CFS capacity East End Outlet, the gravity flow outlet, continued road raises and infrastructure protection, and compensation for flooded lands. I believe we have made progress on all of these, but the one where we have made the least progress is compensation for farmers.

I fully recognize that farmers and landowners in the basin have taken one of the biggest hits in this disaster. I have been presented with many cases that really leave you with a feeling of great sadness. People who have lost almost everything, because of the rising water, try as we might. And I included in the last farm bill an easement program that have helped many people. Many people have signed up for it, even though farmers are reluctant to take on easements. I understand that. So, we know that family after family have seen their land, their homesteads, and their livelihoods consumed by a runaway lake.

Here is just one of many farms that once was dry, but now is surrounded by water. I have long fought to secure Federal funding to compensate landowners. Most recent effort was, as I described in the 2008 farm bill, which created access to the wetlands reserve program. However, because the program has a 30-year easement, landowners whose land is 2- to 3-feet underwater would rather wait for the water to recede. We understand that.

For those whose land is covered by 7 feet of water, they might to enroll, but they're ineligible due to the rules of the program. I have a commitment from Federal agencies to work with me on better solutions. One of the solutions I am developing for the 2012 farm bill would address land that is under a significant amount of water and unlikely to return to production any time in the foreseeable future. The proposal would create a partnership between the Federal government and the State to provide Federal grants to be matched with State dollars to purchase the land on a voluntary basis. And I want to emphasize that. This would be a voluntary program. It would be completely voluntary on the part of the producer, and would be managed at the State level, with a minimal level of Federal requirements. As I finalize this proposal, I would like your input on it.

I look forward to hearing from the witnesses on the current needs and challenges in the basin. I want to just indicate that this voluntary buyout program that I will be presenting in the farm bill is something that we have worked on with producers in the region over an extended period of time.

We have had 2 years of consultation on how to proceed, and farm and ranch families, and others who are in the basin have said, look, have it be voluntary. Have it be an additional choice. Have it be something that would be available as soon as the legislation can be passed.

Again, I want to emphasize the main elements. It is a voluntary program. It would be USDA-authorized, subject to appropriation, to provide up to \$25 million in grants to the five prairie pothole region States, Iowa, Minnesota, Montana, North Dakota, and South Dakota, to encourage and facilitate the purchase of crop payer pasture land in a prairie pothole area that has been flooded. Federal grants would be limited to the lesser for 50 percent of the purchase price, or \$400 an acre for crop land, and \$200 an acre for pasture land.

Now, remember, the State would be expected to match what the Federal government would do. Land eligibility would be for land that has been used during 5 of the last 30 years for crop hay production as pasture or grazing land. It would be ineligible for other

USDA programs. It would be for land that is flooded to the depth of at least 6-1/2 feet, or the water level on the land is beyond the management control of the State or the landowner.

The landowner would agree to forego other Federal program benefits. The State responsibilities are these. Governors would designate individuals or State agencies to administer the program. All costs above the level of the grant associated with an eligible land purchase would be the responsibility of the State, and they would maintain all land purchased under the program in conserving use. So, this is another option. I hope it will be well received as just that, an option. We don't suggest this solves all of the problems, but it is another tool in the toolbox.

With that, I want to turn to my colleague, Senator Hoeven. Senator Hoeven and I just introduced a farm bill legislation in Washington last week, the major elements of a commodity title. We were joined by Senator Baucus, of Montana, who is chairman of the Finance Committee. So it is a bipartisan offering, and I think, really, very well thought through.

So, with that, Senator Hoeven, welcome, and please proceed. And then we will go to our first witness.

STATEMENT OF SENATOR HOEVEN

Senator HOEVEN. Very good. Thank you. Thank you, Senator Conrad. Good to be here with you. Also, Congressman Berg. Mayor Johnson, good to be in your fair community. Commissioner Belford. And to everyone that is gathered here today, thanks for coming. Appreciate it so much. And appreciate the opportunity to visit with you today and to be part of this hearing with Senator Conrad.

Just to pick up on something that he just touched on, I am excited about the bipartisan legislation that we have submitted, which is really the major commodity title portion, or major portion of the commodity title for the farm bill, which is essentially the heart of the farm bill that we have put together with Senator Baucus. April 15th, we will be working in the Senate Ag Committee to try to pass a new farm bill and take it to the Senate floor.

We think we have put together an excellent blueprint that really focuses on crop insurance, which is the priority that everybody has emphasized as we have gone through discussions on the farm bill. We think it is cost effective, not only providing strong support to our farmers and ranchers, but saving \$23 billion, which is responsive to the deficit as well. So, really pleased to work with Senator Conrad on that farm bill, and, of course, with Congressman Berg on it, on the House side.

On that theme, because, again, Senator Conrad is talking about help for the farmers here, let me start there. I am on the Appropriations Committee, and that includes Ag Appropriations. So the Agricultural Appropriations Subcommittee of the Appropriations Committee is one of my assignments.

This year, we inserted \$7.5 million for the water bank program. So, there is \$7.5 million in the water bank programs, with a shorter easement. So a 10-year easement, wherein, a farmer with inundated lands can apply to come—you know, you have to develop your plan, and then it would be a short-term easement, but you can use that for inundated lands.

And so we want to see how it goes this year. And, of course, the advantage with the easement is that as we work—we are going to talk about that today—but as we work to get the water out of the lake, and water off some of this land, then you have the opportunity to farm it in the future.

So, we want to see how that works this year, and certainly, I'll work with Senator Conrad on a voluntary purchase plan as well, but if the water bank approach works—and again, people are in different circumstances. So, in some cases it may be better to have a voluntary buyout, and absolutely work with that. It is a good idea.

In other cases, you may not be that far away from maybe being able to reclaim it and farm it. Based on the things we are doing and we're going to talk about today, the easement may work better for you, because you may want to farm it again in the future. And it is a short enough term easement you would be able to do that. 10 years. Okay?

So, that's the water bank program. There is \$7.5 million there. Talked with Secretary Vilsack as recently as last week. He has been helpful on this. So, if you're in that situation, check into it. That is number one.

Three-part program to address the flooding on Devils Lake. And I truly think we are getting closer. It has been a tough go. No question about it. And all of you and many others in the lake region have done a fine job, and, you know, you have stood up, and you worked hard, and it has been a tough long slog. But I think we are getting close to where we maybe have this thing stabilized. Knock on wood. I mean, you know, things can always change. Three-part program. Store water in the upper basin. There is a ton of water stored in the upper basin, in the lake, and everywhere else.

Second, building up roads and levees. Third, moving water out of the lake. With the west-end outlet, and now the east-end outlet, I am hopeful that we can truly move water out of the lake so we bring it down some and stabilize it, instead of having it go up. And I think we are very close to that. We put a ton of work into it. We finally got the Canadians to realize they need to work with us, where it is common in an uncontrolled way. And that was a big corner for them to turn.

So now, in terms of the roads, and the levees, and the dikes, I have a sheet I am going to hand out to whoever would like it, but it just shows the funding over the last 3-year stretch, including 2012, so the balance of this year, that we have coming into Devils Lake area. And it is about \$400 million in Federal funding. That is just the last 2 years and this year. \$400 million.

The road embankment, building up the roads, and levees, and so forth, it is \$113 million that has come in. There is about \$40 million in additional work they will do this year, and that will be \$155 million. And that should have pretty much everything up to that 1,460 elevation. And we will hear from Joe and the mayor if there is something there that we are missing. I know the Grahams Island Road is something we maybe have to talk about.

ER funding. Department of Transportation Emergency Relief funding. Senator Conrad touched on this. This relates back to that \$100 million cap, which we worked with the State to address now.

\$277 million that has come in over the last 2 years and this year to help with the roads under the ER funding.

We are moving forward with Burlington Northern, Santa Fe right now. Amtrak, there is \$10 million there. That is a good partnership between BNSF, Amtrak, Federal government, and the State. That is a \$100 million bridge raise that is under way. And that is a big deal.

Water bank, I just talked about. I am not including that in the dollar total, but that is \$7.5 million that we have got in funding this year to help with our farmers in the region. So, that is a little over \$400 million over this 3-year stretch on the Federal end to help address the situation.

But I think the important point is, is I think that we are getting closer to what I see as a long-term solution or stabilized situation. We are removing enough water out of the lake, and we are able to move enough water out of the lake with the outlets in an orderly way that protects downstream as well as upstream, and that has taken a lot of work. It took a lot of help to get Valley City, you know, the water treatment facilities and everything they needed. It took a lot of work to get folks in the Red River Valley to agree that this makes the most sense for them. And it took a ton of work to get the Canadians onboard with this, as you all know. But I think we have that three-part equation pretty much in position now, with some more work. Now Mother Nature can always throw us another curve. But I think we are close, and I hope that we are pretty much there.

One final point on highway funding, because that is an issue not just here, but all over the State. The Senate highway bill is about \$550 million over 2 years for North Dakota. It is a very good highway bill for North Dakota, with a very good formula for North Dakota. And on top of that, we have \$317 million in emergency relief funding. That is \$870 million in Federal Highway funding for North Dakota for 2 years. That is a strong bill. And, you know, it is through the Senate. We are working with the House. I hope we get it. It is a very strong package.

That being said, I know there is more to do, but I think we are getting closer, guys. Obviously, this is important today to get more information from you on the things that we need to do, but again, I will just wrap up there and say thanks to your local leaders at the city level, at the county level. I know how hard you all have been working on this challenge.

Thank you.

Chairman CONRAD. Thank you, Senator Hoeven. First of all, I want to thank Aaron Wood for helping us set up this hearing on very short notice. We had intended to do this next week, because Secretary Salazar, Secretary of Interior, was coming next week to North Dakota. At the last minute, he changed, because of other obligations, and moved it to this week. So we had to put the whole schedule that was supposed to be next week, this week.

That is quite a tall order to arrange all this in 4 days. And I just want to thank so much the people that helped with that. Aaron Wood, especially, here, locally, thank you so much.

Thanks to all of the people that agreed to testify and change when they were going to testify. I mean it is—but it is what it is.

I am glad we were able to put this together, although on very short notice.

With that, we are joined by Congressman Berg. He will be our first witness. And then we will go to the first panel and the second panel, as I described.

I would ask each of the witnesses, if they could, to hold their formal remarks to about 5 minutes. We are not going to be rigid about it, but if you could do that, then that would give us time for questions and answers as well, and also give us time for anybody who is part of the audience to stand and give testimony at the end. We very much want to leave time, even if you are not on the witness list, that you know that at the end of this, you will be given a chance to make your views known as well.

With that, Congressman Berg, thank you for being here.

**STATEMENT OF HON. RICK BERG, A REPRESENTATIVE IN
CONGRESS FROM THE STATE OF NORTH DAKOTA**

Mr. BERG. Thank you, Senator Conrad and Senator Hoeven for having me. I am really not a witness. I think I am a witness so they can ask me questions.

[Laughter.]

Mr. BERG. I am really a—if I am a witness, it is a—

Chairman CONRAD. You might want to grab a—sorry.

Mr. BERG. If I am a witness, it is to witness those of you here today to present what you see as the outstanding issues and issues that we need to focus on as we go back to Washington.

I was just thinking, about 2 years ago, we were in this bill with an interim legislative committee, and I remember making the motion then to move ahead with a control structure on Stump Lake. And it seems like that was 10 years ago, and yet, in other ways, it seems like it was yesterday. I mean we have come a long ways, but, you know, from my perspective, the challenge here is really, we have to balance the outflows with the inflows, so we are not having, you know, the lake fill up. And the pumping stations, the control structures, the focus on what we are doing is just so important, we need to keep the focus on those things.

I want to recognize the legislators that are here, too. Kurt, and Dennis, and Dave. Over the years, I can't count on both hands the number of times they have come in and said, "Rick, we need to do more." I mean Grahams Island Road. Just this ongoing need that we have had from the State, and what we have had is a great partnership between the State and the Federal government on meeting all the emergency things that have come along. But our goal is, our goal should be that we don't have to keep raising the roads, that we, quite frankly, are able to stabilize everything.

I also want to just touch on, you know, the transportation bill, or the emergency funding that had the \$100 million cap. I mean I certainly support not having a cap, and we will work with Senator Hoeven and Senator Conrad to make sure that we are funding the needs and we are not held hostage by caps. Having said that, the amount of dollars compared to everything that was available was a real challenge to get for North Dakota, and we will continue to work on that.

The other thing that we are talking about today certainly is a farm bill and the need to work on that on a bipartisan way, and make sure that we are having the best impact we can for North Dakota farmers. Crop insurance is at the top of that list.

I also think that, you know, one of the biggest—I was born in Benson County. Our family homestead in Benson County, and to see it go from 40,000 acres here to 180,000 acres, and the farmland that that has taken is extremely frustrating. And so, one of the things that we talked about, too, and I would like to see is, if we do have easements or buyouts, I would like to see the farmers have the ability to buy that land back in the future. We don't know what the future is going to hold, but if 10 years, 15 years, 20 years down the road we are back at 40,000 acres, those families should be able to buy that land back. So again, we just need some safeguards in there when we do that.

I mean just to close out, I was here in Devils Lake about a month-and-a-half ago, and it was probably the best spirits I have seen people in Devils Lake for about 2 years. The worst feeling, of course, I have been through many floods, but the fact that these other floods come and go versus this one that continues to grow and continues to be at a risk. And so, from my perspective, I am committed to doing what we can do to ensure we are helping deal with this problem here in the Devils Lake Basin.

Thank you.

Chairman CONRAD. Thank you. Thank you, Congressman Berg. I think we should also recognize the Governor's Chief of Staff, Ron Rauschenberger is here. Ron, if you would stand and be recognized. Thank you, Ron, very much for being here. And Todd Sando, the State Water Commission. Todd, if you would stand and be recognized. Thank you for all the effort you have put into this as well. We appreciate it very much.

I should probably give a little of the background of this hearing. I was approached earlier this year by local leadership, and they asked me to hold a hearing that would give the local leaders a chance to testify for the record. And that is why this hearing was formed in the way it was. I was responding to a request from local leadership, and we will call them to the table now.

Mayor Johnson, Joe Belford, Commissioner, and the Mayor of Minnewaukan is in this panel. Sorry. We have had a little bit of shuffling here. So, just to review, we have Mayor Johnson, Mayor, Devils Lake, Joe Belford, Ramsey County Commissioner, and our Minnewaukan Mayor, Mark Motis. Welcome.

Voice. Thank you.

Chairman CONRAD. This is our first panel. I think we should also describe, when we have a member of Congress or a governor, they are in a panel by themselves, out of respect for their office. They go first. And then we go to the other panels, where we have more than one witness. So, that is the reason this is organized as it is.

Mayor, welcome. Mayor Johnson, if you will proceed. Then we will go to Joe Belford. Then we will hear from Minnewaukan Mayor, Mark Motis.

**STATEMENT OF HON. RICHARD JOHNSON, MAYOR, CITY OF
DEVILS LAKE**

Mr. JOHNSON. Thank you, Senator. For the record, my name is Dick Johnson, Mayor, City of Devils Lake.

Senator Conrad, I want—struggling already here.

Chairman CONRAD. We had the same problem back at our farm bill meeting.

[Laughter.]

Chairman CONRAD. We had a microphone that kept dipping.

Mr. JOHNSON. Okay. Senator Conrad, I want to thank you for being here today, and having this hearing here in Devils Lake and hosting the Senate field hearing here. It is very important to our community. But beyond that, on behalf of our grateful city, I want to thank you, Senator Hoeven, Congressman Berg, and Senator Conrad for all the work you have done for our community and the entire lake region.

The Federal financial aid that has poured into our area now exceeds \$1 billion. Much of that funding was because of the efforts, determination, and hard work of our congressional delegation, both past and present, to secure the funding necessary to keep our community a safe place to live and keep it as whole as it can be. We also need to thank and recognize Governor Dalrymple and the State legislature for their support of Devils Lake and the lake region. Through their efforts, we have been recipients of millions of State dollars for matching funds for our embankment. The State of North Dakota has provided additional funding for area roads, and two, and, hopefully, three outlets to move water off the lake. Without the support of the State of North Dakota to pay most of the local share of embankment, it would not have happened, as the city does not have the resources to secure such a huge project and operate such a huge project.

It has truly been a team effort of Federal, State, and local governments. The efforts of all are deeply appreciated, and I again thank everyone so much for being here and supporting us.

As you are aware, the city has been fighting the flooding lake for approximately 18 years. We have struggled through some very tough times and difficult times remain ahead, but we have come a long way, and we are still here fighting, and are more determined than ever to get life back to normal in our community. And as Senator Hoeven said, we can begin to see the light at the end of the tunnel.

The embankment protecting the City of Devils Lake and areas around the city will be completed in 2013. Much of the work will be completed this construction season, but we will have work to do in 2013. We are very confident that the embankment will protect our residents and their property from any flooding event. The main highways in the Devils Lake are being raised to allow for people to get to the city to keep our businesses viable and also provides residents from the area access to medical and healthcare facilities. So, a lot has been done, but there are many challenges ahead.

The title of the hearing today is, “Devils Lake Flooding Response: The Next Steps.” And I appreciate the opportunity to testify to some of the city’s needs and concerns as we move towards those next steps.

First and foremost, we cannot become complacent. With below normal precipitation in the fall and winter, little inflows into the lake this spring, we cannot lose our focus to move water off the lake. As history has shown, weather patterns can change quickly, and the lake has a mind of its own. So, we must ensure that we take advantage of the window of opportunity to move significant volumes of water off the lake through the outlets while conditions permit.

With the outlets running, and some evaporations, we may have the opportunity to take a couple of feet of water off the lake. The lake is nearly a foot below the high-water mark of last year, with little runoff this year, and this puts us in a good position to reclaim some farmland and county and township roads, as these are very, very important to the economy of the City of Devils Lake. Our economy has always been based on agriculture, and continues to be so today. The recent NDS use study shows an economic impact of \$180 million lost this year. This illustrates how important it is to move water off the lake and recover the land.

Regarding funding needs, the first area where Federal funding might be needed is for the embankment. Bonnie Greenleaf, project manager for the Corps of Engineers for the project, has said that funding is looking tight, and an additional \$3 to \$5 million in Federal control and coastal emergency funds might be needed to complete the embankment.

Now, once the embankment is completed, we face a major financial challenge to fund the maintenance of the system. Maintaining 12 miles of embankment will pose a major financial burden on the city. As I stated, when completed, the embankment will be approximately 12 miles in length, and cost over \$155 million. A city the size of Devil's Lake, with 7,200 residents, will have very little financing available to maintain the embankment. The cost of a moor alone is \$150,000, and does not qualify as a project cost.

We have huge pump stations related to the embankment that will need maintenance, and we have no funding in place for those future maintenance items. A large portion of the embankment is outside the corporate city limits of Devils Lake and protects a very large area, so we must secure funding for the maintenance of that entire system.

Another big issue for the City of Devils Lake is because of the high groundwater table, we have a lot of trouble maintaining our streets and roadways within the city. The sub-grade is being compromised to the extent that pavement is breaking away, and in some cases, sinking. This is also very prevalent throughout the city road system, to include our west underpass and our industrial park. This puts a heavy burden on our residents to pay for those streets, because their life expectancy is shorter than the designed life. Our economy has been strong, with sales tax, restaurant tax, lodging tax all doing well. We feel this may be due mainly to the construction activity, and the concern then turns to how to replace that economy when the construction is completed.

I would like to conclude my testimony today with some comments on the Devils Lake Executive Committee, also known as the DLEC committee. For some history, as I recall, the committee was established in March of 2011 as a result of the summit that was held

on Devils Lake flooding back in May of 2010. Our congressional delegation thought it was important to bring together all the major agencies to discuss the flooding issues, and come up with some answers. From this group, a Devils Lake Collaborative Working Group was formed to look at many issues in the lake region and come up with an action plan to be presented to the Devils Lake committee.

The Corps of Engineers was charged with the task of organizing and implementing the DLEC committee. The DLEC committee was made up of several Federal, State, tribal, and local governmental officials. The meetings were attended by members of our congressional delegation, or if they were unable to attend, their staff members would attend for them.

Governor Dalrymple attended most, if not all, the DLEC meetings. Having high-level officials at these meetings gave a great deal of credibility to the process. There were approximately 29 different Federal, State, tribal, and local agencies represented at the meetings, and an action list was created, assigned to various agencies. Once finalized, the action plan was submitted to the Office of Management and Budget for funding. I believe the final submitted list had 22 action items for consideration.

I would like to offer some thoughts I have regarding the effectiveness of this process. First, I was skeptical about the process and how it could have a positive effect on our flooding situation. But as the meetings progressed, I could see a great deal of progress being made, and agencies working together on the various action items. The action items ranged from comprehensive watershed management, to outlets, to control structures, to railroad grade raises, to quality of the water, to an edmore diversion, and the list can go on and on. But as you can tell from the list, it was a very comprehensive approach to the flooding situation.

I do believe in the final analysis the committee worked well as it put agencies and people together to solve tough problems. There were some action items that were implemented. The East End Outlet, Tolna Coulee, to mention a few. The process also gave local members of the committee a chance to vent their feelings, and I felt that it was extremely important, as all the members listened to those concerns, and the feelings that they had come away with a better understanding of the situation.

I want to thank all those who served on the DLEC committee, as we spent countless hours working hard on the flooding and the basin. Their time, efforts, and expertise were greatly appreciated, and in the end, I feel that process worked well.

Senator, that concludes my testimony, and I would stand for any questions you may have, or any other committee members.

[The prepared statement of Mr. Johnson follows:]

**TESTIMONY OF RICHARD JOHNSON
MAYOR, CITY OF DEVILS LAKE, ND**

SENATOR CONRAD, I WANT TO START MY TESTIMONY BY THANKING YOU FOR BEING HERE TODAY AND HOSTING THIS SENATE FIELD HEARING IN DEVILS LAKE. BUT BEYOND THAT, ON BEHALF OF A GRATEFUL CITY, I WANT TO THANK YOU , SENATOR HOEVEN, REP BERG, FOR ALL YOU HAVE DONE FOR THE COMMUNITY AND THE ENTIRE LAKE REGION. THE FEDERAL FINANCIAL AID THAT HAS POURED INTO THE AREA NOW EXCEEDS ONE BILLION DOLLARS. MUCH OF THAT FUNDING WAS BECAUSE OF THE EFFORTS, DETERMINATION AND HARD WORK OF OUR CONGRESSIONAL DELEGATION, PAST AND PRESENT, TO SECURE THE NECESSARY FUNDING TO KEEP OUR COMMUNITY SAFE AND WHOLE. WE ALSO NEED TO THANK AND RECOGNIZE GOVERNOR DALRYMPLE AND THAT STATE LEGISLATURE FOR THEIR SUPPORT OF DEVILS LAKE AND THE LAKE REGION. THROUGH THEIR EFFORTS WE HAVE BEEN RECEIPIENT OF MILLIONS OF STATE DOLLARS FOR THE MATCHING FUNDS FOR OUR EMBANKMENT. THE STATE OF NORTH DAKOTA HAS PROVIDED ADDITIONAL FUNDING FOR AREA ROADS AND TWO, AND HOPEFULLY SOON, THREE OUTLETS TO MOVE WATER OFF THE LAKE. WITHOUT THE SUPPORT OF THE STATE OF NORTH DAKOTA TO PAY MOST OF THE LOCAL SHARE OF THE

EMBANKMENT, IT WOULD NOT HAVE HAPPENED, AS THE CITY DOES NOT HAVE THE RESOURCES TO FUND THE LOCAL SHARE OF SUCH A HUGE PROJECT. IT HAS TRULY BEEN A TEAM EFFORT OF OUR FEDERAL , STATE AND LOCAL GOVERNMENTS. THE EFFORTS OF ALL ARE DEEPLY APPRECIATED AND AGAIN I WANT TO THANK EVERYONE SO VERY MUCH FOR BEING THERE FOR US.

AS YOU ARE AWARE THE CITY HAS BEEN FIGHTING THIS FLOODING LAKE FOR APPROXIMATELY 18 YEARS. WE HAVE STRUGGLED THROUGH SOME VERY TOUGH TIMES AND DIFFICULT TIMES REMAIN AHEAD, BUT WE HAVE COME A LONG WAY AND WE ARE STILL HERE FIGHTING AND ARE MORE DETERMINED THAN EVER TO GET "LIFE BACK TO NORMAL" IN OUR COMMUNITY. WE CAN BEGIN TO SEE THE LIGHT AT THE END OF THE TUNNEL.

THE EMBANKMENT PROTECTING THE CITY OF DEVILS LAKE, AND AREAS AROUND THE CITY, WILL BE COMPLETED IN 2013, MUCH OF THE WORK WILL BE COMPLETED THIS CONSTRUCTION SEASON, BUT WE WILL HAVE WORK TO DO IN 2013. WE ARE VERY CONFIDENT THAT THE EMBANKMENT WILL PROTECT OUR RESIDENTS AND THEIR PROPERTY FROM ANY FLOODING EVENT. THE MAIN HIGHWAYS INTO DEVILS LAKE ARE BEING RAISED TO ALLOW FOR PEOPLE TO GET TO THE CITY TO KEEP OUR BUSINESS COMMUNITY VIABLE AND ALSO PROVIDES

RESIDENTS FROM THE AREA ACCESS TO MEDICAL AND HEALTH CARE FACILITIES.
SO A LOT HAS BEEN DONE, BUT THERE ARE STILL MANY CHALLENGES AHEAD.

THE TITLE OF THE HEARING TODAY IS **DEVILS LAKE FLOODING RESPONSE: NEXT STEPS**. I APPRECIATE THE OPPORTUNITY TO TESTIFY TO SOME OF THE CITIES NEEDS AND CONCERNS AS WE MOVE FORWARD TO THOSE "NEXT STEPS."

FIRST AND FOREMOST, WE CANNOT BECOME COMPLACENT, WITH BELOW NORMAL PRECIPITATION IN THE FALL AND WINTER, AND LITTLE INFLOWS INTO THE LAKE THIS SPRING, WE CANNOT LOSE OUR FOCUS TO MOVE WATER OFF THE LAKE. AS HISTORY HAS SHOWN, WEATHER PATTERNS CAN CHANGE QUICKLY, AND THE LAKE HAS A MIND OF IT'S OWN, SO WE MUST ENSURE THAT WE TAKE ADVANTAGE OF THIS "WINDOW OF OPPORTUNITY" TO MOVE SIGNIFICANT VOLUMES OF WATER OFF THE LAKE THROUGH THE OUTLETS WHILE CONDITIONS PERMIT. WITH THE OUTLETS RUNNING AND SOME EVAPORATION, WE HAVE THE OPPORTUNITY TO TAKE A COUPLE OF FEET OF WATER OFF THE LAKE. THE LAKE IS NEARLY A FOOT BELOW THE HIGH WATER MARK OF LAST YEAR WITH VERY LITTLE RUN OFF THIS YEAR, WHICH PUTS US IN A VERY GOOD POSITION TO RECLAIM SOME FARM LAND, COUNTY AND TOWNSHIP ROADS, AS THESE ARE VERY IMPORTANT TO THE ECONOMOY OF CITY OF DEVILS LAKE. OUR ECONOMY HAS

ALWAYS BEEN BASED ON THE AGRICULTURE AND CONTINUES TO BE SO TODAY. THE RECENT NDSU STUDY SHOWS AN ECONOMIC IMPACT OF 180 MILLION DOLLARS LOST THIS YEAR. THIS ILLUSTRATES HOW IMPORTANT IT IS TO MOVE WATER OFF THE LAKE AS QUICKLY AS POSSIBLE.

REGARDING FUNDING NEEDS, THE FIRST AREA WHERE ADDITIONAL FEDERAL FUNDING MIGHT BE NEEDED IS FOR OUR EMBANKMENT. BONNIE GREENLEAF, PROJECT MANAGER FOR THE CORPS OF ENGINEERS FOR THE PROJECT HAS SAID THAT FUNDING IS LOOKING TIGHT AND AN ADDITIONAL 3 TO 5 MILLION DOLLARS IN FEDERAL CONTROL AND COASTAL EMERGENCIES FUNDING MIGHT BE NEEDED TO COMPLETE THE EMBANKMENT PROJECT.

ONCE THE EMBANKMENT IS COMPLETED WE FACE A MAJOR FINANCIAL CHALLENGE TO FUND THE MAINTENANCE OF THE SYSTEM. MAINTAINING THE 12 MILES OF EMBANKMENT WILL POSE A MAJOR FINANCIAL BURDEN ON THE CITY. AS I STATED, WHEN COMPLETED THE EMBANKMENT WILL BE APPROXIMATELY 12 MILES IN LENGTH AND COST OVER 155 MILLION DOLLARS. A CITY THE SIZE OF DEVILS LAKE WITH 7,200 RESIDENTS WILL HAVE A VERY DIFFICULT TIME FINANCING THE MAINTENANCE OF THIS EMBANKMENT. THE COST OF A MOWER ALONE IS 150,000.00 AND THIS DOES NOT QUALIFY FOR A

PROJECT COST. WE HAVE HUGE PUMP STATIONS RELATED TO THE EMBANKMENT THAT WILL NEED MAINTENANCE, AND WE HAVE NO FUNDING TO PAY FOR THOSE FUTURE MAINTENANCE ITEMS. A LARGE PORTION OF THE EMBANKMENT IS OUTSIDE THE CORPORATE CITY LIMITS OF DEVILS LAKE AND PROVIDES PROTECTION FOR A VERY LARGE AREA. SO WE MUST SECURE FUNDING FOR THE MAINTENANCE OF THE SYSTEM.

ANOTHER BIG ISSUE FOR THE CITY IS, BECAUSE OF THE HIGH GROUND WATER TABLE WE HAVE HAD A LOT OF TROUBLE MAINTAINING OUR STREETS AND ROADWAYS WITHIN THE CITY. THE SUB GRADE IS BEING COMPROMISED TO THE EXTENT THE PAVEMENT IS BREAKING AWAY OR IN SOME CASES SINKING. THIS IS ALSO VERY PREVELANT THROUGHOUT THE CITY ROAD SYSTEM TO INCLUDE THE WEST UNDERPASS AND OUR INDUSTRIAL PARK. THIS PUTS A HEAVY BURDEN ON OUR RESIDENTS TO PAY FOR THOSE STREETS BECAUSE THEIR LIFE EXPECTANCY IS SHORTER THAN THE DESIGN LIFE.

OUR ECONOMY HAS BEEN STRONG WITH SALES TAX, RESTAURANT TAX AND LODGING TAX ALL DOING EXTREMELY WELL. WE FEEL THIS MAY BE DO MAINLY TO THE CONSTRUCTION ACTIVITY AND THE CONCERN THAN TURNS TO HOW DO WE REPLACE THAT ECONOMIC ACTIVITY AFTER CONSTRUCTION IS COMPLETED.

I WOULD LIKE CONCLUDE MY TESTIMONY TODAY WITH SOME COMMENTS ON THE DEVILS LAKE EXECUTIVE COMMITTEE ALSO KNOWN AS THE DLEC COMMITTEE. AS I RECALL THE COMMITTEE WAS ESTABLISHED IN MARCH OF 2011 AS A RESULT OF THE SUMMIT ON DEVILS LAKE FLOODING THAT WAS HELD HERE IN MAY OF 2010. OUR CONGRESSIONAL DELEGATION THOUGHT IT WAS IMPORTANT TO BRING TOGETHER ALL THE MAJOR AGENCIES TO DISCUSS THE FLOODING ISSUES AND COME UP WITH SOME ANSWERS. FROM THIS GROUP A DEVILS LAKE COLLABORATIVE WORKING GROUP WAS FORMED TO LOOK AT MANY ISSUES IN LAKE REGION AND COME UP WITH AN ACTION PLAN TO BE PRESENTED TO THE DLEC COMMITTEE. THE CORPS OF ENGINEERS WAS CHARGED WITH THE TASK OF ORGANIZING AND IMPLEMENTING THE DLEC COMMITTEE. THE DLEC COMMITTEE WAS MADE UP OF SEVERAL FEDERAL, STATE, TRIBAL AND LOCAL GOVERNMENT OFFICIALS. THE MEETINGS WERE ATTENDED BY MEMBERS OF OUR CONGRESSIONAL DELEGATION, OR IF THEY WERE UNAVAILABLE ONE OF THEIR STAFF MEMBERS. GOVERNOR DALRYMPLE ATTENDED MOST, IF NOT ALL OF THE DLEC MEETINGS. HAVING HIGH LEVEL OFFICIALS AT THESE MEETINGS GAVE A GREAT DEAL OF CREDITABILITY TO THE PROCESS. THERE WERE APPROXIMATELY 29 DIFFERENT FEDERAL, STATE, TRIBAL AND LOCAL AGENCIES REPRESENTED AT THE MEETINGS. A LIST OF ACTION ITEMS WAS CREATED AND

ASSIGNED TO VARIOUS AGENCIES, ONCE FINALIZED THIS ACTION PLAN WAS SUBMITTED TO OFFICE OF MANAGEMENT AND BUDGET FOR FUNDING. I BELIEVE THE FINAL SUBMITTED LIST HAD 22 ACTION ITEMS FOR CONSIDERATION. I WOULD LIKE TO OFFER SOME THOUGHTS I HAVE REGARDING THE EFFECTIVENESS OF THIS PROCESS. FIRST I WAS SKEPTICAL ABOUT THE PROCESS AND HOW IT MIGHT HAVE A POSTIVE AFFECT ON OUR FLOODING SITUATION, BUT AS THE MEETINGS PROGRESSED I COULD SEE A GREAT DEAL OF PROGRESS BEING MADE AND AGENCIES WORKING TOGETHER ON VARIOUS THE ACTION ITEMS. THE ACTION ITEMS RANGED FROM COMPREHENSIVE WATERSHED MANAGEMENT STRATEGY, TO OUTLETS, TO CONTROL STRUCTURES, TO RAILROAD GRADE RAISES, TO WATER QUALITY, TO AN EDMORE DIVERSION, AND THE LIST CAN GO ON, BUT AS YOU CAN TELL FROM THE LIST IT WAS A VERY COMPREHENSIVE APPROACH TO THE FLOODING IN THE BASIN. I DO BELIVE IN THE FINAL ANALYSIS THAT THE COMMITTEE WORKED WELL AS IT PUT AGENCIES AND PEOPLE TOGETHER TO SOLVE TOUGH PROBLEMS. THERE WERE SOME ACTION ITEMS THAT WERE IMPLEMENTED, THE EAST END OUTLET, TOLNA COULEE CONTROL STRUCTURE TO MENTION A COUPLE. THE PROCESS ALSO GAVE LOCAL MEMBERS A CHANCE TO VENT THEIR FEELINGS AND I FELT THAT WAS EXTREMELY IMORTANT, AS ALL THE MEMBERS LISTENED TO THOSE CONCERNS

AND FEELINGS AND CAME AWAY WITH A BETTER UNDERSTANDING OF THE SITUATION. I WANT TO THANK ALL OF THOSE DLEC COMMITTEE MEMBERS WHO SPENT COUNTLESS HOUR WORKING ON THE FLOODING IN THE BASIN, THEIR TIME, EFFORTS AND EXPERTISE WAS GREATLY APPRECIATED. IN THE END, I FEEL THAT PROCESS WORKED WELL..

THIS CONCLUDES MY TESTIONY AND I AGAIN WANT TO THANK YOU FOR GIVING ME THE OPPORTUNITY TO TESTIFY TODAY. I STAND READY TO ANSWER ANY QUESTIONS YOU MAY HAVE REGARDING MY TESTIMONY.

Chairman CONRAD. Thank you, Mayor Johnson. Typically, what we do is, we will have all the witnesses on the first panel complete their statements, and then we would ask you to remain, and we will go to questions at that point.

And we will go next to Joe Belford. Welcome, Commissioner Belford.

STATEMENT OF HON. JOE BELFORD, COMMISSIONER, RAMSEY COUNTY

Mr. BELFORD. Well, thank you, Senator, for organizing this gathering today, and Senator Hoeven, it is a pleasure to have you back in our community. You were there many times as governor. And Congressman Berg. I don't know where he is off to.

Voice. He is here somewhere.

Mr. BELFORD. Oh. He is behind me. He is behind me.

[Laughter.]

Voice. He is here somewhere.

Voice. I have your back, Joe.

Mr. BELFORD. We are glad to have you here, also. You never want a congressman at your back.

[Laughter.]

Mr. BELFORD. We will do something about that.

Anyhow, for the record, my name is Joe Belford. I am a lifelong resident of the Devils Lake area and a Ramsey County Commissioner for the last 23 years. I am also chairman of our nine-county association, which represents the counties that—we have four other counties on the lake. Nelson, Benson, Towner, and Eddy all have parts of their county in the lake issue as well. So, I am speaking on their behalf as well.

I appreciate this opportunity to speak to you today about some of the catastrophic impacts that people of the Devils Lake region have suffered during nearly 2 decades of seemingly endless flooding. During the current prolonged wet period, we have watched the lake continue to grow, engulfing more and more land, homes, and businesses. About 180,000 acres are now flooded by Devils Lake, and most of this was very good farmland that supported a vibrant economy in several small towns, the Spirit Lake nation, and the City of Devils Lake.

Losses of this farmland decimated our tax base, making it very difficult for local governments to provide schools and other central public services. It has become financially impossible to adequately maintain our network of townships and county roads.

Many farm families have been forced off their land by the growing lake. When farmland is flooded, the seed, the fertilizer, the Ag chemicals, the machinery, fuel, and labor needed to farm that land is no longer purchased from the local merchants in our towns, forcing many businesses to severely cut back and even close their doors.

The loss of the agricultural activity in 2012 is projected to exceed \$52 million, and this will have an indirect impact on the business activity estimated to exceed \$180 million. Economists estimate that 1,150 jobs will be lost and many of our lifelong friends and neighbors have been forced to move away. The personal crisis this has caused in our community is etched in the faces of our people. It is

very difficult to adequately express what the people of this region continue to suffer through.

Of regional significance is a potential loss of the Amtrak and Burlington Northern rail services through Devils Lake. While the track was raised a few years ago, it is going to require constant maintenance and needs to be raised again. And through the efforts of the congressional—and Senator Conrad had a hearing out there that Mayor Johnson and I attended as well, and committed Amtrak as \$30 million, and Burlington Northern as 30, and the Federal government is 32 to accomplish this feat.

We are grateful for this Federal support to our community and region, and I am sure you had a lot to do with making this happen. The monetary cost to State and Federal government in addressing our flood damages now exceeds \$1 billion. While the financial cost to address new flooding problems year after year is staggering, I must stress that the human cost is far greater. Everyone in the region has felt severe pain of this flood, either directly through the loss of their home and livelihood, or indirectly through friends and relatives that have lost everything.

As a public official, the pleas of my friends and neighbors are pounded into my head daily, “Why can’t something be done?” I know from our ongoing conversations that you have been diligently trying to do what you can in Washington to find and implement solutions to our growing crisis. You have repeatedly brought our plight to the attention of the Federal officials, who continue to try to be helpful. This is greatly appreciated. Likewise, I am very grateful to the governor and the State legislature, State water commission for everything that they have done over these many years. The State and Federal efforts are clearly illustrated by the huge investments in roads and other infrastructure, the construction and operation of the outlet projects and other aid provided to our people. Unfortunately, Mother Nature has not relented and flood-related impacts and costs continue to mount.

While we have had relatively mild and dry winters, we cannot be confident the wet cycle is over and that the Devils Lake has crested. We will continue to need the help from the Federal and State agencies for years ahead, should the lake continue to rise, and most certainly, as we try to rebuild the economy and the social fiber of our region when the lake eventually recedes.

In closing, I want to mention again that the flooding we are experiencing in Devils Lake basin is not just a local problem. Should the lake continue to raise to its spill elevations, the ramifications downstream along the Sheyenne and Red Rivers could be catastrophic. We pray that the two State pumped outlets, gravity outlet, and the control structure at the Tolna Coulee outlet will prevent an even greater disaster. We do not want to see the largest natural disaster in North Dakota’s history spill out onto our friends and neighbors downstream. We are grateful for the part you have played and continue to play in trying to address our flooding nightmares.

Thank you.

[The prepared statement of Mr. Belford follows:]

**RAMSEY COUNTY, NORTH DAKOTA
OFFICE OF THE AUDITOR**

Auditor*Elizabeth V. Fischer***Deputy Auditor***Kandy K. Christopherson***Deputy Clerk II***Beverly Schuler*524 4th Avenue NE Unit 6

Devils Lake, North Dakota 58301-2487

Phone (701)662-7009

County Commissioners*Joe Belford**Bill Mertens**Mark E Olson**Scott Diseth**Ed Brown*

April 4, 2012

Senator Conrad, for the record my name is Joe Belford, a life long resident of the Devils Lake area and Ramsey County Commissioner for the last 23 years.

I appreciate this opportunity to speak today about some of the catastrophic impacts the people of the Devils Lake region have suffered during nearly two decades of a seemingly endless flooding. During the current prolonged wet period, we have watched the lake continue to grow, engulfing more and more land, homes and businesses. About 160,000 acres are now flooded by Devils Lake. Most of this was very good farm land that supported a vibrant economy in several small towns, the Spirit Lake Nation, and the City of Devils Lake. Loss of this farm land has decimated our tax base making it very difficult for local governments to provide schools and other essential public services. It has become financially impossible to adequately maintain our network of township and county roads.

Many farm families have been forced off their land by the growing lake. When farmland is flooded, the seed, fertilizer, agricultural chemicals, machines, fuel and labor needed to farm that land is no longer purchased from local merchants in our towns forcing many businesses to severely cut back and even close their doors. The loss of agricultural activity in 2012 is projected to exceed \$52 million dollars. This will have a direct and indirect impact on business activity estimated to exceed \$194 million. Economists estimate that 1,150 jobs will be lost. Many of our life long friends and neighbors have been forced to move away. The personal crisis this has caused in our communities is etched in the faces of our people. It is very difficult to adequately express what the people of this region continue to suffer through.

Of regional significance is the potential loss of Amtrak and Burlington Northern rail service through Devils Lake. While the track was raised a few years ago, it has required constant maintenance and needs to be raised again. I understand the federal government will be contributing \$100 million dollars on the track from Churches Ferry to Devils Lake in order to keep the line operational. We are grateful for this federal support to our community and region. I'm sure you had a lot to do with making this happen.

The monetary cost to state and federal government in addressing our flood damages now exceeds a billion dollars. While the financial cost to address new flooding problems year after year is staggering, I must stress that the human cost is far greater. Everyone in the region has felt the severe pain of this flood either directly through loss of their home and livelihood or indirectly through friends and relatives that have lost everything. As a public official, the pleas of my friends and neighbors are pounded into my head daily . . . why can't something be done!

I know from our ongoing conversations that you have been diligent in trying to do what you can in Washington to find and implement solutions to our growing crisis. You have repeatedly brought our plight to the attention of federal officials who continue to try to be helpful. This is greatly appreciated. Likewise, I am very grateful to the governor and state legislature for everything they have done over these many years. State and federal efforts are clearly illustrated by the huge investments in roads and other infrastructure, the construction and operation of outlet projects, and other aid provided to our people. Unfortunately, Mother Nature has not relented and flood related impacts and costs continue to mount. While we've had a relatively mild and dry winter, we can not be confident that the wet cycle is over and that Devils Lake has crested. We will continue to need help from federal and state agencies for years ahead should the lake continue to rise and most certainly as we try to rebuild the economic and social fiber of our region when the lake eventually recedes.

In closing, I want to mention again that the flooding we are experiencing in the Devils Lake basin is not just a local problem. Should the lake continue to rise to its spill elevation, the ramifications downstream along the Sheyenne and Red rivers could be catastrophic. We pray that the two state pumped outlets, gravity outlet and the control structure at the Tolna Coulee outlet will prevent an even greater disaster. We do not want to see the largest natural disaster in North Dakota's history spill out onto our friends and neighbors downstream. We are grateful for the part you have played and continue to play in trying to address our flooding nightmare.



Joe Belford
Ramsey County Commission

Agricultural Economic Impact in the Devils Lake Area Flooding in 2011

This analysis quantifies the extent of lost agricultural production in the Devils Lake Basin due to rising water levels in Devils Lake and Stump Lake and the surrounding area. The potential production that will not be produced in 2011 represents lost income to area producers as well as the region's economy. The total impact of this loss to the region is further increased in the form of indirect losses as this money is not available to be spent in other economic sectors of the economy.

Production data for the most recent five-year period, as reported by North Dakota Agricultural Statistics Service, were used in this analysis. Lost income due to increased water levels in the Devils Lake basin was assumed to be the value of the crop production that could have been produced on this acreage if it had been available to plant in 2011. Therefore, this acreage will not contribute to the economic activity in the region in 2011.

Acreage and yield data for 14 major crops grown in Benson and Ramsey counties for the years 2005 through 2009 were summarized. Average yields for the region are shown in Table 1. These yields were weighted based on the production from each county. The average percentage of acreage devoted to each crop is shown in Table 2. This crop mix is based on the sum of all acres produced over this 5-year period.

Table 1. Weighted Average Yields for Benson and Ramsey Counties, 2005-2009.

Crop	Average Yield/Acre
Barley	59.4
Corn Grain	97.9
Alfalfa Hay	1.9
Other Hay	1.7
Winter Wheat	49.2
Durum	35.4
Spring Wheat	38.2
Canola	1408.5
Flaxseed	18.2
Soybeans	27.7
Oil Sunflowers	1403.9
Conf Sunflowers	1234.5
Edible Beans	14.1
Dry Edible Peas	18.0

Table 2. Major Crops Grown in Benson and Ramsey Counties, 2005-2009.

Crop	Percent of Total Acre
Barley	13.0%
Corn Grain	9.5%
Alfalfa Hay	2.1%
Other Hay	3.5%
Winter Wheat	3.3%
Durum	1.0%
Spring Wheat	28.1%
Canola	6.9%
Flaxseed	1.7%
Soybeans	17.2%
Oil Sunflowers	2.5%
Conf Sunflowers	1.8%
Edible Beans	8.5%
Dry Edible Peas	1.0%

These estimates were prepared by Dwight Aakre and Randal Coon, Department of Agribusiness and Applied Economics, and Bill Hodous Ramsey County Extension Agent, North Dakota State University, February 2011.

The current estimate of inundated area is 163,450 acres for 2011. This acreage data is from The Devils Lake Basin Joint Water Resources Board's website. The 163,450 acres represents the acreage inundated as the lake level has risen from 1422.9 feet in 1993 to a forecasted level of 1455.0 feet above sea level in 2011. Potential lost production per year is summarized in Table 3. This table includes the average acreage of each crop, the estimated market price, and the total value for each crop. The estimated value of production that could have been produced on this acreage for 2011 is \$52,757,993. This is an estimate of the direct loss that will incur in 2011.

Table 3. Potential Lost Production per Year in the Devils Lake Basin with 163,450 Acres of Cropland Inundated.

Crop	Average Yield	Average Acreage	Estimated Price	Value Per Year
Barley	59.4	21,321	4.50	5,696,335
Corn Grain	97.9	15,487	5.00	7,584,470
Alfalfa Hay	1.9	3,427	65.00	425,201
Other Hay	1.7	5,786	45.00	431,803
Winter Wheat	49.2	5,449	7.50	2,009,731
Durum	35.4	1,622	8.50	487,364
Spring Wheat	38.2	45,917	8.50	14,914,236
Canola	1408.5	11,235	0.220	3,481,445
Flaxseed	18.2	2,760	13.00	653,204
Soybeans	27.7	28,053	12.00	9,319,860
Oil Sunflowers	1403.9	4,041	0.240	1,361,571
Conf				
Sunflowers	1234.5	2,954	0.330	1,203,384
Edible Beans	14.1	13,823	25.00	4,877,513
Dry Edible Peas	18.0	1,575	11.00	311,875
Market Value of Lost Production				\$52,757,993

Total Economic Loss

The market value of the potential production that will not be produced represents the direct loss to the region's economy. Additional losses accrue in the form of indirect loss throughout the economy. The indirect impact is the economic activity created by the spending and re-spending of the direct impacts.

Total impact on business activity in the region from both direct and indirect losses is estimated at \$194,419,000. The major losses are \$57.6 million to the crop sector, \$50.9 million to the households sector (personal income), and \$42.9 million to the retail trade sector. The remainder of the \$194.4 million loss is distributed among several other sectors of the economy.

This loss of business activity ultimately is reflected in lost jobs in the region. Employment loss is estimated at 1,150 jobs for the region.

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These estimates were prepared by Dwight Aakre and Randal Coon, Department of Agribusiness and Applied Economics, and Bill Hodous Ramsey County Extension Agent, North Dakota State University, February 2011.

Chairman CONRAD. Thank you, Joe, and thanks for your dedicated effort. My God, you have been at this from day one, and we appreciate so much all of the effort and energy that you have extended.

We will go now to Minnewaukan Mayor, Mark Motis, who is right at ground zero. Thank you, Mayor. Thank you for being here. We appreciate very much the struggles that you and your community are going through, and please proceed with your testimony.

**STATEMENT OF HON. MARK MOTIS, MAYOR, MINNEWAUKAN,
NORTH DAKOTA**

Mr. MOTIS. A lot of the statistics have already been given, and I want to thank you, Senator Conrad, for bringing this meeting to our area. It shows that you still have a continued interest in our little city. They have a motto over there, "The little city by the big lake." And when people ask me about it, I always say, "Do you know where Devils Lake is?" "Yes, I do." "Well, that is our suburb." [Laughter.]

Mr. MOTIS. And Dick, don't mean any offense, but we have to think big.

So, as a representative of the City of Minnewaukan, I want to say thank you to Senator Conrad for coming to our area and showing an interest in our community. Thank you also to former Governor Hoeven for the help he has provided. Additionally, we want to thank Senator Berg, Governor Dalrymple, and all the hard-working crew in Bismarck, at the Department of Emergency Services. They have been wonderful.

We also would like to thank our engineering firm of Kadrmas, Lee, & Jackson, and especially Eric Gilbertson, Molly Sullivan, and Paul Zaharia for all of their hard work.

The City of Minnewaukan is a small community, and we have been fighting the good fight to provide a place for our citizens to call home. As previously mentioned by Mayor Johnson and Joe Belford, we have had good counsel. We have had help from a number of people. And you may have heard this commercial, "You can do it yourself, but you don't need to do it alone." And that's exactly where we are at.

We won't give up, but we need help. As we realize this, we understand that unless we get the help, we are not going to be successful. And we turn to you to help find our way through this impact of Mother Nature. As we all know, Mother Nature can be a very harsh taskmaster. Because the City of Minnewaukan has a Herculean task in front of it, we present you with these following tasks and ask for your help.

The City of Minnewaukan needs 1.3 million EDA, Economic Development Administration, funds. Without those funds, we have a task that we probably will flounder at. This would be money to pay for the sewer and water lines to the new town. \$1.3 million in matching funds for the city, that is impossible for 200 residents to be accountable for that kind of funding. We need help finding a solution to relieve some of this expense.

The city has already taken out a \$350,000 drinking water State revolving loan to help with some of the matching funds, to be paid off by the year 2031, \$1 million to string water and sewer lines to

the residential area of the new town. EDA does not help for residential areas. It is for economic development only. We need help establishing the red zone in the new town area. If we can be ascertained and given that designation, then we can get lots of grant money.

And here is a list of fees that each citizen is already paying. Our sewer charge is \$5. We have a user fee of \$8. We have a flood fee, \$15, which will help pay off that loan. We have a lagoon fee of \$10, a meter fee of 50 cents. Water is charged at \$17 for the first 1,000 gallons, \$6 for each additional 1,000 or portion of 1,000 gallons used. Garbage is \$15 per month for residential, \$26.25 for commercial. And so the total water, sewer, and garbage for a resident is \$71.50 per month, with a minimum use of water.

We have lost 25 homes since 2010. Why did we lose them? Because the new town site is not yet ready. There are people wanting to move to that site, but until such time as there is water and sewer there, you cannot move a home there.

I do have some printouts of the new town site, and want to share that with you. This zone here, I have a copy for you, is where we had proposed an industrial area. We thought we had three entities that were going to join us there, and so far, we cannot get any commitment. They said yes, we are interested. Yes, we are interested. Without them coming there, the EDA money isn't going to come. That hurts real bad. And you can see, this is the area for the school, and the school is on schedule, without water and sewer. But it is a must, because soon, they are going to need to test the water system in the building before they sheet it up. So, we have a Herculean task, as I mentioned earlier.

So, in closing, I want to leave you with these requests. EDA funds for infrastructure in New Minnewaukan, matching funds to help the city with cost share, water and sewer lines in the residential area of New Minnewaukan, and help getting the red zone established in the new town area.

Thank you, gentlemen.

Chairman CONRAD. Thank you very much. Thanks for your testimony, Mayor. It was very helpful to us. Let me just say, the reason we wanted the governor's chief of staff to be here, unlike the Federal government, the State government has money.

As a representative of the City of Minnewaukan, I want to say Thank you to Senator Conrad for coming to our area and showing interest in our community.

Thank you also to our former Gov. Hoeven for the help he has provided. Additionally we want to thank the hard working crew in Bismarck at the Department of Emergency Services.

We would also like to thank our engineering firm of Kadrmas, Lee, and Jackson. Especially Erik Gilbertson, Molly Sullivan, and Paul Zaharia for all their hard work.

The City of Minnewaukan is a small community that has been fighting the good fight to provide a place for its citizens to call home. As previously mentioned we have had good council and help from a number of people. You may have heard this commercial "You can do it yourself, but you don't need to do it alone".

Yes, we realize that we will be unable to do this alone. That is why we turn to you to help us find our way through the impact of mother nature. As we all know she can be a very harsh task master. Because the City of Minnewaukan has a herculean task in front of it, we present you with the following tasks and ask for your help.

City of Minnewaukan

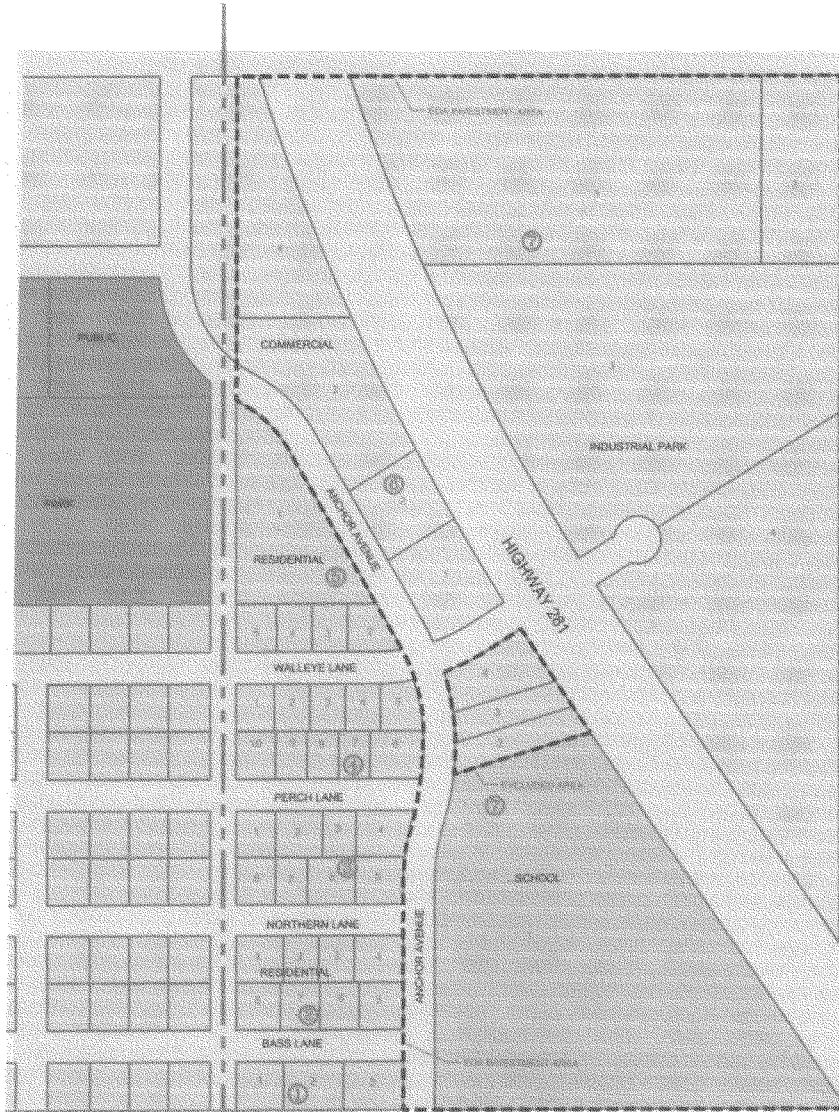
- 1.3 Million EDA(Economic Development Administration) without these funds the City would have to find another

source to pay for the sewer and water lines to the new town.

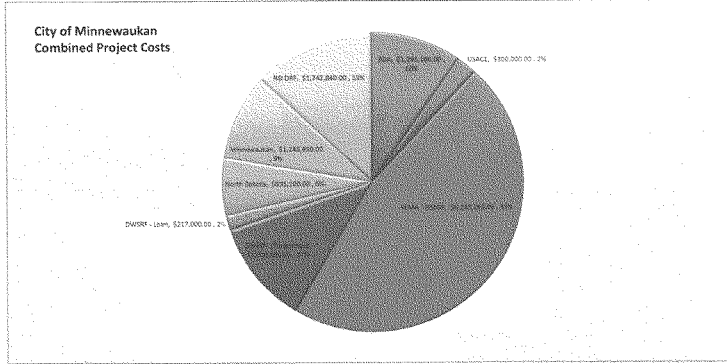
- \$1.3 Million in matching funds for the City. It is impossible for 200 residents to be accountable for these funds. We need help in finding a solution to relieve some of this expense. The City has already taken out a \$350,000 Drinking Water State Revolving Loan to help with some matching funds to be paid off by 2031.
- 1 Million to string water and sewer lines to the residential area of the new town development. EDA does not help residential areas. It is for economic development only.
- Need help establishing the Red zone in the new town area.
- Here is a list of fees that each citizen is already paying.
 - Sewer- 5.00
 - User fee- 8.00
 - Flood fee- 15.00 (which will pay back our DWSRF Loan)
 - Lagoon fee- 10.00
 - Meter fee-.50
 - Water- 17.00 (1,000gal) + 6.00 each 1,000 gal used
 - Garbage- 15.00 Residential 26.25 commercial and up

Total WSG for resident is \$ 71.50 with the minimum water

We have lost 25 homes since 2010. Please help us in making our New Minnewaukan a reality for those that need a place to call home.
- In Closing I leave you with these requests:
- EDA funds for infrastructure in New Minnewaukan.
- Matching funds to help City with cost shares.
- Water and sewer lines in the residential area of New Mwkn.
- Help us establish a Red zone in the new town.



INDIVIDUAL PROJECT COSTS	Economic Development Administration EDA	United States Army Corps of Engineers USACE	Federal Emergency Management Agency FEMA - HMGP	North Dakota Drinking Water State Revolving Fund (Loan Forgiveness) DWSRF - Forgiveness	North Dakota Drinking Water State Revolving Fund (Loan) DWSRF - Loan	State Funds North Dakota	Local Funds Minnewaukan	North Dakota Disaster Relief Fund ND DRF
New Town Improvements	\$ 3,500,000.00	\$ 1,295,160.00		\$	\$ 1,036,000.00	\$ 106,000.00		\$ 1,062,840.00
Water Tower Replacement	\$ 755,000.00		\$ 300,000.00	\$	\$ 455,000.00			\$
Property Acquisition (69 Homes)	\$ 5,522,000.00		\$	\$ 4,141,500.00		\$ 552,300.00	\$ 828,300.00	\$
Property Relocation (19 Homes)	\$ 1,463,000.00		\$	\$ 1,097,250.00		\$ 146,300.00	\$ 219,450.00	\$
Existing Town Sanitary Improvements	\$ 1,326,000.00		\$	\$ 998,500.00		\$ 132,600.00	\$ 198,900.00	\$
Existing Town Water Improvements	\$ 220,000.00		\$	\$	\$ 9,000.00	\$ 111,000.00		\$
Main Street Grade Raise	\$ 680,000.00		\$	\$	\$			\$ 680,000.00
TOTAL PROJECTS	\$ 33,366,000.00	\$ 1,295,160.00	\$ 300,000.00	\$ 6,233,250.00	\$ 1,500,000.00	\$ 217,000.00	\$ 831,100.00	\$ 1,246,650.00



*This matrix does not include the well line relocation or the sewer force main relocation.

[Laughter.]

Chairman CONRAD. I have been assured by the governor's chief of staff that he has his checkbook with him, and he just really needs a list of the full needs of the community. We would like to get those added up, and before this hearing is concluded I am assured that he will write a check in full. Is my understanding correct on any of those matters, Ron?

Mr. RAUSCHENBERGER. Just like Washington, DC

Chairman CONRAD. Okay.

[Laughter.]

Chairman CONRAD. It might not be totally accurate.

[Laughter.]

Chairman CONRAD. Mayor, boy, Senator Hoeven and I have just been visiting on some of the points that you raise, because it is one of the challenges that we all confront here, isn't it? We have got the money for the school secured, we have the location for the school, the school is under construction, so we have a partial move under way. How do we manage this? I mean what happens if now the lake does stabilize? Obviously, then maybe we are in a situation where part of the town needs to move to the higher ground, other parts of the town stay where they are.

What is your vision, if we could ask you, how do you see this playing out? Do you see a circumstance in which part of the town is on the higher ground, part of the town that is on higher ground, at the current location, stays? How do you see this working out?

Mr. MOTIS. The City of Minnewaukan sits on ground situated like this.

Chairman CONRAD. Right.

Mr. MOTIS. So, the main corridor is going to be safe.

Chairman CONRAD. They are going to be fine.

Mr. MOTIS. They are going to be safe. You can pile all the dirt you want over here, and it is not going to flood them.

Chairman CONRAD. Yes.

Mr. MOTIS. And, of course, you know, all the dirt that is piled here hurts everybody around.

Chairman CONRAD. Yes.

Mr. MOTIS. So the lower parts, if the lake stabilizes and stays there, they can stay there, also, but we still need to get water and sewer to the school and to the new town site, because we don't know what Mother Nature is going to do, and if we are going to do anything at all besides just walk away, we need to be prepared for the inevitable, and the inevitable is, yes, the bottom part of the town is going to go. The water tower needs to be moved.

Chairman CONRAD. Yes. School.

Mr. MOTIS. School.

Chairman CONRAD. Can you help us? The last time I was in Minnewaukan, we took a tour, and tried to kind of sort out what are the parts of town that certainly need to move, given what we know at this moment? And we all know that we could be fooled here, and all of a sudden this thing stabilizes, and start going down. But, you know, we can't bet on that. With the experience we have had, that is why we got the money for the new school.

How much of the town do we believe at this moment needs to relocate? Is that a third of the town, a half the town?

Mr. MOTIS. I wouldn't say a third, but the southeast and the west side, there are going to be places that need to be moved, and moved this year. Now if the EPA hadn't taken so long to get through, we could have probably had water and sewer up there, but we lost the construction season there.

Chairman CONRAD. And we have this vexatious problem of the funding. We have the chicken or the egg. Because EDA, you described it exactly right, EDA cannot, by law, fund residential.

Mr. MOTIS. That is right.

Chairman CONRAD. They are limited to funding industrial. And so the three sites that are the three entities that you indicated and expressed an interest in being there, that is critical for us to get the EDA funding. Because if they don't relocate there, then we are not eligible to get the EDA funding. If we don't get the EDA funding—Ron, are you—you know, we really should have Ron in the front row here.

[Laughter.]

Chairman CONRAD. The other pot of money is CDBG funding. And if we can't get the EDA money, then we are going to have to go to CDBG. And, of course, that is Federal money, but it is at the governor's discretion, and so, that is a conversation we are going to need to have if the EDA money is foreclosed.

Mr. MOTIS. Well, you see, there is a segment of people in Minnewaukan—for example, I have two of the councilmen here today, our fire chief and the school principal, and they are fighters. They want to be there. Twelve years ago, my house burned. I could have took off and left. I built a new house. I had to get special permission from FEMA, but they gave me permission to rebuild there.

Chairman CONRAD. Yes. Actually, I remember. On our tour, they pointed out—

Mr. MOTIS. Everybody said I was crazy. Well, maybe I am.

[Laughter.]

Chairman CONRAD. No. We don't think so. Let the record show we don't believe the Mayor of Minnewaukan is crazy.

[Laughter.]

Mr. MOTIS. Thank you.

Chairman CONRAD. Senator Hoeven.

Senator HOEVEN. Mayor, so the school is being built at the new location.

Mr. MOTIS. Correct.

Senator HOEVEN. And you said that the high part of Minnewaukan can stay where it is at, and even some of the middle part, if we stabilize here.

Mr. MOTIS. Correct.

Senator HOEVEN. Obviously, we are hoping we will. But that some parts have to move, that you have to have sewer and water, right. Is that it?

Mr. MOTIS. Correct.

Senator HOEVEN. Then what other entities have to move in order to qualify for the EDA money? What entities have to—

Mr. MOTIS. Well, we have been trying to get the Benson County Road Department to move into that industrial area. And Ebach Construction and Mi-Ty Construction. If we could get those three

people to commit to and move there, that would solve a lot of problems.

Senator HOEVEN. Then you would qualify in the EDA.

Mr. MOTIS. We would.

Senator HOEVEN. Because there is some money for EDA.

Mr. MOTIS. Well, that would bring 70 new jobs in.

Senator HOEVEN. And the CDBG is good, but, you know, we have so many needs for it, that if we could use the EDA, that is better.

Mr. MOTIS. Correct.

Senator HOEVEN. So, we need to follow-up on this and see what we could do to help you make that—but then that works, right? In other words, if those entities move with the school, then you get necessary sewer and water, utilities, so forth, and then on that basis, it works, if, in fact, the lake stabilizes here. You have a working situation.

Mr. MOTIS. Right.

Senator HOEVEN. Do you need all three? Senator Conrad wants to know if you need all three to actually make it happen.

Mr. MOTIS. Well, I couldn't say that, because I wouldn't be able to adjudicate that. If I could get one, I would say go for it, you know, but I don't have the pencil that writes the check.

Senator HOEVEN. Well, we really need to have a meeting and talk to them about it, and, you know, just see what it would take, and, you know, what they would require, and maybe how we could help. Because it does seem to be then—you know, I really feel we are getting to a plan that works for the lake region, and obviously, we need to make sure we are getting to a plan that works for Minnewaukan. So, I think it is important that we would have that.

Mr. MOTIS. Well, we thank you for your concern and your help in solving these problems, because as I said, we can try to do it alone, but we need help.

Chairman CONRAD. I appreciate that. Let me just say, Tracy, who has worked on these issues for a long time with me, reminds me that the EDA test is jobs created. And so we may not need all three entities in order to qualify for the EDA funding. But we do need to run that down, and we have to establish, we are not going to get that, because that has been our hope, that has been our expectation. If we don't get that, then we have to go to plan B, and plan B clearly is CDBG, and Senator Hoeven is actually—we have a lot of demands on that fund, but this is so critical.

Let me go, if I could, to the Mayor and Joe.

Mr. MOTIS. I would make this statement. I have been trying to get a commitment from the county road department, from the county commissioners, and there are a couple of county commissioners who say when their present location is inundated or before, they want to move out west of town to the junction of Highway 19 and 3. And my thing with that is, so you have operators in Minnewaukan, operators in Woodlake, operators in Maddock, operators in Leeds, and we get a storm, and you need an ambulance, how is anybody going to get there to get a machine out to open a road?

Now I say that, because one time a former employee of mine at Fort Totten, one of the teaching staff, got very ill, and the ambulance was able to get to her house, but they couldn't get to Devils

Lake. So, I am listening to the radio, and the police are out, and everybody is out, and they are all in contact, and they say, "Go 1 mile west. Then turn and go south, and then go this way, and that way." They got that lady to Devils Lake and saved her life, only because they had people out there doing things. Now if you can't get out because the roads are blocked, that is it.

Chairman CONRAD. Well, that is a challenge, and we understand that. If I could go to Mayor Johnson and Joe Belford. What I would like to focus on, just in the final moments of this panel, is the question of the O&M money for the dike.

My understanding is we are talking about a cost of \$20 million for two replacements. They don't look at it on a yearly basis, they look at it on the basis of the replacement of the basic machinery. And they look at a two-replacement cycle being about \$20 million. Our rough estimate is that is roughly 20 years, 10 years a cycle. Does that comport with your understanding?

Mr. JOHNSON. Senator, you know, I guess I can't really be sure with that. I know we have been trying to get cold hard numbers from the Corps as to what the maintenance costs would be, and the \$20 million number does keep coming up, but how they cycle that, I am not sure about that.

We know that these pumping stations are a huge maintenance item. We do know that. You know, we went from approximately 7 miles of embankment. Now we are at 12. So, there is a lot more maintenance inspections that have to be done on the embankment to ensure its integrity.

So, I guess I can't quantify that exactly, and would hate to make a statement on it until I knew exactly what it was. And I know our city engineer and Terry Johnson, our administrator, is here. They have been working with the Corps, trying to get that information. And Terry, to my knowledge, they have not come forward with that yet.

Chairman CONRAD. Well, this is my understanding, as the \$20 million figure relates to two replacement cycles, and that is replacement of the basic machinery. So, if that is correct, they don't have an exact yearly estimate. That is obviously over a multiple-year period. But let's just say for a minute, let's assume for the minute that that is a 20- or 25-year cost, \$20 million. For the record, I assume that that is a cost that would be extraordinarily difficult for the city to take on.

Mr. JOHNSON. It would be. We have no mechanism in place right now to collect any maintenance funds on the embankment system, which includes a pumping station. We would have to implement some sort of a fee structure to make sure that happens.

Now we do contract, of course, with Ramsey County, because our embankment is protecting part of Ramsey County outside the corporate city limits, and we are also providing some pumping from drainage that is coming from the northeast corridor, outside the city limits. So, we do have an agreement with Ramsey County to cooperate with that maintenance agreement, and primarily, that is pumping costs.

Chairman CONRAD. Okay. I am going to ask, for the purposes of the record here, the same question to Commissioner Belford. I assume Ramsey County, any kind of additional expenditure would be

extraordinarily difficult to shoulder for the county, given the expenses already incurred.

Mr. BELFORD. There is absolutely no question about that, and then, of course, you know, our big concern is the roads, our county roads, the township roads, and we have some areas that it is absolutely devastated. These farmers are trying to farm and have no way of getting their commodities out of the area, have to wait to freeze up, and things of that nature. So, roads are very, very critical for us, and not only for us, but some of our surrounding counties as well that are in the lake. So very much so.

Chairman CONRAD. Final question, and that goes to where we started the discussion with respect to farmers and ranchers that had their land inundated.

I have proposed a voluntary buyout to be in conjunction with the easement program that is already in place. Senator Hoeven has talked about a modification to the easement program, which I think would be attractive. I would certainly support going to 10 years instead of 30 years. That would be far more acceptable to farm and ranch producers than a 30-year easement.

But in addition to that, do you think it would have value, would it be well received by farmers and producers to have a voluntary buyout available them?

Mr. BELFORD. Oh, I'm sure that there are some that are very interested, because it has gone on so long. And one of these things that we have done in Ramsey County, and I think the counties around us have done is reduce the tax rate on a quarter of land to wasteland taxes, which is approximately \$35 a quarter, so that they can—and they have continued to pay to retain ownership.

And that's working very well, but I know that there are some that have been off their land and off their farms, and their buildings are inundated. In fact, we have 700 buildings currently inundated in the lake, as we speak. Very much so.

Chairman CONRAD. Any last points that any member of the panel would want to make?

Mr. BELFORD. Well, I guess I would like to close by I really appreciate Senator Hoeven and you being here, and getting this orchestrated, and giving us an opportunity to make some representations. And we have done a lot for Washington, and Washington has done a lot for us, as well as the State of North Dakota. And we don't know when this thing is over. We hope it is soon. Our people are getting tired. But thanks for all your help.

Chairman CONRAD. Well, it has been my honor to do. There have been a lot of people who have helped along the way, and we appreciate all of the help that we have received.

Mr. JOHNSON. And Senator, if I just could, I would like to echo Joe's comments, from being in the suburb of Minnewaukan, as we are—

[Laughter.]

Mr. JOHNSON.—seriously, but I do want to thank you for all you have done. We have got \$1 billion Federal aid. Former Governor Hoeven has got us moving water off the lake. We are still developing that and enhancing that. We have a lot of friends out there who have done a lot of things for us, our Federal partners, our State partners, local governments from around the region. The citi-

zens have been very patient with us. They know it has been a struggle for their, I think, elected officials. We are doing the best we can, and we owe a lot of thanks to a lot of people.

Chairman CONRAD. Thank you so much, and I thank this entire panel. And now we will call the second panel.

Mr. MOTIS. I would like to close there.

Chairman CONRAD. Yes, sir.

Mr. MOTIS. Because I know we might be small, but we are not going to give up. So, thank you to everybody who has given us help, and we look forward to continued help. And if there are anything future that we can do to help this situation, please give us a call. We have a dedicated group.

Chairman CONRAD. Yes, you do, and we appreciate it very much. And we appreciated very much your taking on this position of responsibility. It was good of you to do it.

Mr. MOTIS. Thank you. Chairman Conrad. We will go to our second panel. Nelson County Chairman, Odell Flaagan; representing Spirit Lake, Clarence Green.

[Audio Disruption.]

Chairman CONRAD. Thank you very much. We will begin with the second panel, and we will start with Odell Flaagan, Nelson County Chair. And Odell, boy, we have been going to a lot of meetings over a lot of years together on these issues haven't we.

Mr. FLAAGAN. You told me a few years ago, it is 49 years. I am not that old yet.

[Laughter.]

Chairman CONRAD. You are aging gracefully.

Mr. FLAAGAN. It has been a long time.

Chairman CONRAD. Why don't you proceed with your testimony, and then we will go to Clarence, who has testified before and done a terrific job. Thank you so much, Clarence, for doing it again today.

Mr. GREEN. Thank you.

Chairman CONRAD. I appreciate it personally. And then John Elspenger. John and I have been friends since our teenage years.

Mr. ELSPERGER. Don't tell too many stories.

Chairman CONRAD. Well, I am going to tell a lot on you when you get—when you get done testifying, I want to put a lot of things on the record here.

Why don't you begin, Odell?

STATEMENT OF HON. ODELL FLAAGAN, CHAIRMAN, NELSON COUNTY BOARD OF COMMISSIONERS

Mr. FLAAGAN. Okay. Thank you, Honorable Senator Conrad, Senator Hoeven, and Congressman Berg. For the record, my name is Odell Flaagan, Chairman of the Nelson County Commission and Park Board. I am here to discuss the flooding issues of Stump Lake, in Nelson County. We realize we are on the east end of the whole basin, but the lakes are all joined together from Minnewaukan to Ramsey. We do not have the damage that Ramsey and Minnewaukan have, but we have plenty. But we are on the end of the basin, and that is where it comes from there.

Due to the flooding of Stump Lake, we have lost four farmsteads and many miles of county and township roads. The lake level in

2005 was 1,425, and at the present time, it is 1,453. The rise in water has taken 50 miles of county and township roads around Stump Lake. We have lost 7,400 acres to farmland and pastures. The lake itself is 10,000 inundated acres. And that is what is causing a lot of problem.

We also have water problems, not only in Stump Lake, but Lake Loretta and McHugh Slough, between Lakota and Michigan. It has been a big problem for us in the past. The water board is now working, trying to get that drained, to some extent. So, that is what is happening.

It is also costly to Nelson County. Like Joe mentioned, we have lowered the taxes to about \$35 a quarter, so the farmers can keep their land back, and if it ever dries down, that they can have their land back. So, that is costly to the county, to give up that much money for taxes and that. So, that is what we are coming from there.

We are looking now to some relief with the Eastland line pipeline. It is about getting completed. We drove over that one end of it today, by the Tolna Coulee, and it won't be long, it should be finished. And that should give us some more relief, with the pumping of the two places and that to Stump Lake and Devils Lake. So, we are hoping to see that in the future. That is going to help us.

We have one of the most nicest parks in the State of North Dakota. It is called the Nelson County Stump Lake Park. The water has taken about half the land around the park the last few years. We are in the process of building a new cafe', because the water has taken the old one underneath it, and one major bathroom that we are losing at that time. So, we are bidding a new cafe' the 12th of May, and we will see what happens on that. So, we are looking forward to that.

I guess that is pretty much my statements here that I have regarding this issue and that, but like I say, we are not near the damage that Ramsey and Minnewaukan have, but we have plenty, and we are looking and thanking you guys for your support in the past years and that.

I think former Governor Hoeven, at the time, weren't you out there, Governor, that last day we put the Haskell barriers in to block the pavilion and the cafe'?

Senator HOEVEN. I certainly was.

Mr. FLAAGAN. Yes. And it helped. We survived for that, at that time. So if it wouldn't have had them, we would have probably lost a lot more, but I remember the Governor flew in that day, the day we finished that process out there, so we thank him for that.

Chairman CONRAD. And he is willing to work on the bathroom, too.

[Laughter.]

Mr. FLAAGAN. Yes. We need some work. So, respectfully submitted, I guess Odell Flaagan, Chairman of the Nelson County Commission. And we appreciate the help and work you guys have done for us. Thank you.

[The prepared statement of Mr. Flaagan follows:]

BOARD OF COUNTY COMMISSIONERS
NELSON COUNTY
210 B Ave W, Ste 201
Lakota, North Dakota 58344

Ronald Dahlen
Donald Fougner

Odell Flaagan, Chairman

Maynard Loibl
Dan Marquart

Honorable Senator Conrad and Committee Members:

For the record, my name is Odell Flaagan, Chairman of Nelson County Commissioners and Park Board.

I am here to discuss the flooding issues of Stump Lake in Nelson County.

- Due to the flooding of Stump Lake, we have lost four farmsteads and many miles of county and township roads.
- The lake level in 2005 was 1425 feet and at present is ⁵³15~~48~~.
- Our first county road went under water the 25th of May, 2005.
- The rising water has taken 50 miles of county and township roads around Stump Lake.
- We have lost 7400 acres of farm land and pasture.
- The lake itself has 10,000 inundated acres.

We have one of the nicest parks in the State called Nelson County Stump Lake Park. The water has taken about half of the land around the park. We are in the process of building a new café because the water has taken away the old café and one bathhouse.

Thank you very much for your time and cooperation, Senator Conrad and Committee members. We appreciate your time and effort and support of Nelson County.

Respectfully submitted,
Nelson County Commissioners



Odell Flaagan
Chairman

Chairman CONRAD. Thank you, Odell. We appreciate your dedication. I mean, really, people like you, and Joe, and the previous mayor, and the current mayor, and people like Clarence, who have worked on this for many years, we very much appreciate the extraordinary effort you have extended.

Mr. FLAAGAN. We appreciate you guys. Really, our workload, our meetings have about tripled since the water come into the process, of trying to solve the problems in the county and that.

Chairman CONRAD. Nobody was better in getting road help from the legislator than you, Odell. You really did a fine job. Very effective. I know Ron will tell you the same thing.

Mr. FLAAGAN. Well, we have been working with them. Yes.

Chairman CONRAD. Very effective.

Mr. FLAAGAN. And I believe, Ron, I have still never seen that check blank come out.

[Laughter.]

Chairman CONRAD. You know, let me just tell you, with Ron, we have learned this deal, when the hearing is over, we have Congressman Berg stationed there by the door. He is going to lock the door, and nobody leaves until we get the check.

[Laughter.]

Voice. He has Mertins to help him, Senator.

[Laughter.]

Chairman CONRAD. Clarence, thank you for being here. I appreciate it very much. If you would proceed with your testimony.

**STATEMENT OF HON. CLARENCE GREEN, SPIRIT LAKE
NATION**

Mr. GREEN. Thank you, Senator Conrad, and Senator Hoeven, and Congressman Berg. It is good to see that this was put together, that we can come to some sort of conclusion for future planning on what is to take place here. I can remember a lot of years back, when we were at the casino having a meeting, and Senator, you were there, and the rest of the dignitaries, and I made a statement that time that we had X amount of millions of dollars tied up in here, at the time. But I said, "We don't have a clue what this could cost us in the long run," and look where we are at, we are \$1 billion-plus right now, and we are not done.

And it has been a huge, huge effort by everybody concerned in battling this here flood. And I always had a belief that it was never going to go away, that it was going to—Mother Nature is going to see this thing through, no matter what. And it may be with us for quite a while yet, because the old grass that I have ever seen, it shows we get lulls. It may level off for a few years, and for some reason, we get a huge spike, just like we did last year. And I just foresee that this still could be a problem.

We are feeling a little comfortable right now. I don't think we should feel that comfortable. We still have to take and battle on here, and come to a full resolution of total protection for the investment we have got in here now. If at all possible, we don't want to back off on this in any way, if we can see fit, to get the funding to have final protection, you know.

I am an old farmer at heart. I used to farm. That was my life. And to see all this water is unbelievable, because I pioneered cen-

ter pivot irrigation in Benson County. I had the first one in operation in Benson County.

In getting to where we are at here, what we have got, basically, you know, in the cost of phase one, in phase one and phase two, there is \$106 million cost in it. Then there is, you are up to another \$9 mil to pay out, to get to 1,460 elevation. And we are working out and crunching some numbers on that. We hope we are going to come close enough to finish that off. There may be some shortfall there. But if we go to 1,460 raise on the St. Michael Dam, Spring Lake Dam, BI-4, BI-5, Jetty Dam, Kurtz Dam, this is 5 feet lower than what the State is going on their highways to protect their areas. And in order to get to 1,465, approximately \$120 million would have to be invested.

Chairman CONRAD. Clarence, we are not going to let you testify any further. I mean if you keep delivering news like this. How much?

Mr. GREEN. \$120 million.

Chairman CONRAD. Aye, yi, yi, yi, yi. Wow. That is pretty stunning.

Voice. What is the elevation now, Clarence?

Mr. GREEN. We are at 1,455, and we are building to 1,460, with the funding we got. But if we go the other 5 feet, it is going to run \$120 million.

Chairman CONRAD. I wish we had Secretary Salazar here for this hearing.

Mr. GREEN. See, and I ain't quite done with this here yet.

Chairman CONRAD. Okay. I was afraid of that.

[Laughter.]

Mr. GREEN. In order to raise BAI-1 to 1,465, that is from 57 to St. Michael's, and that is not a dam, that is built as a road, it has pipes in it, pipe in it, that is anywhere from 2 to \$3 million to go that height. And we have a future problem that is arising right now, and that is east of Fort Totten, through the old park area down there, on Main Road, that runs east, there is about 1,200 feet in there. It is just about going in the water now, and in order to raise that to 1,465, we are looking at approximately 1 to \$2 million at today's costs. It is staggering.

Chairman CONRAD. I know.

Mr. GREEN. What the costs are.

Voice. That is going to be \$120 million.

Mr. GREEN. About \$125 million, total. We, as a Spirit Lake nation, along with our Chairman, Roger, and Rod, our superintendent from the BIA, is here. We have worked hard to get where we are at, and we owe you a debt of gratitude for all the effort, all the funding that you have supplied and got for us, because I will never forget us standing on Jeske Curve, with a \$70 million check, and we thought that was going to be the—this is it now. We are done. But it surpassed that.

Chairman CONRAD. That is breathtaking. Honestly, it is. I knew that we were going to 1,460, and to go to 1,465 would be substantial additional funds. That is why all this thing about the waiver on \$100 million really matters, you know. I mean this is the reality that we confront, and some way we are going to have find a way

to be able to get additional funding. You know, there is no option. That has got to be done.

Mr. GREEN. We are so close, Senator. We are so close to completing to the 65 elevation, you know, and the tremendous investment that we got into it now, some way, somehow, we have to see if we can take and meet that goal, because we don't want to lose what we have got now.

Voice. Why does it cost so much more to go the additional 5 feet?

Mr. GREEN. It is the width and rip-rap, and—

Voice. You have to broaden the base when you go up.

Chairman CONRAD. You have to broaden the base when you go up.

Mr. GREEN. Right. And you see, these are dams. They are permanent dams.

Chairman CONRAD. These are roads acting as dams, so—

Mr. GREEN. There is where your extreme—

Chairman CONRAD.—they have to be built to a higher—

Mr. GREEN. Extreme costs. It has to be built as a dam. A regular road construction, it don't run that kind of, you know—you don't have to have the—you can use impervious fill, where on a dam structure you have to use good select material, and you have to have your drainages in there. It is a high-dollar thing.

Chairman CONRAD. You know, we have that \$70 million in the last highway bill. I went to my colleagues and told them, we have these roads that are acting as dams. They were never designed to be dams. And we have people living behind those roads. If, God forbid, any of those would fail, and there is tremendous hydrological pressure on those structures, if, God forbid, one of those would fail in the middle of the night, we would have people die. And it was based on that that I was able to convince my colleagues in the last highway bill to get that \$70 million.

So, you can imagine if we go back to them now in this highway bill, and we tell them, "Hey, we really appreciate that 70. Now we need another 120." You know, that will be a difficult, really difficult thing to sell. But it is absolutely—I don't see an option.

Do you see an option, Clarence? Is there an alternative? I guess one thing we could do is hope and pray that this lake starts going down. But that doesn't sound like much of a plan to me.

Mr. GREEN. See, we had that feeling a number of years ago, when the kind of thing slacked off a little bit. We thought, oh, hey, we're out of the woods here now.

Chairman CONRAD. That's because Stump Lake was filling up.

Mr. GREEN. Yes. Thank you, Odell.

[Laughter.]

Mr. GREEN. I know he didn't want it. But that relief is gone now. And whether they have a lot of rain in the Stump Lake area, or in the upper basin, or here, the whole system goes up. Everybody gets affected, no matter where this heavy rains. And it all started in 1993, when they were talking about pumping water out of the east Lake into the main lake, to save the main lake. Forty-five days later we were in trouble, and the upper basin, they got 5 feet of rain that fall. That is 60 inches of rain, and a lot of snowpack, and everything else. And that is when the beginning of the situation started.

Senator HOEVEN. Well if I could ask a couple of questions. One is, I think your point is well made. It sometimes, Clarence, takes us, I mean a number of years to move water out in an orderly way. And then we get a big year with inflows, and, you know, it goes up in one year what takes multiple years to take out.

Mr. GREEN. Right.

Senator HOEVEN. And with the size of the lake now, that is the reality of what we are dealing with. So Senator Conrad's point is well made about it eased off in part, because of the weather those years, but in part, because Odell said, "Hey, let's put it in Stump Lake."

[Laughter.]

Chairman CONRAD. Sorry, Odell.

Senator HOEVEN. Exactly. It was going to Stump. Right.

Mr. GREEN. Yes.

Senator HOEVEN. And that was running, what? About 300 cfs, I think. So, you had that 300 cfs going out on a steady basis. So, now with our outlets, obviously, we can do double that. But still, with the size of the lake, your point is well made. Multiple years to move out water that can come in in one year. So, that is a really important point, in terms of truly getting the lake down and stabilizing it, and having a comfort level that that is going to work.

You know, you have been incredibly helpful in terms of the outlets and working with the tribe, and, you know, all that has been entailed there, in terms of getting this stuff done, whether it is roads, whether it is moving water out, everything. So, I want to say thank you.

Mr. GREEN. Thank you. Thank you.

Senator HOEVEN. And your knowledge of this and how all this works is remarkable. It has been really helpful. Every time we sit down and talk to you, you really understand it, and your practical comments on how to do things have proven to be very true.

But the question I have is, we are 1,453, and with the outlets and so forth, you will be at a 1,460 elevation.

Mr. GREEN. At the end of this construction season, that is where we plan to be.

Senator HOEVEN. So in terms of a further rise there, you know, typically what the Corps has used is about 3 feet of freeboard, and so it is going to be a real challenge to go in and get an elevation change, even though I know we have built everything else to 1,465, depending on what happens now this year. So that is the other part of the equation here, in terms of elevating that road.

Is this a BIA road or is that—

Mr. GREEN. It is a BIA road.

Senator HOEVEN. It is BIA.

Mr. GREEN. But you see, what takes place here is wave run-up. We need at least 7 feet of wave run-up.

Senator HOEVEN. Seven feet.

Mr. GREEN. Yes. And that is your standards on your other roads, too. Otherwise, you can see what happens on that.

Senator HOEVEN. Right. That is why we are going to the 1,465.

Voice. That road is so exposed.

Mr. GREEN. Right.

Voice. That road is so exposed.

Mr. GREEN. Yes.

Senator HOEVEN. That is going to be the challenge, though, is to get that—I mean we will work to get more money in, but remember that \$70 million, you know, was what, \$7 million a year. You're talking \$120 million on just that—how many miles is that stretch?

Mr. GREEN. With the perimeter dams and everything, we are looking at a little over 8 miles.

Voice. It is a good thing Ron is here.

Senator HOEVEN. Wow. So I mean we can talk to BIA, but I mean we were talking to Secretary Salazar yesterday on energy roads, and we got some ideas, but this is going to be—I mean we are really going to have give this some thought—

Mr. GREEN. Absolutely.

Senator HOEVEN.—as to how we address it, at that kind of—you know, when you are talking 2 or 3 million, you mentioned on the other road, obviously, that is something we can and will work on, and you could say realistically doable. This is certainly a challenging proposition. So, it is going to take some more figuring on how we are going to get to this one.

Mr. GREEN. Yes. I have been with the roads department for 26 years now.

Senator HOEVEN. Yes.

Mr. GREEN. I have been out there, and we have—and the tribe has took it upon themselves, a 638 contract, and we are the prime contractor of them roads and dams. And I'm the project superintendent for the Spirit Lake nation on them.

Senator HOEVEN. Well, I am wondering if we can go with the argument that Senator Conrad just mentioned, and if that would put this in a different category than just BIA road repair. In other words, if we say—but, see again, now, if you have 7-foot pre-board, if we can keep this at 53, or move it down some.

Chairman CONRAD. We tried that before. As we have explored it before and gone down this path, there is only one thing, is we got a special line item in the last highway bill, roads acting as dams, and we got 70. And that was incredibly hard to get. But, you know, we have to go to work on this. And Clarence, I just want to say, you are really a good man, and I have really grown to respect how you deal with these projects, and the dedication you brought to it. And we appreciate it very much.

Mr. GREEN. Thank you very much.

Chairman CONRAD. Next, we are going to go to John Elspurger. John is somebody who has been a friend of mine since 1968, which by my calculations, 44 years, and remember, here, you are under oath.

[Laughter.]

Mr. ELSPERGER. Thank you, Senator.

Chairman CONRAD. Welcome, John.

Mr. ELSPERGER. Thank you.

Chairman CONRAD. John is here representing the Devils Lake Joint Basin Joint Water Resource Board. He is Chairman Conrad of the board.

**STATEMENT OF JOHN ELSPERGER, CHAIRMAN, DEVILS LAKE
BASIN JOINT WATER RESOURCE BOARD**

Mr. ELSPERGER. Senator Conrad, Senator Hoeven, Congressman Berg, my name is John Elspenger. I am from Cando, North Dakota. I am Chairman Conrad of Devils Lake Basin Joint Water Resource Board. I live in Mesa Township, in Towner County, which happens to be right on the Ramsey County line. My mailbox sits across the road in Ramsey County. I have lived here, in that area, for my entire life, except for my years in college and 3 years away teaching.

Before I continue, I would like to thank Senator Conrad for his years of service in Washington, DC, and years of working to find solutions to the flooding issues in Devils Lake, and find the funds to help us with the problems that have been facing us.

Senator Hoeven, I appreciate the things you did while you were governor for the basin, getting us moving on some east end work, which had been put to the side for years, and I really appreciate the fact that you brought that possibility forward, and your work you have done in your year in the Senate.

Congressman Berg, I am pleased to have you here to listen to the things we have to say, and hopefully you will be able to help us in the future.

I also want to take a quick moment to thank our legislators, Hofstad, Representative Johnson, and Senator Oehlke for the things for the things that you have done through the last years in helping Devils Lake. I especially want to thank Todd Sando, sitting here, who has worked very closely with the Devils Lake Basin Board. Todd, working with the State water commission, became the State engineer, I believe, 2 years ago, and has done an excellent job working with our basin.

I returned to the farm in 1974 to begin farming with my parents. My father passed away in 1985. And then I continued farming with my mother until my son joined the operation in 1993. That year is familiar, because that is the year—I believe, I blame him sometimes for bringing the rain back to Ramsey and Towner County.

Since he and I have been farming together, the Devils Lake has risen 32 feet. Our farmland is located in Chain Lakes Township, and Ramsey County, and Mesa Township, in Towner County. For those of you not familiar, that is just to the northwest of the Lake Alice National Wildlife Refuge.

I was looking forward, Senator, that you would have Secretary Salazar here today. I was going to issue him a bill from all of the farmers around the refuge for payment for all of the barley and wheat that we fed his geese and ducks over the years.

[Laughter.]

Chairman CONRAD. How big a bill were you thinking of, John?

Mr. ELSPERGER. Clarence's bill was probably not close enough.

[Laughter.]

Mr. ELSPERGER. During the 1980s and early 1990s, our family spent a lot of time camping at Devils Lake, for some of you remember Ray Earey's bait shop and his resort. We had a lot located at that place. Today, where our camper sat, that is under 30 feet of water.

One year ago this month, I took my grandkids about 25 steps, now maybe probably 50 steps, from my son's house. We threw the

rods in, and we caught Northernns from the waters of Devils Lake, by the dryer system in our yard. That was after the lake rose the 3 feet last year to 1,454.

Just a little comparison, we have heard it. I'll just repeat it second. 1992, that elevation was 1,423 feet. It covered 120 square miles. Last year, it was 1,454.4. It covered 823 square miles. Last year, the land where I farm, we were under 3 to 4 feet of water. It is not like the Red River, it is not like the other rivers, where the water goes down, and they begin to farm. This year, that same land is sitting not under 3 feet to 4 feet, it is under 2 feet to 3 feet. I had places marked were a foot lower. Twenty percent of the basin was covered with water in 2011. If we go back to 1992, 3 percent of the basin was covered with water.

Our farmland, located 25 to 30 miles, as I said, was 4 feet under water last year. Many of my neighbors in Towner County, in Ramsey County, Benson County, and Nelson County are experiencing the same things. And many of them have experienced it for many more years than I have.

According to the study done by Bill Hodous, Ramsey County Extension Agent, and Dwight Ackre, NDSU professor, the impact on the basin for loss in agriculture in 2011 was \$195 million. This past year, it is \$180 million.

The Devils Lake Joint Basin understands that the Federal government has provided the basin with millions, over a billion dollars to help raise dikes, highway funds for roads, emergency disaster funds to move and deal with private property. The raising of the highways and dikes around the lake to the elevation of 1,460 to 1,465 will protect our friends in the City of Devils Lake. However, for us rural individuals out here in the agriculture business, the battle still goes on.

And Senator, you made those comments at the beginning. The Devils Lake Basin board believes the battle is far from over. Concerns that we still have before us, and I don't have figures for you, but I do have the concerns. Inundated farmland. We have thousands of acres under the lake that, in some cases, did not go under till last year. We need to find some methods, and I am encouraged by looking at some short-term things, the 30-year easement puts up red flags for many farmers. I appreciate the talk about 10-year easements, or even less. I also would like to see us pursue again, as we did last year, some ways to get this tied into crop insurance. Crop insurance can help us for a couple years. It has, but the time is running out for it.

Upper basin storage, my friends downstream, and I have friends and family in Valley City that reside on the Sheyenne River a mile or so south of the city. They know and understand that the bowl is full in the upper basin. We have no room to store the acre feet of water that people are talking about.

When it comes to storage, another problem that we have run into with the Devils Lake Basin Board is a program that we called ESOP, Extended Storage Acreage Program, where we work jointly with the State water commission to find people who are willing to store water on their farmland and receive a payment from the State water commission.

Last year, the time came to renew our ESOP agreements. The State water commission, the Devils Lake Basin Board, Fish and Wildlife, the NRCS, and the Corps of Engineers, along with EPA, have been in that agreement. We have gotten signoffs from Fish and Wildlife, NRCS, and the Corps of Engineers to continue the program. And many of you will not be surprised that EPA has caused our problems. EPA has not signed off on the problem. The problem we have is the farmers want to make sure that when the time comes to take that land back, that they have it to do with it what they want, that they can go back farming it. They will store for now, but when the high water goes down, they don't want someone to come in and say you can't farm that, that has now become a wetland. And we have gotten agreements, like I said, from Fish and Wildlife, NRCS, and the Corps of Engineers. We do not have the agreement from the EPA.

Chairman CONRAD. Let me just stop you on that point and tell you that we believe on Thursday we are going to get some relief on some of these issues. There will be an announcement on Thursday, I don't want to go into the details at this moment, because we haven't seen the final details, but we think there is going to be some significant relief coming with respect to wetlands determinations. It is something we have been working on for months.

I have met with the head of NRCS as recently as 3 weeks ago on this matter, and I think we are going to get some very important news Thursday.

Mr. ELSPERGER. That sounds great.

Also, it has been mentioned, and the Basin Board looks at this as something that we want to see as the elevation of the lake, we have too much water. We need to work with our friends to the south. We need to come to workable agreements that have win-win situations, where downstream and upstream, so that we can get the lake lowered to an operational level, and stabilize it at operational level, and I know there will be people that may not agree with me, and there's people that will agree with me, so that someday, and hopefully, in my lifetime, we can see water flow through the control structure, through what is now the natural outlet to Devils Lake.

The time may be out in the distance, but someday, if I am still here, if I am in a home, I am going to have somebody wheel me down in a wheelchair, and watch as the water flows out of Stump Lake, through the natural channel.

We are working right now, the Basin Board, on a gravity flow outlet. We are working in conjunction with the State water commission. And as you read the news, you know that they are still studying that possibility.

We have worked very closely with the State water commission. I want to thank Ron, will thank Governor Dalrymple for what he has done to help us with the rising lake. We have attempted and continue to, all the time, develop working relationships with downstream entities. Valley City. Lisbon. West Fargo. And as Senator Hoeven and Senator Conrad mentioned, the Canadians have become more friendly. We need to find win-win solutions. This is an ongoing situation.

This concludes my presentation. Are there any questions?

[The prepared statement of Mr. Elsperger follows:]

SENATE BUDGET COMMITTEE HEARING

“Devils Lake Flood Response-Next Steps”

Presentation by: John Elspenger
DLBJWRB Chairman

Senator Conrad, Senator Hoeven, and Secretary Salazar

My name is John Elspenger from Cando, North Dakota. I am the chairman of the Devils Lake Basin Joint Water Resource Board. I live in Maza Township in southern Towner County—our house is in Towner County and our rural mailbox is across the road in Ramsey County. I have lived here my entire life except for my college years and three years teaching school in Karlsruhe and Fort Totten.

Before I continue I would like to thank Senator Conrad for his years of service working to find solutions to the flooding issues of the Devils Lake Basin and the funds he helped obtain to deal with the basin flooding. I would also like to thank Secretary Salazar for coming to Devils Lake to see the area and to listen to our concerns.

I returned to the farm in 1974 to begin farming with my parents. My father died in 1985 and then I continued farming with my mother until my son joined the operation in 1993. Since he and I have been farming together, we have observed Devils Lake rise thirty two feet. Our farmland is located in Chain Lakes Township, Ramsey County and Maza Township, Towner County just to the Northwest of Lake Alice refuge. During the 1980's and early 1990's we used to spend time camping as a family on the shores of

Devils Lake. Our lake lot is currently under thirty feet of water. We spent time fishing on those shores of Devils Lake. The rise of Devils Lake three feet in the spring of 2011 brought the shores of Devils Lake to our farm. In April my grandkids caught northerns from waters of Devils Lake in our yard.

A comparison of Devils Lake in 1992 to 2011 follows:

1992	Elevation 1423	
	45,000 acres	
	579,000 acre feet	
	Surface water – 120 sq. mi.	76,800 acres
2011	Elevation 1454.4	
	209,790 acres	
	4,200,000 acre feet	
	Surface water – 823 sq. mi.	526,720 acres

Twenty per cent of the basin was covered with water in 2011. When the lake rose last spring three feet, 41,000 more acres were lost to the lake. Our farmland located 25-30 miles northwest of Devils Lake was covered with four to five feet of water. Many of my neighbors in Southern Towner County, Ramsey County, Benson County, and Nelson County are experiencing the same as we are. Some of them have experienced flooded land for more than this past year. According to a study done by Bill Hodous, Ramsey County Extension Agent, and Dwight Ackre, NDSU professor, the Agricultural Economic Impact on the basin was an annual loss of 195 million dollars.

The Devils Lake Basin Joint Water Resource Board understands that the federal government has provided the basin with millions of dollars for dike raises,

highway funds to raise roads, and emergency disaster funds to move or replace private property. The raising of the highways and dikes around the lake to an elevation of 1460-1465 will protect the city of Devils Lake, however, the battle still goes on. The Board believes the battle is far from over. Concerns that are still before us:

Inundated Farm land - find a method to aid farmers through crop insurance

Inaccessible Farm land - roads flooded preventing access

Upper Basin Storage - "The Bowl is Full"

Extended Storage Acreage Program (ESAP) – This program is operated by the SWC and the Basin Board. Participating farmers have concerns that EPA has not agreed to an extension. Fish and Wildlife, NRCS, and Corp of Engineers have signed off on the program.

Elevation of the lake – needs to be lowered and stabilized

Operation and Maintenance of outlet pumps

Gravity flow outlet from Stump Lake being studied

The Basin board has worked very closely with the State Water Commission and Governor Dalrymple to find solutions for the rising lake. The Basin Board has attempted to development working relationships with downstream entities to find win-win results for all interests.

This concludes my presentation. Are there any questions?

Chairman CONRAD. Thank you, John. Let me just say this to you, that based on our years of friendship, I am pretty well resolved to destroy the videotape of your 19th birthday.

[Laughter.]

Chairman CONRAD. But, you know, I am going to need you to work with me on that. It is not going to be cheap. In fact, Clarence's number is pretty close to what I am thinking about.

[Laughter.]

Chairman CONRAD. On a serious note, I do think we are making progress on a broad front here. You know, it was very hard to get the easement at 30 years put in the last farm bill. We had incredible resistance. I just can't tell you how opposed people were to doing anything. And so 30-year easement was the best we could get at the time. Senator Hoeven has talked about an improvement there, to go to a 10-year. That would make things more attractive. I think we also need, for those who have got much deeper water, we need a voluntary program for buyout as an option for people, because we have, you know, aging people in this area. You know, some of them, they don't have family, and they can't wait. They cannot wait.

I have had some meetings with people that actually bring you to tears, the devastation this has meant to their lives. People who put everything they had into their places, and have lost everything through no fault of their own. And to see it just, you know, the water keep rising, and keep taking more and more of their land. And John, I know you're in this position.

I will never forget being up here for a meeting, and you took me aside at the end of that meeting and told me of your own situation. And I know it has been an incredible burden on you, and a burden on your family, and you are not alone.

I want to indicate that we are just about at the end of the hearing. I think we have had good testimony. I think it is important testimony. I think we have created an important record here.

I am going to ask Senator Hoeven for any final comments or questions that he might have, and then I will close up the hearing and, again, we will at that point thank everybody who has participated.

Senator HOEVEN.

Senator HOEVEN. Yes. Thanks, Senator Conrad. One is, as far as Minnewaukan, Ron did check while we were sitting here, the State is putting in matched funding to help move the utilities for Minnewaukan. So, the EDA grant is \$792,000. That leaves a balance of \$1.188 million, which the State is willing to put forward. The only thing we haven't checked is whether some of these companies have to move, or is it sufficient for the school to trigger the EDA grant? But, you know, I think the good news is that the State is stepping up here in a big way, and that is fantastic, in making the match, so that those utilities can be addressed.

We will have to check, Mayor, and see if there is any other requirement. We haven't heard as to whether there is some other requirement. It sounds like, though, they may be in a position to move forward. The important point is that the dollars are there from the State match from their—what is it Ron? Their relief fund. Yes. They are doing it out of the State disaster relief fund, which

was set up in the last session. So, certainly, thanks to the governor and to our legislators who are here. And I know Dennis Johnson—and I think Kurt Hofstad is still here. And I don't know if Dave—I thought I saw Dave Oehlke at one point. So, good work on the part of your legislators and the governor. You know, we will just check on that other requirement. But that might help with that situation in Minnewaukan, like we talked about

As Senator Conrad said, we have really working on Chief White and the NRCS. So, we are hopeful, but you guys are going to have to tell—I mean when they come out with it, you will have to tell us whether you think it works. They are going to make some changes on what they are classifying as wetlands. And you will have to tell us whether it is workable.

And we know it has been tough on farmers, and on the roads, and all those things, and that is, of course, why we are trying the water bank funding this year, with easements, and then seeing if there is some kind of voluntary buyout that we can do.

Did you have a—

Mr. ELSPERGER. One other thing I was going to mention, when you mentioned roads, too, is that we have the inundated farmland, what's under water, you know, the things that's under 2, 3, 4 feet, but we also have a large amount. I believe somebody told me yesterday, there was 15,000 to 17,000 acres in Ramsey County that were inaccessible. The land is out of the water, it is not under water, but just can't get to it.

Senator HOEVEN. Can't get to it.

Mr. ELSPERGER. And that is how some of the water is on our farm up where I live, is that we can't get down the road. The road is under water, and as FEMA came through, they won't fix it, because it doesn't lead to anywhere where anyone lives. So, we are sitting in a situation, the money is not there, and this land is high and dry, and I can't get my air seater or my combine. And we did do some last fall, where we are lucky we never dropped the combines in the water, but we did get down the road and get some off. But those lands that are not under water, we need to hopefully find a way to get to them.

Senator HOEVEN. Yes. And that's where whether or not we can stabilize this with our plan is going to make a big, big difference, and we will have to work with the counties and the State on that.

But thanks to all three of you. I mean I think the three of you really demonstrate the ongoing, as with the first panel, certainly, the first panel, I want to thank both mayors, and Joel Belford, representing the mayors, and the commissioners for their great work. But I think that, you know, this shows how it really is a regional issue, it is the lake region, and how much all of you are doing, and we'll certainly stay with it. More work to do. We understand that. Thanks.

Chairman CONRAD. Thank you. We also indicated at the beginning of this hearing that we would try to save a little bit of time for the end for anybody with the audience wanted to make a statement for the purposes of the record. And we will take this moment to do that. If somebody wanted to stand and be recognized, give their name, and please, if we could hold it to a minute or less, so

that we have time for whoever might want to make a statement for the record.

I also want to indicate, I have just been informed that under the current wetlands program, 27,000 acres has been enrolled, even though it has a 30-year easement. And we would obviously like to do more.

Mayor. Mayor Johnson, do you have—

Mr. JOHNSON. Just for the record, Senator, I wanted to go—I got an Email from the Corps just recently.

Chairman CONRAD. Okay.

Voice. Can you use that mic up there, please?

Mr. JOHNSON. Oh. I'm sorry. I just received an Email from the Corps regarding our ongoing maintenance. The city's share would be about \$250,000 a year.

Chairman CONRAD. \$250,000 a year.

Mr. JOHNSON. That is a cheaper date than Clarence.

Chairman CONRAD. Yes.

[Laughter.]

Senator HOEVEN. And Mayor, what is the amount that the Corps—because the Corps covers some of it, don't they?

Mr. JOHNSON. They do. There is a whole list of things here, and they didn't quantify them, but they said some of the longer term things was their responsibility.

Senator HOEVEN. Right. Because they have an obligation to cover some of that. The city still has a share left.

Mr. JOHNSON. The city has \$250,000.

Chairman CONRAD. \$250,000. Okay. Charlie Mertins.

Mr. MERTINS. To be very brief, it is just absolutely amazing the human being, it is so tough to break their spirit, how these people can continue on fighting, when their land is under water. I would hope that you would take back to Washington, DC, and I know you will, as you fight for us, that the titles to these lands were given by the U.S. Government, not by the States or anything else. They sent a lieutenant and a corporal around, and you could go to any one of these county courthouses, and the little book that he had is still there, and he meandered the lake, and they said, "This is the lake. And this is the land. And you can have title to it."

And we have always believed if we got a dollar bill in our pocket, the Federal government stood behind it. USA stands behind its word. You know, I think the Federal government is obligated to bring this lake back down to the meander line. They owe it to the people that had the trust in the government. Thank you.

Chairman CONRAD. Thank you. Anybody else who would like to make a statement for the record, if you would come to the front here, and identify yourself for the record. If you can keep it brief, we would certainly appreciate that as well.

Yes, sir?

Mr. Dennis Johnson. Thank you, Senator Conrad and Senator Hoeven. For the record, Representative Dennis Johnson, the Chair of the Ag Committee, here in North Dakota.

And we have touched today in detail about the older generation and the 18 years, what has happened to this generation. Interested in your proposal, as the farm bill on the purchasing of the land,

Federal, State cooperation there. I hope that is not a mandate, unfunded mandate to the State.

But anyway, speaking for the younger generation, Senator, please keep in mind that if this land title transfers to the State ownership that that has the opportunity to go back to the folks that are in agriculture production, and it doesn't get tied up with our Fish and Wildlife, and other groups like that. Very important we have the opportunity to farm this land again.

Chairman CONRAD. Yes.

Mr. Dennis Johnson. So thank you.

Chairman CONRAD. Absolutely. We think we are all sensitive to that.

Anybody else? Yes, sir?

Mr. GILLETTE. Should I use the microphone?

Chairman CONRAD. Yes, if you would, please, because then it gets into the record.

Mr. GILLETTE. My name is Dean Gillette, and I was born and raised in Grafton. And these last few years, I have attended college here at lake region, and I have started to help my uncles farming out by Tolna.

And years ago, when I wasn't as big as I am now, water started flowing into Stump Lake, and I remember standing on one side, it was one of the first roads ever taken from Stump Lake, and I remember standing on side of the road, on the—just east of our farm, and I remember standing on that road, and my uncles, and I, and my dad, and my little sister, we would pick up rocks, we would throw them in the water, and they would rush through that culvert and you could see them come right out.

And, you know, that is an image that sticks in my head forever, because, you know, I remember my grandpa, when he got Alzheimer's, and Parkinson's, and I remember him watching getting his land lost. He worked for that for 40 years, and so I just want to know that my grandpa's work for that land won't be in vain, and that these people here, that this meeting will result in a justice for these people. And I really hope and pray that it does, and I hope that these people get their money, because, you know, they need it.

My uncle's got a 1,000 acres under water, and hopefully someday me and my cousins can help him farm it. So, I just wanted to thank you.

Chairman CONRAD. Very good. Very good statements. Thank you very much for it.

Anyone else that would like to make a formal statement for the record?

Ms. SULLIVAN. Good afternoon, Senators and Congressman Berg. My name is Molly Sullivan. I work closely with the City of Minnewaukan, through Kadrmas, Lee & Jackson. And there are just a couple of additional elements that I think are critical for your understanding of the Minnewaukan project that if I may, Mayor, build off of your comments.

Specifically, in regard to EDA, the Minnewaukan project as a whole has been an extremely monumental joint effort by all of the Federal and State agencies involved, and then down onto the county and city level. Some items that we have been working with, as

the mayor brought up, was a grant from the Economic Development Administration that is targeted at bringing infrastructure out to the new city site. That application is in process. We have made it through the IRC approval committee, and that was a huge step for the city to have that initial okay by EDA. It, by no means, means that the funds are solidified, but we have made it through IRC.

Since there were so many Federal agencies involved, and so much environmental work to be done, in order to consolidate that process and really ramp up the speed that we could get the EA through the system, FEMA took the lead on finalizing the environmental assessment. That environmental assessment on March 21st went out for its final 30-day review process to the public. So, April 21st, that will close, and then it is slated to move for finalization, hopefully, getting that by the end of the month, if not the beginning of May.

It is our understanding that once that environmental assessment is approved and released from FEMA that the EDA funding process can move forward. The city has been working diligently to make sure that all application questions and details are moved forward and answered upon EDA's request, but we are waiting on the environmental assessment.

A couple of other items that I just wanted to clarify for the record are that the businesses that gave their letter of intent or letter of interest to EDA, when that application was submitted, have not, by any means, formally rescinded that letter. We all know how small towns work, and how coffee shop works, but in terms of what is actually documented, and all of that, the school, Benson County, and My-Ti Construction are slated as potential businesses for the industrial section.

So, I just really wanted to clarify that—

Chairman CONRAD. Very good. I'm glad that you did.

Ms. SULLIVAN.—no one's backed out.

Voice. That is good to hear.

Ms. SULLIVAN. In terms of other funds to be utilized, we have \$1.25 million for EDA, and then we have a couple of match and backup options, just to make sure the planning bases were covered. As Ron Rauschenberger mentioned, the State legislature worked very intently last year, and solidified \$3.2 million in State disaster relief dollars, that the City of Minnewaukan does have access to, and right now, those are in a holding formation, to see if, for some reason, EDA doesn't come through, that could be a filler. And the way the legislation was written, that is how those funds are intended to be used.

So once we know of EDA advances, or does not advance, we will know how to allocate the State funds. If EDA does move forward, then those funds are there to serve as a match.

We also have drinking water State revolving funds, with 60 percent loan forgiveness solidified and ready to be drawn down at any time.

Chairman CONRAD. That is very good. That is actually very encouraging. That is very encouraging. I think that makes a very important set of points. I thank you for clarifying the record. I think it is very useful. I am so glad we got it during the hearing itself.

Ms. SULLIVAN. So, thank you.

Chairman CONRAD. Thank you. Anyone else? Let me say, we are right at the end of our time here. Yes, sir?

Mr. CARLSON. I am Ron Carlson. I am the high school principal at the school in Minnewaukan, and also on the city council at Minnewaukan. Two weeks ago, I was out in Washington, DC for an Impact Aid conference, and we met with Congressman Berg, and representatives from both your offices. And one of the people that I met at that Impact Aid was a guy named Jeff Seidel, from North End Securities. And one of the things we met about, and we have been meeting about constantly since then, I have talked to him many times, is funding for the new school, and also maybe funding in the future for the new city.

And one of the things that is holding us back right now is the old city, plus all the students that we educate—most of them come from the Spirit Lake Nation—some of which are Chairman Yankton's grandkids. But the poverty level qualifies the kids that we are educating, and also the old town site of Minnewaukan qualifies, but the new town site does not qualify as a red zone or a hot zone.

Chairman CONRAD. Ah. That is what they were talking about.

Mr. CARLSON. So what we would like to do, and I talked to Jeff earlier today, is if somehow that new town site can be designated as a hot zone or red zone, there would be all kinds of—

Chairman CONRAD. I see.

Mr. CARLSON. They call it new money tax credits, that we could use, that would be—they would basically be grants.

Chairman CONRAD. Do you know, what is the criteria that makes us eligible to be a red zone?

Mr. CARLSON. I think the poverty level, like, right now, if we were to have built the new school right where Minnewaukan is right now, we would qualify.

Chairman CONRAD. You would qualify.

Mr. CARLSON. Because of the 80 percent poverty of our students.

Chairman CONRAD. Yes.

Mr. CARLSON. And the community we are in, Minnewaukan, qualifies, the Spirit Lake nation qualifies, but because the new town site and the new school site is in—

Chairman CONRAD. I see.

Mr. CARLSON.—agricultural land—

Chairman CONRAD. I see.

Mr. CARLSON.—it doesn't right now. So he's—

Chairman CONRAD. Okay.

Mr. CARLSON.—working on a way that—

Chairman CONRAD. Boy, that sounds like something that is ripe for a waiver, doesn't it?

Mr. CARLSON. I hope so. That is why—

Chairman CONRAD. Well, I am glad you mentioned this. I am glad you included it in the record, and we will go to work on that and see if we can't get—and I also want to say, I don't know if I have met you before, but I do want to say I have heard very good things about how you are holding things together there.

Mr. CARLSON. Thank you.

Chairman CONRAD. And we appreciate the leadership and the devotion to this effort that you have demonstrated.

Mr. CARLSON. Thank you.

Chairman CONRAD. We appreciate it very much. With that, I think we have come to the end of the hearing. I appreciate very much everybody's being involved. I certainly thank the witnesses, and thank all of those who have attended from the community as well. Thanks, too, to the governor's office and the State water commission. Thank you.

The hearing is concluded.

[Whereupon, at 3:35 p.m., the hearing was adjourned.]

**MULTI-YEAR SURFACE TRANSPORTATION
BILL: KEY TO INFRASTRUCTURE INVEST-
MENTS**

Thursday, April 5, 2012

U.S. SENATE
COMMITTEE ON THE BUDGET
Fargo, North Dakota

The committee met, pursuant to notice, at 9:00 a.m., in the Cass County Highway Department Building, 1201 Main Avenue West, West Fargo, North Dakota, Hon. Kent Conrad, chairman of the committee, presiding.

Present: Senator Conrad [presiding].

Also Present: Senator Hoeven.

OPENING STATEMENT OF SENATOR CONRAD

Chairman CONRAD. The hearing will come to order. I want to welcome everyone here to the hearing of the Senate Budget Committee. This is an official hearing of the committee, so we will be operating under the rules of the United States Senate, and an official record is being kept, which we think is especially important to establish the record of the need here in North Dakota for transportation funding.

And I have set the record very clear with respect to the need for long-term commitments because highway programs cannot be run on short-term decisions. They must be made based on multi-year plans.

The title of this hearing is a Multi-Year Surface Transportation Bill: Key to Infrastructure Investments. We will be focusing on the need for the air surface transportation bill to rebuild our Nation's roads and bridges and to create jobs.

I want to begin by welcoming our distinguished witnesses today. I am pleased to welcome Senator Hoeven. While he is not a member of the Senate Budget Committee, he is a member of the Senate Appropriations Committee, which plays a critical role in transportation funding. And so, it seemed appropriate to have him join the Senate Budget Committee panel for this purpose.

We are also joined by Congressman Berg, who is our representative in the House of Representatives. And the protocol calls for when a governor or a congressman are available to testify, that they be the lead witness, and they testify as their own panel. We will then follow up with two other panels. The second panel will involve the North Dakota Department of Transportation Director Francis Ziegler. He will be joined on that panel by Fargo Mayor Dennis Walaker, and North Dakota League of Cities President Don Frye. After that panel, we will go to the second panel, really what

will become the third panel here today, Stutsman County Commissioner Dale Marks and Paul Diederich, the president of Industrial Builders.

Again, I want to thank all of the witnesses for participating. We think it is important that we create this record.

I believe the strength of our Nation's transportation infrastructure is one of the critically important factors that will determine our future economic progress and strength. Transportation infrastructure is really the foundation for economic growth, and it is critical to our ability to keep up with our global competition. It is clear there is still a tremendous need in our country and across North Dakota for infrastructure investment.

If there's one thing that I find in my public meetings when I am talking to people of North Dakota, when you talk about infrastructure investment, investment in roads, in bridges, in transit, in airline facilities, in rail, in schools, they strongly support the use of their tax dollars for that purpose. That is the one place I find you really gets heads nodding.

And I would just say that the American Society of Civil Engineers created a report card on America's infrastructure. They gave our infrastructure a grade of D, and clearly D is not a good grade. That is unacceptable.

According to the World Economic Forum's Global Competitiveness Report, the United States ranks 24th in the world in the quality of its overall infrastructure. We even rank behind places like Barbados and Oman. And I would note that we have fallen one spot from our ranking last year when we were ranked 23rd in the world.

The last highway bill, SAFETEA-LU, expired at the end of September of 2009. Let me repeat that: the last highway bill expired at the end of September of 2009. Absent a multi-year bill, Congress has to pass a series of extensions to keep highway and transit programs moving forward. However, these short-term extensions threaten infrastructure investment and jobs. Last week, Congress passed the ninth extension of the law. This is no way to run a national transportation program. These extensions create uncertainty for States, for counties, and all of the other subdivisions. In fact, many States have already been suspending or canceling contracts because of a lack of certainty about funding. And short-term extensions pose a particular challenge for States like North Dakota that have short construction seasons. No doubt we will hear that from our director of transportation.

In mid-March, the United States Senate, on a strong bipartisan vote, passed a multi-year bill that moves the Nation forward, and I believe the right direction. The bill, Moving Ahead for Progress in the 21st Century, or MAP 21 as it is more commonly known, is a \$109 billion two-year bill. It provides very strong funding levels for highways and public transportation reflecting the importance of transportation investments to the economy.

Under the bill, North Dakota would receive more than \$550 million for highways and transit. MAP 21 also saves and creates about 3 million jobs, including about 10,000 here in North Dakota. Unfortunately, the House of Representatives at this point has not been

able to agree to support that legislation, so they are operating on a 90-day extension.

What is critically important I think is that we find a way to come together around a multi-year bill. Now my strong preference would be for the House to pass the Senate bill because it is done. It received an overwhelming bipartisan vote in the United States Senate. I think we had 74 votes in the United States Senate. It is hard to get 74 votes in the United States—

Senator HOEVEN. It is hard to get 74 votes.

Chairman CONRAD. It is hard. Senator Hoeven and I both strongly supported it.

One does not need to look far to see the investments that must be made to maintain our vast road network, whether it is here in the eastern part of the State or in the western part of the State. We have just come from the western part of the State. We had Secretary Salazar with use for a day and a half. We saw, again, firsthand the extraordinary demands that are being put on the transportation network in western North Dakota, and we do not have to go very far from this meeting hall to see the work that is under way right here in Fargo, West Fargo.

So, we know there is a lot of investment that needs to be made on a continuing basis in North Dakota because of our economic vibrancy. Without a multi-year bill, investments will lag and jobs will be lost. Traffic bottlenecks will increase slowing the movement of oil and other important goods while creating safety hazards. And we have certainly seen that as well. The time to address our infrastructure needs is now, and to do that, we really need multi-year commitments.

I am particularly interested in hearing from our witnesses here today on the North Dakota experience and the North Dakota needs. That is really what this hearing is about.

Now, let me turn to Senator Hoeven for any opening statement he might choose to make, and then we will go to our witnesses, and our lead off witness will be as I indicated, Congressman Berg.

Senator HOEVEN.

STATEMENT OF SENATOR HOEVEN

Senator HOEVEN. Senator Conrad, good to be here with you today. Congressman Berg, good to be with you. And thanks to all of you for coming.

I see the mayor of Fargo in the audience, Mayor Walaker. Great to see you. Thank you for allowing us to be in Fargo, West Fargo. It is always good to be here. Mayor Frye. I see County Manager Keith Berndt back here. Keith, great to be with you. Our Association Managers, of course, State DOT, Commissioner Pepcorn? How about those Bison, huh? How about those Bison?

So, great to see all of you. I know how involved you are with transportation. I think, Senator Conrad, to have this Budget hearing on transportation is a very good idea, and I appreciate the opportunity to talk about the things that we are doing, use this opportunity to talk about not only the highway bill, which is critically important, and I strongly support, but the work we are doing on infrastructure, and the importance right now—

North Dakota is now one of the fastest growing States in the country. We are one of the fastest growing States in the country. That is exciting. That is really exciting. And our economy is growing. We are attracting people, and we have got jobs not only in the energy patch, but in agriculture, in high tech. I mean, you are driving technology here, advanced manufacturing in this part of the State, value added ag. So, it is an exciting time for our State. That creates real infrastructure needs.

Infrastructure is an absolute number one priority for us right now across the State—roads, bridges, flood protection, sewer and water, housing, all of it. That is our challenge now. And so, it is a real challenge, but it is also exciting, too, because of the growth and the dynamic nature of our State.

This highway bill is a good highway bill. Senator Conrad said 74 votes. It is hard to get 74 votes for anything in the Senate. It is a two-year bill. It is a very good bill for North Dakota.

First, it is \$551 million over two years for North Dakota. That includes \$24 million in transit, so it is \$261 million in the first year, \$266 million in the second year, and that is about \$527 million. And then you have the \$24 million in transit, \$12 million a year, \$551 million in the highway bill. That is an increase for us. This is a very good formula. You know, ideally we would like a five-year bill, but this is, like, the ninth extension, and we actually have a bill here. I know Congressman Berg supports it. We need to work to get it. Good, strong funding.

And when you combine that \$551 with the ER money, Emergency Relief Program, which is the disaster assistance highway funding we got this year, of \$317, which is the most we have ever gotten, that is almost \$870 million in highway funding over the next two years for North Dakota. Now, that is far and away the best we have ever done. And we need it.

And there is another really important point here. This highway bill is fully paid for. It is fully paid for, does not add to the deficit. So, we made sure that it is paid for as well. I think it is a strong bill, and, you know, we will continue to work with the House to get it. In the handout I gave you, I just summarized those points.

But remember, this infrastructure, it is about roads and bridges, but there are some other key infrastructure that goes along with it. One of the things that you have seen we are working on very hard is the Keystone XL pipeline. That one pipeline will help us take 500 trucks a day off roads in western North Dakota. That is the equivalent of 17 million truck miles a year. We were just out—all three of us were just out in western North Dakota with Secretary Salazar looking at those roads.

And Francis Ziegler and Grant Levi, and the whole great crew over at State Department of Transportation can build the best roads in the world, but if we have heavy, big trucks running over them all day, and Paul Diederich and Industrial Builders, and all our great folks, our great contractors, it takes a real toll. There is also traffic safety issues.

So, the point is this: it all fits together. We need the pipelines, too, and we will put 100 barrels a day in that pipeline for starters. Very important that we get it. We are not quite at 74 votes in the Senate yet on Keystone XL pipeline. I am pleased to say that Sen-

ator Conrad has been a good supporter of that project. Our last, what, we are up to 56 votes, but there were two Republicans missing when we had that vote, so I think we are actually up to 58 votes.

I strongly believe that the House of Representatives should grab that Senate bill, put Keystone back in it. We have 61 supporters on our bill on the House side, so put that right back in it, bring it back, and we will pass it. And then we are not only getting good funding for our highways, we are moving forward on a vitally important pipeline project, and there will be a lot more that we need to do on pipeline infrastructure as well.

The third thing I want to mention is something that all three of us have worked on, and that is the—and this goes to the very same thing. It is the statewide disaster assistance funding. And with all the flooding we have had and the other, you know, impacts this year or over the course of last year, I should say, from weather, we have got a lot of work to do this year on roads because of that, as well as on other public infrastructure, and, of course, housing.

And so, I have included in there, we anticipate getting about \$1.4 billion as a result of all of the flood impacts last year. About \$1.4 billion. Now, that is our current estimate of what we—between we have gotten and what we will be getting. Obviously Minot is a big part of that, which, again, emphasizes why we need to continue to make the progress that we are making. We have made some good progress with the chief's report and so forth on the permanent flood project for Fargo and the whole Valley area.

But it really emphasizes the—look at a billion four just to fix all the damages from last year's flooding. Think what we could do with a billion four on the front end building a permanent project, right? Does that not put it into perspective? I sure think it does.

And the last thing I want to mention here on the front end is the Bakken study. Both myself and certainly Senator Conrad pushed very hard with Secretary Salazar, who, as we said, was out here last week, and could not only see the help we need on roads, on reservations, as well as on, you know, public lands, but also the importance of that study on the Bakken, and the volume of reserves in the Bakken.

Right now, the estimate is that we will recover 4 billion barrels, but it is going to be a lot more than that. And the U.S. Geological Survey needs to come out with an updated study because we have developed so much more out there both in terms of what we are producing and the technology that we used to produce it. We are going to recover a lot more than 4 billion barrels.

Why is it important we have that study? Because industry, you know, the oil industry, the energy industry is here, but we need the housing industry, and the hotels, and the motels, and the stores, and the shopping centers, and all the things that we have here in Fargo in such a wonderful way we need throughout western North Dakota.

And when they see that this is a long-term play, which this study will help show, then they will come out and make those investments that take 20 or 30 years to amortize because they will know that it is a good investment. And the point here is this is about public investment. We have to have that—local, State, Fed-

eral. But we have got to have that private investment, too. Private investment.

When we talk about Keystone or these pipelines, that is private investment. It does not cost the government one dollar. It generates a lot of revenue back to help with things like our deficit. But for quality of life, we need that private investment throughout western North Dakota. And these infrastructure investments and these things we are doing will help drive that.

Thank you, Senator Conrad.

Chairman CONRAD. Thank you, Senator Hoeven, and thanks for being a good colleague. Thanks for participating in these hearings. We have had, I think, a very productive week.

Senator HOEVEN. We have been all over the State this week.

Chairman CONRAD. Covered a lot of territory, but in western North Dakota. We have been in oil country. We have been to three affiliated tribes: Fort Berthold. We have been in Minot, and Bismarck, and Devil's Lake, and here, and covered a lot of subjects. At Devil's Lake, flooding. We have dealt with the farm bill in Bismarck. We have talked about flood recovery in Minot and here, talking about surface transportation. And that is really the focus of this hearing.

With that, we are going to turn to Congressman Berg for his observations. I would ask each of the witnesses to, if you could have your remarks roughly 5 to 7 minutes. We make an exception for Francis because we have asked him—

[Laughter.]

Chairman CONRAD. Well, we like Francis. But there is another reason for giving him additional time, and that is we have asked him to lay out, in quite specific detail for the hearing record, the dollars that would be involved for the North Dakota jurisdiction under this transportation legislation.

Again, Congressman Berg, please proceed with your testimony.

**STATEMENT OF HON. RICK BERG, U.S. REPRESENTATIVE
FROM NORTH DAKOTA**

Mr. BERG. Thank you. I was going to call you "Congressman," but I had better call you "Senator."

[Laughter.]

Mr. BERG. So, yeah, Senator Hoeven, Senator Conrad, the last three days have been kind of a whirlwind across North Dakota. And it is really—it is fun for me to sit here as I look around the room, we have got, you know, the leadership from the city, from the rural area, from the State perspective. And the people have been really working to create jobs and make sure or infrastructure is there. And so, I thank everyone here for that.

Don, I remember 20 years ago trying to get more houses built in Cass County, and how do we do it, and what we do. And so, it is really looking at the structures in western North Dakota, are real challenges out there. But, you know, here in Fargo we know. I mean, our motto is "Gateway to the West" of this region. Most of the activity that is going on in western North Dakota, we have a business here in this area that is somehow working with those.

And so, this is what is going on throughout our State is just absolutely critical.

You know, I look at our Nation, and our challenge in our Nation is jobs. We have to get our economy going. And what we have known for years and years here in North Dakota is we have to have a strong infrastructure to get our goods in and get out goods out. And so, we have always made a huge commitment to the transportation and to the highway funding.

There is a story I want to tell. This guy goes out to get his mail, and his mailbox is just across the street. And he walks across the road, and he opens up the mailbox, pulls out his mail, and he is kind of looking at it, and he is turning around, and he is walking back to his house. And this car is coming down the road at him. And so, the guy moves to the left, and the car swerves to the left. So then, the guy moves to the right, and the car swerves to the right. And at the last minute, the guy just jumps to the left again, and the car swerves to the left, and hits its brakes, and just comes to a screeching stop just right in front of this guy.

And the guy is kind of miffed, and he walks around to the side window or the driver's window, and it is a smoke window, but it rolls down. And driving this car is a squirrel. And the squirrel says, it is not as easy as it looks, is it?

[Laughter.]

Mr. BERG. And what you are going to hear today is—I mean, my biggest frustration with the Federal government has been this lack of consistency in a highway bill. I mean, we dealt with this in North Dakota. I remember back, you know, prior to the one that expired in 2009 how we were trying to build infrastructure, we were trying to bond, trying to guess what those dollars would be. You would spend the money on engineering, and we would go out to the private sector and bid this project. And we do not know if we are going to get it done this year or next year.

I mean, all of the dollars that have been absolutely wasted on energy and time simply because we do not have that certainty, and that is a problem with our economy nationally right now. We have to have certainty. There is so much uncertainty, whether it is taxes, regulation, or spending, and that is exactly what we need to do with the highway bill.

There has not been much talk about the House highway bill, but, first of all, I fully support the Senate highway bill. The House highway bill is five years, not two years. And we have worked really hard over the last two months. One of the fundamental things that we have done in the House highway bill is trying to establish a long-term revenue stream. And what we were doing is looking at oil exploration and revenue coming from new exploration to try and dovetail on the highway tax, so we have a long-term sustainable highway bill.

That got bogged down in the House, and we need more than 74 votes in the House.

[Laughter.]

Mr. BERG. But it—I wish we could get by with 74. But it got bogged down in a lot of transit issues and some issues that are coming from, you know, high population areas.

So, you know, just at the bottom line, fully support the Senate bill. We ended with a short-term extension again because I think in the House, we are committed to doing a long-term bill. And the House bill, so you know, is actually more dollars for North Dakota than the Senate bill. Not much, about \$7 million. So, the dollars are about the same. The other thing, and both bills are funded. And, you know, unfortunately we need a long-term revenue source. We are looking at the Senate bill to use some dollars that are in the tank fund.

What is probably even more important to me, it is the regulatory environment that comes with the Federal dollars. And so, we have worked very hard in the House, and I wish I had a chart to show you. But we have taken the spaghetti of different approvals and things that you need, and we have boiled it down to streamline it and shorten that process. So, I think Francis can address some of those issues when he is speaking, but one was simply in the right-of-way, you know. Where we already have the right-of-way and this is our land, we should be able to move forward with construction in that right-of-way without doing an environmental survey to delay the whole process.

So, you know, from my perspective, I could not be more committed to getting a long-term highway bill because if we know what that is, then we are not wasting the time planning, engineering, bidding, doing all these things. And so, whenever I have had a chance, you know, I have really pitched what it is we need to do. And I just think—I truly think that there is a majority of people in the House that feel the same way. But it is kind of like the squirrel driving the car. I mean, there are a lot of variables that come into play.

And then I would like to add, I absolutely support putting the Keystone Pipeline in the House bill or the Senate bill. I think we have done it 3 times and sent it over. So, these are critical things that, again, will increase our revenue, increase our economy, our jobs. And so, I mean, it is just absolutely critical.

I just want to thank everyone who has been here today, but, more importantly, I would like to thank you for your years and decades of understanding the link between a strong infrastructure, whether it is our highway or rail or air, and how that ties into economic development jobs. And I am confident that this thing will be in a conference committee. We have not had a lot of conference committees out there, but we are starting to have conference committees.

And so, when you look at a conference committee, from my perspective, if both bills are better for North Dakota than our current revenue, I think we will do well in the conference committee.

So, with that, thank you very much.

Chairman CONRAD. Thank you.

And now we will go to our next panel, and I call to the witness table the director of Transportation for North Dakota, Francis Ziegler, Fargo Mayor Dennis Walaker, and North Dakota League of Cities President Don Frye. So, that will be our next panel, and then we will follow with our final panel, which will be Stutsman County Commissioner, Dale Marks, and Paul Diederich, the president of Industrial Builders.

Again, thanks to all the witnesses for appearing today. We did this on short notice because we intended to hold this hearing next week, but Secretary Salazar had to change his schedule on very short notice, so we had to move everything forward a week, which meant very short notice for all of us. And I very much appreciate what witnesses did to accommodate their schedules so that we could have this hearing in the same week Secretary Salazar was in the State.

So, welcome. We will start with Director Ziegler, who we all respect as very professional. Let me say that when I was setting up this hearing, one of the things that is very clear is the credibility that he enjoys in Federal transportation circles. He is somebody that is considered to be a highly credible source and a highly credible witness. And frankly that is very helpful to us as we try to get a maximum return for our State.

Director Ziegler.

**STATEMENT OF FRANCIS ZIEGLER, DIRECTOR, NORTH
DAKOTA DEPARTMENT OF TRANSPORTATION**

Mr. ZIEGLER. Thank you, Mr. Chairman. Good morning, Senator Hoeven, Representative Berg. I am Francis Ziegler, director of the North Dakota Department of Transportation. And I want to thank you, Mr. Chairman, and Senator, and Representative, for the opportunity to be here today to talk about transportation.

A good highway and transportation system makes our country and State more competitive, contributes to economic growth. It is critical to moving freight, as has always been mentioned several times this morning. It connects manufacturers to retailers, farmers to markets, shippers to railroads, airports, and seaports, motors to jobs, schools, and stores. Simply put, a good transportation system helps the economy, improves the quality of our lives.

The State's infrastructure has been a top priority for State leaders. Governor Dalrymple worked hard last session proposing and passing a historic budget for transportation for unprecedented \$1.7 billion this biennium in State and Federal funding.

Mr. Chairman, I have attached a chart. I know that you have seen this before, and it is out there. We can look at that. But in the interest of time, unless you have questions on it, we can just forego that, and I will go right into my comments.

Chairman CONRAD. Well, I think the important thing, Francis, is that it is made a part of the record. And without objection, it will be made part of the record.

[The information referred to follows:]

**Attachment A
Funding for Road Projects 2011-2013**

State Funding 2011-13 Biennium	Appropriated State Funds	Projected Tax Distributions	Total State Funding
Transportation Funding Distributions to Non-Oil Producing Counties ¹¹	99,650,000		99,650,000
Budgeted State Funding for Road Projects	161,450,000		161,450,000
State Match for Emergency Relief Projects ¹²	50,000,000		50,000,000
Extraordinary State Highway Maintenance Program	228,600,000		228,600,000
County and Township Road Reconstruction Program	142,000,000		142,000,000
Highway Tax Distribution Fund Distributions to Counties, Cities, & Townships (Fuel Taxes & Motor Vehicle Registration Fees) ¹³		153,400,000	153,400,000
Oil and Gas Tax Distributions to Counties and Cities ¹⁴		160,680,000	160,680,000
Total State Funding for Road Projects	681,700,000	314,080,000	995,780,000

Federal Funding	Estimated Federal Funds
Regular Federal Aid - Federal Highway Trust Fund (2011-2012 Distributions to date) ¹⁵	415,252,236
Federal Emergency Relief (2011 Distributions)	316,740,000
Total Federal Funding	731,992,236

Total State and Federal Funding**1,727,772,236**

Note: Funds are used for planning, engineering, right-of-way acquisitions, utilities, and construction.

- ¹¹ Includes funding from 2011 HB 1012 (\$35.0 million June 2011 Distribution and \$25.0 million April 2012 Distribution), 2011 Special Session SB 2371 contingent appropriation (\$23.0 million April 2012 Distribution), 2011 HB 1012 \$5.85 million General Fund appropriation for Devils Lake area highway project, 2011 SB 2369 \$4.8 million State Disaster Relief Fund appropriation for Devils Lake area road grade raising projects, and 2011 Special Session SB 2371 \$6.0 million appropriation for Devils Lake road grade raising projects.
- ¹² 2011 HB 1012 and 2011 Special Session SB 2371 provide up to \$200.0 million in borrowing authority from the Bank of North Dakota for emergency relief projects.
- ¹³ The projected amount for the Highway Tax Distribution Fund are based on estimates prepared in late 2010 and presented to the 2011 legislative Assembly. Total funds available for distribution to the Highway Tax Distribution Fund have increased approximately 18.0 percent through November, 2012 compared with the same period in 2011.
- ¹⁴ Oil and Gas Gross Production Taxes are distributed according to formula to cities, counties, school districts, and townships in oil producing counties. School districts receive 35.0 percent of the amount distributed. The amount reflected above includes the remaining 65.0 percent. Although not required, a significant portion of the distributions are used by political subdivisions for road maintenance and repair.
- ¹⁵ Amount estimated for Federal Aid reflects the first portion of the allocation of 2012 federal funding. NDDOT anticipates there may be an additional \$65.0 million allocated for the last quarter of the fiscal year.

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Chairman CONRAD. It is part of what is important about this hearing that we lay out in some detail, and I think you are right in the interest of time that we include it in the record, and you can characterize it.

Mr. ZIEGLER. Okay. Thank you, Mr. Chairman.

In my brief statements today, I will address three issues: one, Federal emergency relief funding that was received. Second, the importance of multi-year reauthorization, and then key elements of what we would like to see in that reauthorization from a State perspective. And as President of WASHTO and as a member of the AASHTO, what we like to see is associations.

First, the Federal emergency relief funding. Last year, the State faced many, many challenges and received a historic amount of ER funding totaling \$316.74 million, the largest ER amount ever that came to North Dakota. It is actually one-fourth of all the ER funds available for the entire United States.

Thank you, Mr. Chairman, Senator Hoeven, Representative Berg, to all the hard work that you all did to bring home this money so that we can address all the emergency relief issues in our transportation system.

The second point is the importance, and one of the main reasons I understand we are here today is to talk about the multi-year reauthorization legislation. Last week, Congress passed a 90-day extension of the revenues that support the Highway Trust Fund and of the highway transit and safety programs funded from it. We are glad to be able to continue implementing these programs for the citizens of the State of North Dakota. But we would say that a long-term highway program helps States like ours.

Mr. Chairman, as you already mentioned, North Dakota has one of the shortest construction seasons in the country. We at the DOT work very hard to complete all needed preparatory work early in the year so that we can bid projects during the winter months, which allows us to maximize our use of the short construction season.

Passage of a multi-year bill would allow us to timely prepare environmental documents that take one to two years—I will get into that later why it takes that long—to complete and then plan more effectively for the summer construction seasons. It allows us to give increased attention to optimizing from a longer-term perspective the mix of projects to be pursued as part of STIP program. STIP is the Statewide Transportation Improvement Program. That is a four-year program. And what we do is we plan out four years because it takes that long to develop projects. And when the highway bill does not reach that four years, it is pretty hard to make sure that with certainty you are developing projects that are actually going to be built.

Multi-year legislation also helps out others in their planning, including contracting industry—we are going to hear from them today—material suppliers, and local governments—we are going to hear from some mayors today—including the transit providers. We know that both the House and the Senate have a multi-year that is being considered. We urge Congress to enact this multi-year reauthorization that is good for the State of North Dakota and for the Nation. And both bills that we have reviewed—the MAP 21 and the

H.R. 7—are good for the State of North Dakota from a funding perspective. And we certainly hope that one of those, as they get pulled together, can come to North Dakota.

What we like to see as key elements of a multi-year transportation plan is the issues that we address in North Dakota, and that the bill would help us address those issues. Number one, we need to preserve our system. Secondly, we need to address increased transportation and traffic. We have got a lot of increased traffic volumes, as you have seen when you toured the western part of the State. And, in fact, the entire State had a 10 percent increase in traffic volume this past year. The oil patch has a 25 percent increase overall in traffic volume. So, the traffic volumes are significant.

Then we need to make those safety-related investments. And we need to look at grade raises for the emergency relief that we have to do, and, of course, address the transit needs. So, we have a lot of issues in the State that we are trying to address with the funding that we receive through the Federal program.

But to help us respond to the needs, key components of the legislation, from our perspective, would include a distribution of Federal funds through formulas that are responsive to the needs of a rural State like ours, as well as the needs of populated States. Streamlining programs is also very important to us so that we can improve the efficiency of project development. Those of us on our roads with both, like I said earlier, AASHTO, American Association of State Highway and Transportation Officials, and WASHTO, the Western Association of State Highway and Transportation Officials, have encouraged streamlining.

Below are just three examples of regulations that clearly add time and cost to construction projects: wetland mitigation within the drainage ditches. We have to mitigate wetlands within the ditches that were actually created by the State Department of Transportation of the past when those ditches were dug to build the embankment for the roadway. And now we are having to mitigate.

But the second point is that now we need a permit before we can even put a shovel in the ground, a spade, to determine the size of that wetland. And so, the regulations just become very, very burdensome. As time goes on, it seems like we get more and more.

We are also being asked now to address the endangered species within existing highway rights-of-way. And what we have seen in the past is the State Department of Transportation, we look very closely to make sure that we are not destroying the environment. But the nature and the highway rights-of-way and the roads have co-existed for a long time now, and it seems like is adding a lot of effort, a lot of cost, to have to go back and address each project to do a biological survey to address endangered species within the existing right-of-way.

Certainly, Mr. Chairman, when we go beyond the right-of-way, we recognize the fact that we need to address all environmental issues. But when we are within our right-of-way, we would certainly hope that we could streamline more than we have in the past.

Increased regulation is costing us a lot of time and money as we develop projects. And we also would like the bill to have to maintain the funding levels to help address the needs that we have and counteract the impacts of highway construction inflation.

Continue funding eligibility for the entire Federal aid system, not just the Federal highway system. We have enjoyed that for many years and would certainly hope that that can stay. And maintaining the current ratio for transit, and then increasing flexibility to States and communities to pursue practical solutions for their projects.

But before I conclude, Mr. Chairman, I would like to note our appreciation for the recent work by our entire delegation to modernize aspects of the emergency relief provisions in the Federal highway law. I know that you have all worked hard to make that happen, and we certainly do appreciate it. And to have to ultimately deal with the caps that come with that.

And I also want to say that just as Governor Dalrymple and the State of North Dakota has responded, we see the legislation pending in Congress is responding, and it is very responsive to the list of items that we have outlined. But we certainly appreciate all of your work in making that happen.

Mr. Chairman, as outlined there are many reasons why it would be in the Nation's interest for Congress to complete action in the good transportation reauthorization bill before the current program expires. This sentiment is shared by many throughout the country, but in our lightly populated State with a short construction season, prompt passage of a good transportation reauthorization bill will be particularly welcome.

Thanks again for the opportunity to be here today, and thanks again for all that you have done for transportation. Appreciate it, Mr. Chairman.

[The prepared statement of Mr. Ziegler follows:]

**Statement of Francis Ziegler
Director, North Dakota Department of Transportation
Before the
Committee on the Budget, United States Senate
on
The Importance of Multi-year Transportation Reauthorization Legislation
Fargo, North Dakota
April 5, 2012**

Mr. Chairman:

Good Morning. I am Francis Ziegler, Director of the North Dakota Department of Transportation (NDDOT). Thank you for the opportunity to appear before the Committee today and thanks for your interest and support for improving transportation in North Dakota.

A good highway and transportation system makes our country and state more competitive and contributes to economic growth. It is crucial to moving freight. It connects manufacturers to retailers; farmers to markets; shippers to railroads, airports, and seaports; and motorists to jobs, schools, and stores. Simply, a good transportation system helps the economy and improves the quality of our lives.

The state's infrastructure has been a top priority for state leaders. Governor Dalrymple worked hard last session proposing and passing a historic budget for transportation for an unprecedented \$1.7 billion this biennium in state and federal funding (see attachment A).

In my brief statements today I'll address three areas.

- Federal Emergency Relief Funding.
- The importance of multi-year reauthorization legislation.
- Key elements of a multi-year transportation bill.

Federal Emergency Relief Funding

Last year, the state faced many challenges and received a historic amount of ER funding totaling \$316.74 million. This is the largest amount of ER funding North Dakota has ever received and makes up nearly one quarter of federal ER funds available for the entire United States.

Thank you and our entire delegation for the hard work in helping make it possible to receive these historic levels.

The Importance of Multi-year Reauthorization Legislation

Last week, Congress passed a 90-day extension of the revenues that support the Highway Trust Fund and of the highway, transit, and safety programs funded from it. We are glad to be able to continue implementing these programs for the citizens of North Dakota.

A long term highway program helps states like ours. North Dakota has one of the nation's shortest construction seasons. We at NDDOT work very hard to complete all needed preparatory work early in the year so that we can bid projects during the winter months which allows us to maximize our use of the short construction season.

Passage of a multi-year bill would allow us to timely prepare environmental documents that take one to two years to complete and plan more effectively for the summer construction seasons. It would allow us to give increased attention to optimizing, from a longer term perspective, the mix of projects to be pursued as part of the four year STIP program. Multi-year legislation would also help others in their planning, including; the contracting industry, material suppliers and local governments, including transit providers. We know both the House and Senate have multi-year bills they are considering.

Therefore, we urge Congress to enact a multi-year reauthorization bill that is good for North Dakota and the Nation.

Key Elements of a Multi-year Transportation Bill

Passage of a good multi-year bill would help us respond to the transportation needs in North Dakota.

Let me briefly note some of the many issues that NDDOT faces in administering the transportation program:

- Making the investments needed to preserve our highways.
- Considering investments to address increased traffic in various areas, notably in the oil impact areas in western North Dakota.
 - The increased traffic volumes, (particularly heavy trucks), has accelerated the deterioration of state highways, county and township roads. The latest traffic count on ND 23 within the city limits of New Town show a range of 8,350 – 10,415 vehicles a day.
 - NDDOT is working with Upper Great Plains Transportation Institute on a traffic forecasting model to help forecast future traffic patterns in the western part of the state.
- Making safety-related investments, such as increasing road and shoulder width, adding passing lanes and turning lanes where needed. Adding rumble stripes and working toward four-laning where needed.
- Looking at needs for grade raises and investments in areas that have suffered flooding.
- Addressing transit needs.

To help us respond to these needs, key components of multi-year legislation would include:

- Distributing Federal funds through formulas that are responsive to needs of a rural State like ours, as well as to needs of more populated areas, as Federal investment in highways and surface transportation in rural states is important to the national interest.
- Streamlining the program and project delivery process. Those of us in our roles with both AASHTO and WASHTO have encouraged streamlining. Below are just three examples of regulations that clearly add time and cost to construction projects:
 - Wetland Mitigation for Highway Drainage Ditches
The Department, as part of a roadway improvement project, is required to mitigate for fill placed in man-made drainage ditches that have wetland characteristics. As the highway drainage ditches often have little slope because of the topography, wetland characteristics frequently develop over time. In essence, we cannot use the highway right of way for the purposes for which it was obtained without performing expensive and redundant mitigation nor has the Department received credit for creating these wetlands in the ditches.
 - USACE Section 404, Nationwide Permit 6 (NWP)
We were advised that we must comply with the provisions of this permit and that we must have a permit to “remove a shovel full of material” ordinarily obtained when performing a wetland delineation. A major issue with this provision is that the permit is required in advance of performing routine project development activities. The NDDOT must address the worst case scenario as part of the preliminary design process. This effort affects the amount of staffing and project cost.
 - USFWS Section 7 Consultations for Endangered Species within existing highway right of way
Again using common sense, it seems unnecessary and redundant to increase effort and analysis on project improvements for existing highways within existing rights of way. These highways and rights of way co-exist within the natural environment and pose little risk to the continued existence of and habitat for endangered species. So it should be unnecessary to go through exhausting environmental efforts on projects that are built within the existing right of way.
- Maintaining funding levels, to help address needs and counteract the impacts of highway construction inflation.
- Continuing funding eligibility for the entire Federal-aid system, not just the National Highway System.
- Maintaining the current ratio of funding between the highway and transit programs (approximately 4:1).
- Providing increased flexibility to states and communities so that they can pursue solutions that are practical to them.

Before I conclude, I want to note our appreciation for the recent work by our Congressional delegation to modernize aspects of the emergency relief provisions of the Federal highway law. Those changes would enable the Federal Emergency Relief Program to better respond to needs for grade raises and other protective investments to ensure safety and preserve roads.

Just as Governor Dalrymple and the state of North Dakota have responded, we see the legislation pending in Congress as quite responsive to the list of points outlined above. We appreciate the work of our State's congressional delegation in helping advance the process to this point and we look forward to working with you until the bill is passed.

Conclusion

Mr. Chairman, as I have outlined, there are reasons why it would be in the Nation's interest for Congress to complete action on a good transportation reauthorization bill before the current program extension expires. This sentiment is shared by many throughout the country but, in our lightly populated state with a short construction season, prompt passage of a good transportation reauthorization bill will be particularly welcome.

Thanks again for the opportunity to testify before your committee. I always appreciate the opportunity to work with you, as chairman of the Senate Committee on the Budget, and our Congressional delegation in matters of highway transportation.

That concludes my testimony. I'll be happy to respond to any questions.

Chairman CONRAD. Thank you, Director Ziegler.

And next we will go to Mayor Walaker. Welcome, Mayor Walaker. It is very good of you to have agreed to come to testify again on very short notice. I am very, very grateful for your willingness to do so.

**STATEMENT OF HON. DENNIS WALAKER, MAYOR, CITY OF
FARGO**

Mr. WALAKER. Well, short notice is not a problem anymore. It does not seem like we accomplish anything without short notices. [Laughter.]

Mr. WALAKER. So, it is a privilege to be here, to be included in this process. Francis and I used to work together. I do not know if want to tell them how long ago.

[Laughter.]

Mr. ZIEGLER. 1970.

Mr. WALAKER. But we worked—1970. My goodness gracious. Time flies when you are having fun.

Senator Conrad, Senator Hoeven, Representative Rick Berg, and members of the Senate Budget Committee, I have some prepared comments, it is about one page, and I will try to go through this as quickly as possible.

I would like to thank the Senator and the members of the Senate Budget Committee for drawing attention of this importance of a multi-year surface transportation bill. The city is very concerned about the lack of commitment to the needs of our community as demonstrated by the continuing short-term extensions of the current surface transportation bill. We need a robust multi-year reauthorization of SAFETEA-LU.

In the next five years, the City of Fargo has a strong desire to move forward with reconstruction of the roads that are on the national highway system, roads that would be eligible for improvements under this surface transportation program. Among the desired improvements are Main Avenue from 25th Street to the Red River, \$25 million; 32nd Avenue South from University Drive to 42nd Street, \$17 million; 19th Avenue North from 10th Street to Interstate 29, \$15 million; 25th Street from 17th Avenue to 23rd Avenue South, \$8 million; and 12th Avenue North from 45th Street to County Road, \$19,012,000 million.

This does not include our five-year plan for flood protection. That five-year plan to improve the City of Fargo to 42.5 river stage is \$247 million. So, the people, and I will make this pitch for our sales tax right now. People have to understand that there is a significant need and so forth.

The investment in infrastructure, as far as I am concerned, is the best dollar spent by public. The funding out of, you said, 9 separate extensions, that is absolutely asinine for anybody in North Dakota trying to plan in infrastructure improvements because by the time you plan and you count on Federal dollars, and then there is—you do not know if it is going to be there as the project gets changed.

Everything has a design life, including pavements. And once it reaches the bottom of that curve, it needs reconstruction. Some of it can be stalled off a little bit. Some of these project—take Main Avenue, for instance, was built in the 50s, in the 1950s, and it defi-

nately needs a considerable amount of work, along with our renaissance zone in the downtown process. We are talking about an eight-year program down there for somewhere in the vicinity of \$40 million.

In addition, we have a growing demand for public transportation. There is a need to add fixed routes, para transit service, to accommodate the growing ridership that exceeded 2 million metropolitan wide in the in 2011.

Funding is needed for both operational and capital costs. Not having transportation has led to a reluctance to add needed services due to a month-to-month Federal funding situation.

A long-term surface transportation bill needs to ensure continued support for existing metropolitan planning organizations, these metro cogs, MPO program, and the City of Fargo is able to plan for both short- and long-range transportation needs to ensure wise investment of local, State, and Federal resources. If there is anything that we have learned, we need to have collaboration between the Federal and the State and the local process to move these projects forward.

In closing, I would ask that the written statement outlining these issues in more detail, and our present schedule will allow, be submitted for the record.

Chairman CONRAD. Thank you for that, and without objection, the fuller statement will be made part of the record.

Mr. WALAKER. Okay, thank you.

[The prepared statement of Mr. Walaker follows:]

Dear Senator Conrad and Members of the Senate Budget Committee:

I would like to thank Senator Conrad and the Members of the United States Senate Committee on the Budget for drawing attention to the importance of a multi-year Surface Transportation Bill. The City is very concerned about the lack of commitment to the needs of our community that is demonstrated by continued short term extensions of the current Surface Transportation bill. We need a robust, multi-year reauthorization of SAFETEA-LU.

In the next 5 years the City has a strong desire to move forward with the reconstruction of roads that are on the National Highway System and roads that would be eligible for improvements under the Surface Transportation Program. Among these desired improvements are:

- Main Avenue from 25th Street to the Red River (\$25M)
- 32nd Avenue South from University Drive to 42nd Street (\$17M)
- 19th Avenue North from 10th Street to Interstate 29 (\$15M)
- 25th Street from 17th Avenue South to 23rd Avenue South (\$8M)
- 12th Avenue North from 45th Street to County Road 19 (\$12M)

These roads represent vital links in our local system. We cannot adequately plan and allocate local resources when the federal horizon is limited to 3 months.

In addition, we have a growing demand for public transportation. There is a need to add fixed routes and ADA Paratransit service to accommodate growing ridership that exceeded 2.0 million metropolitan wide in 2011. Funding is needed for both operational and capital costs. Not having a transportation bill has led to a reluctance to add needed services, due to a month to month federal funding situation.

A long term surface transportation bill needs to ensure continued support for existing Metropolitan Planning Organizations (MPOs). Through Metro COG's MPO program the City of Fargo is able to plan for both short and long range transportation needs to ensure wise investment of local, state, and Federal resources. If the surface transportation bill does not include continued support for MPOs such as Metro COG, Fargo and other larger communities in North Dakota will lose their primary resource for long range planning.

In closing, I would ask that the written statement outlining these issues in more detail than our present schedule will allow, be submitted for the record.

Thank you.

**Field Hearing
of the
Committee on the Budget**

**to consider:
Multi-Year Surface Transportation Bill:
Key to Infrastructure Investments**

**Testimony from Dennis Walaker
Mayor of Fargo, North Dakota**

Funding for Transportation in Metropolitan Areas

The next authorization should continue to ensure the resources necessary to improve the mobility of the nation through continued investments in the National Highway System (NHS). Identified Needs on the NHS System in Fargo:

- Reconstruction of Main Avenue/US Highway 10 (25th Street to Red River) – \$25,000,000;
- Reconstruction of 19th Avenue North (10th Street to I-29) - \$15,000,000;
- Identified Maintenance and Operational Needs on I-94 & I-29;
- Expanded Deployment of Intelligent Transportation Systems (ITS) Needs on Interstate System (Message Boards, Traffic Detection/Monitoring, etc.);

The next authorization should continue to provide flexibility to local governments, Metropolitan Planning Organization (MPOs), and DOTs to meet localized multimodal transportation needs through the continuation of a program similar to the current Surface Transportation Program (STP). Identified Needs Typically Funded Through STP Program:

- Reconstruction of 25th Street (17th Avenue to 23rd Avenue) - \$8,000,000;
- Reconstruction of 12th Avenue North (45th Street to CR 19) - \$12,000,000;
- Reconstruction of University Drive (18th Avenue – I-94) - \$3,000,000;
- Reconstruction of 32nd Avenue South (University Drive to I-29) - \$20,000,000;

Multimodal & Mobility

The next authorization should support a Federal aid program that advances the needs of all modes of transportation, ensuring coordination and connectivity between modes through continued investments in bicycle and pedestrian facilities through programs similar to the current Transportation Enhancements (TE) and Safe Routes to School (SRTS) Program. Identified Multimodal Needs funded through TE and SRTS:

- Fargo Safe Routes to School Programs to Support Walking/Biking to School;
- Memorial Oak Grove Bridge over Red River – \$1,100,000;
- Bicycle & Pedestrian Needs – City Wide;

The next authorization should continue to support and encourage the development and deployment of Intelligent Transportation Systems (ITS) as a cost efficient alternative to improve the mobility, safety, and security of the traveling public. Identified ITS Needs to improve and extend the operational capacity of existing surface transportation system:

- Metropolitan wide Signal System Interconnect;
- Deployment of Traffic Detection & Data Collection;
- Arterial & Freeway Traffic Management Systems;
- Support for Centralized Traffic Operations Center (TOC);

Public Transit

The next authorization should continue to make meaningful investments in the public transit systems within urbanized areas through the continuation of the urbanized area program (49 U.S.C. 5307).

- The City of Fargo/MATBUS is dependent on \$1,900,000 annually in Federal funds for Transit operations to maintain existing services levels;
- An additional \$2,600,000 is needed annually to meet identified needs in Fargo;

The next authorization should replace the current discretionary program (49 U.S.C. 5309) and establish a dedicated (non-discretionary) program to fund the replacement of bus and bus related capital needs through a formula based program.

- Between 2000 and 2010 Fargo received a total of \$10,800,000 in Federal funds to replace and expand transit capital needs;

- Over the coming five years the City of Fargo will need an additional \$8,000,000 in Federal funds to replace aging buses and meet just the minimum expansion needs;

MPO Designation

Fargo is part of a complex and growing, bi-state metropolitan area. Fargo is fortunate to have a Metropolitan Planning Organization (MPO) through the Fargo-Moorhead Metropolitan Council of Governments (Metro COG).

- Through Metro COG Fargo is able to develop both short and long range plans to accurately project and program surface transportation infrastructure needs.
- Through Metro COG, Fargo is able to cooperatively work with other communities in the metropolitan area and NDDOT to develop, prioritize and invest in transportation needs.
- As a bi-state area, Metro COG is critical to ensuring coordinated and timely investments between both NDDOT and Mn/DOT.
- Metro COG harmonizes the decision making process regarding surface transportation assets which transcend jurisdictional boundaries such as Interstate highways, major arterial roadways, public transit systems, and bike and pedestrian facilities.

The next authorization should ensure all existing MPOs who are able meet new certification requirements be given the flexibility to continue existing metropolitan planning programs if supported by local units of governments.

The next authorization should continue to provide a mechanism to ensure Federal funds are available to support locally developed metropolitan planning programs.

- Metro COG annually contributes over \$1,100,000 in Federal planning funds to address local transportation needs.

Programming Responsibility

The next authorization should continue to require DOTs to include MPO TIPs within the State Transportation Improvement Program (STIP) without revision, thus ensuring coordination between local, state, and Federal agencies regarding surface transportation funding within metropolitan areas.

The next authorization should continue to provide DOTs the flexibility to sub target/allocate Federal aid to local entities through the MPO to meet priorities identified through the metropolitan planning program.

To further support local decision making in the Federal aid transportation system the next authorization should expand the responsibilities of MPOs (regardless of size) to take an increased role in project selection and programming for Federal aid where the MPO has a proven track record with programming and who can develop agreements with local entities, DOTs, and Public Transit Operators.

Performance Management

Performance management programs/systems are an important feature of reauthorization to ensure future Federal aid investments are used efficiently and wisely. To that end, several points are important to consider regarding implementation of a Performance Management program:

- Performance management programs/systems should be developed from the ground up;
- Performance management programs/systems for the Federal aid system should be developed through the MPO planning process, in cooperation with the DOT and Public Transit Operator, including the development of performance measures/targets;
- Local governments should have the flexibility to work through MPOs to ensure local input into performance reporting requirements regarding the Federal aid program; and to ensure DOTs are responsive to local performance management expectations;

Chairman CONRAD. Next we will go to Don Frye, the president of the North Dakota League of Cities. Welcome, and please proceed.

**STATEMENT OF DON FRYE, PRESIDENT, NORTH DAKOTA
LEAGUE OF CITIES**

Mr. FRYE. Thank you, Mr. Chairman, and members of the committee, and Senator Hoeven, and Representative Berg.

I appear before you today, as the mayor of the City of Carrington and President of the North Dakota League of Cities, to address our serious concerns over the lack of a multi-year surface transportation bill.

Every city in North Dakota in some manner is tied to a Federal or State highway. These highways are used to move people, goods, and services throughout State, region, and Nation, in some cases, internationally. The lack of a multi-year surface transportation bill clearly places all of these uses in serious jeopardy.

As you travel around North Dakota, it is clear that numerous upgrades and improvements must be made to maintain a sound transportation system. This can only be done with the proper long-range planning needed to ensure safe, reliable roadways, and this planning must be done with a multi-year transportation bill.

It is difficult in some communities to plan for future development if the proper amount of planning and funding is not in place to move forward on projects over a long period of time. To develop the correct plan for needed improvements takes years from design to construction. A quick example, I left Carrington Tuesday morning. I have been on the road at 7:00 in the morning, and from Carrington to Jamestown, which now takes 50 minutes, I passed 103 semis.

Chairman CONRAD. And I hope you were not speeding.

[Laughter.]

Mr. FRYE. I think clearly you understand what I am talking about.

[Laughter.]

Mr. FRYE. Community development activities rely on a well-maintained and planned highway system. It is difficult on a local level to work on development projects if you are not sure what may be in store in the future on highway development.

The positive economic growth of our State and cities relies on a sound transportation bill. The continued growth of the farm economy in North Dakota has helped our rural communities to take advantage of North Dakota's economic success. If we are to maintain these opportunities, a solid well-planned, maintained highway system is paramount. The amount of traffic in my area has nearly doubled in recent years. Two new large grain loading facilities expansions have recently been completed, to only add to the truck traffic issues. In addition, a third expansion has been approved and construction will begin in April of this year, which will only increase the demands of our highways.

Many farmers in North Dakota are now clearing tree lines to increase the acreage available for planting and harvesting. This is only going to add to the number of trucks on our highway today. Added to this recent—add to this the recent increased traffic that

we witnessed because of the Minot flood, and it is easy to see why some of our State roads are in serious need of repair.

In addition, recent oil development has increased the pass-through truck traffic in our communities. This traffic affects a number of North Dakota communities, including mine, and the amount will only increase in the foreseeable future. Hundreds of mobile homes, manufactured houses, travel through Carrington every day. Truckloads of pipe and other equipment need to travel daily, not just to our community, but to the oil patch, but on highways leading to the oil patch. Those numbers are only increasing each day.

The goods and services needed by the oil patch to sustain the oil activity are sometimes forgotten. On any given day, the drive from Jamestown to Carrington alone can be increased by 15 or 20 minutes. Taking into account that many of these trucks are loaded and are moving at a slower rate of speed, the safety of passing has become a concern. Highway 52/281 has ever increasingly become a dangerous highway to drive, no matter what time of day it is.

In 2001, the Carrington area as an example, as well all of North Dakota, has seen an increase in traffic fatalities. In the Carrington service area alone, we saw the largest number of fatalities in recent memory. Many of these accidents were caused by unsafe passing due to a large increase and slower traffic. A multi-year surface transportation bill will assist the State in bettering planning of highway improvements to make our highways safer.

I would be happy to answer any questions that you may have on this important subject.

[The prepared statement of Mr. Frye follows:]

April 5, 2012

U.S. Senate Budget Committee Hearing
Vector Conference Room
Cass County Highway Department Bldg.
1201 Main Avenue West
West Fargo, N.D. 58078

Subject: Multi-year Surface Transportation Bill

Senator Conrad and members of the Senate Budget Committee:

My name is Donald E Frye, Mayor of the City of Carrington and President of the North Dakota League of Cities. I appear before you today to address our serious concerns over the lack of a Multi-Year Surface Transportation Bill.

Every city in North Dakota in some manner is tied to a federal or state highway. These highways are used to move people, goods and services through our state, region, and nation and in some cases internationally. The lack of a Multi-Year Surface Transportation Bill clearly places all of these uses in serious jeopardy. As you travel around North Dakota it is clear that numerous upgrades and improvements must be made to maintain a sound transportation system. This can only be done with the proper long range planning needed to ensure safe and reliable roadways. This planning requires a Multi-Year Transportation Bill.

It is difficult in some communities to plan for future development if the proper amount of planning and funding is not in place to move forward on projects over a long period of time. To develop the correct plan for needed improvements takes years from design to construction.

Community development activities rely on a well maintained and planned highway system. It is difficult on a local level to work on development projects if you are not sure what may be in store in the future on highway development. The positive economic growth of our state and cities relies on a sound Transportation Bill.

The continued growth of the farm economy in North Dakota has helped our rural communities to take advantage of North Dakota's economic success. If we are to maintain those opportunities a solid, well planned and maintained highway system is paramount.

The amount of truck traffic in my area is nearly double in recent years. Two new large grain loading facilities expansions have recently been complete to only add to the truck traffic. In addition, a third expansion has been approved and construction will begin in late April of this year which will only increase the demands on our highways.

Many farmers in North Dakota are now clearing tree lines to increase the acreage available for planting and harvesting. This is only going to add to the number of trucks on our highways today.

Add to this the recent increased traffic that we witnessed because of the Minot Flood and it is easy to see why some of our state roadways are in serious need of repair.

Page 1

In addition, recent oil development has increased the pass thru truck traffic in our communities. This traffic affects a number of North Dakota communities and the amount will only increase in the foreseeable future. Hundreds of mobile homes and manufactured houses travel thru Carrington every day. Truckloads of pipe and other oil equipment needed travel daily not only in the oil patch but on highways leading to the oil patch. Those numbers are only increasing each day.

The goods and services needed by the Oil Patch to sustain the oil activity are sometimes forgotten. On any given day the drive from Jamestown to Carrington alone can be increased by 15 to 20 minutes. Taking into account that many of these trucks are loaded and are moving at a slower rate of speed the safety of passing has been comprised. Highway 52/281 has ever increasingly become a dangerous highway to drive no matter what time of day it is.

In 2011 the Carrington area as well as all of North Dakota has seen an increase in traffic fatalities. In the Carrington service area alone we saw the largest number of fatalities in recent memory. Many of these accidents were caused by unsafe passing due to a large increase in slower truck traffic. A Multi-Year Surface Transportation Bill will assist the state in better planning of highway improvement to make our highways safer.

I would be happy to answer any questions you may have on this important subject. Thank you for giving me the time to address our concerns on the Multi-Year Surface Transportation Bill.

Chairman CONRAD. Thank you. Thank you very much.

And I think we should go to Director Ziegler for first questions. At what point would you have to consider delaying or cancelling contracts because of a lack of multi-year legislation?

Mr. ZIEGLER. Mr. Chairman, what we have had to do is constantly monitor where we are at with funding. It is very critical because of the fact that, you know, we cannot overspend our budgets. And so, there is a point where we are saying now that we are going to go up to where this legislation has now taken us to the end of June, and that is at about \$180 million. And I know that our program, what was to be coming out of the Senate bill, was considerably more than that, but we cannot bid any more than that. I cannot gamble that it might not come. And the fact is those projects cannot be bid.

Chairman CONRAD. Yeah. So, what it is doing is it is delaying your bidding of projects that otherwise you could let for bid.

Mr. ZIEGLER. That is correct, Mr. Chairman. And what has happened in our State and around the country, inflation has continued even though in other parts of the country the economy is bad. The fact is that in the highway industry, in the highway industry, we use a lot of fuel, and the price of fuel that is increasing is increasing the inflation.

And so, as we delay projects, last year in North Dakota, we had a 12 percent inflation in construction.

Chairman CONRAD. Twelve percent.

Mr. ZIEGLER. Twelve percent. If we delay a project just one month, we will see those prices increase by 1 percent if you take that amount.

Chairman CONRAD. Yeah. Well, that is part of what wanted to establish on the hearing record here as well. What are the increased costs that you are facing? What does delay mean in terms of increased costs? I think you have laid that out very clearly.

I also need to ask you for the record something that we have done in all of the hearings, and I think you are probably prepared for it. What is the percentage of total transportation funding in the State provided by the Federal government, including the underlying program formula funding, as well as the emergency funding? So, if you could give us for last year what part of it is—what is the Federal share, what is the State share?

Mr. ZIEGLER. Okay. Mr. Chairman, where we are right now is at about 51 percent Federal aid and 49 percent State even with the significantly increased State portion.

Chairman CONRAD. So, the reason I asked this question is to make the point, without that Federal share, we would have to cut everything in half. That would be a rough approximation, or at least looking back that is what we would have to do. That would have enormous consequences for every part of the State if we had to dial it back 50 percent, roughly 50 percent.

Mayor Walaker, you helped us understand local demands, and it is really—it really catches one's attention when you start to talk about hundreds of millions of dollars in projects.

You referenced, at one point in your testimony, some \$240 million of need. Could you just give us—

Mr. WALAKER. Well, the \$247 million is—we have made a commitment to our community to raise our level of protection up to 42 and a half feet. That does not go where the Corps of Engineers is in that. So, that is just one part of the entire picture.

The picture is when we deal, we have about 90 miles of Federal aid highways in the City of Fargo. And if we cannot improve those projects with Federal money, the projects are not let. They may be designed, but they are not let. We have to move that forward and so forth.

In the past, you know, 30, 40 years that I have been working out there, is many of those miles were not included. They are included on the Federal aid system, but we could not wait for Federal funding. Now, it is even worse. Main Avenue, for instance, you know. I mean, these are critical.

We have made improvements. We have invested in infrastructure in the City of Fargo because we have been able to do that, and we need that investment to continue. And we need the support of not only the Federal Government, but the State government and so forth on—I mean, we would not be able to do what we did on Main Avenue, for instance. I mean, when they are talking about this project that is going on right now, we are completed to our city limits. The DOT was out there and worked with us, and we got that one done and so forth, and 45th Street and 52nd, I could go on and on and on about.

There was a period of time, Kent, when I could not drive from the north side to the south side, or from the west side to the east side on a decent road in Fargo. And things are much improved, and we want this to continue. We think the public right now has had a piece of this, and they want it to continue. And that is why we are so adamant about continuing to fund this on a local level. We would definitely, definitely like to see either the House or the Senate, either way, it does not make any difference. The two-year is the minimum of this transportation bill. Five years, I cannot believe we could not—you know, it would be magnificent if the DOT could go out and—we have a 10-year plan in the city of Fargo. We go out there and say, okay, this is—

Projects have to be extended. And what happens if you extend a project? If it is shot now, you know. I mean, take 10th Street North, for instance. There are five blocks out there are going to be reconstructed today. I can remember when our directors' committee decided that it was okay. And that was about 20 years ago. And so, I went out there, and I put a thin overlay when I was working in public works, got it another maybe 10 years. It is shot.

And, I mean, the frustrations are, is we are not saving any money. That is the whole thing that people have to understand. We are not saving anything. This road may go from a slight overlay or, you know, an improvement to a total reconstruction. When it reaches the bottom of its life, we just got to start over.

Chairman CONRAD. It actually increases costs.

Mr. WALAKER. Yes, absolutely.

Chairman CONRAD. Francis made the point very clearly, if you delay it and you push it out, and inflation for all the things that go into road building, street building, go up 1 percent a month. A delay increases the cost.

Mr. WALAKER. Absolutely. Absolutely. And even beyond that, it deteriorates. I mean, just from the standby process, the street was a pretty good street. It starts to deteriorate, and pretty soon there is nothing to save it and so forth. Then you have to have total reconstruction. And that is no different than what is going on in the oil patch.

Chairman CONRAD. Now, Don, I know that you are here representing—you are president of the League of Cities representing all the cities, but you also, of course, are especially in your city and what is going on there. And you have reported, I think, in a very clear and compelling way what you experienced just driving here. I mean, I tell you, we were just out in the energy patch and seeing what is happening on the roads out there. It is stunning, and it is costly. And if we are going to keep up, it is going to require not only the investment to be made by everybody that is involved, all levels have to partner with expenses of this magnitude, but also that it is critically important that we have a longer term planning cycle.

You know, always before we have done five-year bills, and in this case, we are struggling to get a two-year commitment. I know the State's planning cycle is at least four years. And we really need something, I think, going back to the five-year commitment, would be the best. What would you say in terms of coming from a local leadership position in terms of the planning cycle you would like to see?

Mr. FRYE. Well, Mr. Chairman, Senator Hoeven, Representative Berg, I can tell you that in my city specifically, and this week I was in Bismarck, Dickinson, New England, and Richardton. So, I have been out on the highway talking with communities and issues.

And I can tell you in my city that we developed a 10-yr plan. We implement five years of it, revisit the plan, and make the changes that are necessary. And I know that when I talk with the mayors across the State, at a minimum, most of them are looking four, five, six years out.

If you do not have a significant plan in place and a revenue stream in place, it is very difficult to do what you need to do.

Chairman CONRAD. All right. Senator Hoeven?

Senator HOEVEN. Thanks, Senator. First, Francis, one question I have. Out west, we are working to four lane Highway 85, and that is going to be very important, Highway 85, Highway 22, Highway 23. We did four lane Highway 2 fortunately a number of years back, and that is very important. But to complete the figure 8 in the State, you know, we need to four lane Highway 85. And, again, I think we do need four laning on 23 and 22.

We are adding the passing lanes down 85. And I guess my question goes to with some of the environmental challenges you talked about, and because we are constrained in that corridor out there, it seems to me we should be able to keep adding passing lanes essentially to get to four lanes. Now, it may be an undivided four lane, but it gets to us four lanes, and it is both in terms of the environmental, in terms of the narrowness of the corridor, the parks and all that, and just in terms of dollars cost-effectiveness.

Is that not the way we get to four lanes as fast as possible? And we need to get there.

Mr. ZIEGLER. Mr. Chairman, Senator Hoeven, very good point. We are working diligently to get there, to a four lane undivided highway between—the first stretch is between Watford City and Williston. This year, our chief engineer, Grant Levi, and his team are putting together the extension of the existing passing lanes. We are adding 8 more miles to passing lanes.

And so, as you say, Senator Hoeven, as we slowly add these passing lanes, we will ultimately have the full, undivided four lane.

What we have to do now, the other thing that we are working on is the Long X Bridge. That is a component of the Highway 85 program. And what has happened is we had a truck that was over height, hit the bridge, and did significant damage to it. That bridge has clearance just like an interstate bridge does. It is at 16 feet, so it was just somebody without a permit that went out there and hit it.

But we are at a point where we cannot have another hit on that bridge. While we are fixing it now, it is going to be in great shape when we are done with it. But our concern is such that I have asked Grant to move forward with an environmental document, which could take two plus years because we are in a Federal park, to get that environmental document finished so that we could deal with that bridge.

But your point about four laning the figure 8, we are working toward that as funding is available, and we are incrementally getting to that point.

Senator HOEVEN. Well, that is very important in terms of the bridge. We built a new Four Bears Bridge. When did we complete that, '06? Five years ago, so '07. Yeah.

To think about that old covered bridge, you talk about hitting that Long X Bridge. And everybody here has got a story driving across that old bridge with the truck coming the other way or a bailer or whatever. We could not get trucks across that river if we still had that old bridge. Thank goodness we have that new bridge.

So, I mean, this is going to be very, very important. And you bringing up the bridge is a good point because the true company has just completed the Four Bears pipeline, which runs from Newtown roughly over to North of Belfield. That is 300 trucks a day. We have taken off 22 and 23 with just that one pipeline.

Now, we took Secretary Salazar on that road, and it was like a parade of lights, you know, because it was after dark by the time we left the rig. And, you know, you have 300 trucks, so as we are talking here about roads and bridges, we have got to keep that pipeline effort in the equation, both intrastate and interstate and gathering systems. That is a big part of this equation.

And, again, I want to put that on the record because of the importance. And I mean both from the Federal perspective and the State perspective, international pipelines, interstate pipelines, intrastate pipelines gathering systems. Very important part of this network that we are building here of infrastructure that goes with our road.

Mayor Walaker, you mentioned building to 42 and a half feet. And I really have to commend you for what you are doing. I mean, you know, you work on it every day. The 247, is that going to get you to the 42 and a half feet?

Mr. WALAKER. What we are trying to do, and we cannot seem to get the story out, is the fact that we would allow more water through the city of Fargo from 31 to 35 feet. That would reduce the downstream impacts. That is what this is all about, plus to make the process that much easier for some of us that just went through the last three years. I mean, it is just—I mean, we need a new group of kids

[Laughter.]

Mr. WALAKER. And they need to forget about what they contributed in the past. I mean, their memories are shorter than us that remember absolutely everything and so forth.

But that is where we are going, and we are talking about—we just received from one our local consultants the estimate, \$247 million dollars to do that. And that is why it is so important. We have made a lot of improvements, but we have a long city along the river and so forth. And it is getting more expensive. Somebody said the fact that the fruit is getting more expensive. It is a little higher now and so forth, and we have Rose Creek, for instance, copper fields, Old Creek. I mean, it is just an ongoing process. And if we can—we are talking about a five-year commitment to try and get us somewhere. There is always going to be some issues where we are going to have to haul some dirt and closures.

Senator HOEVEN. Does that—do you have the \$247 from your sales tax? Does that get you to—

Mr. WALAKER. I will let you know in June—

[Laughter.]

Mr. WALAKER.—when we have the election.

Senator HOEVEN. Oh, so you need the new one.

Mr. WALAKER. Yes.

Senator HOEVEN. Now, your existing one does not—

Mr. WALAKER. No.

Senator HOEVEN.—is not enough to get you to the—

Mr. WALAKER. No, that was to fund the \$200 million we had for the diversion. That was our commitment and so forth under the process.

Now, one of the things that maybe does not need to be is, there is a 25 percent contingency in the Corps' estimates and so forth. And our consulting engineer—I mean, we are paying a lot of money, but he has reduced the cost of the diversion by \$100 million on the north path. Hopefully we can find some similar savings. And our city engineer, Mark Bittner, still believes that we can find some solutions to reduce the impacts.

People have to understand what that area of staging water is for. That staging water is to prevent downstream effects, so when it hits Argusville, there are impacts caused by the diversion.

Senator HOEVEN. And is that a five-year timeline, you said? Is that what you—

Mr. WALAKER. They gave us to 42 and a half—

Senator HOEVEN. To 42.

Mr. WALAKER.—if we have the funding.

Senator HOEVEN. Okay.

Mr. WALAKER. And we need the funding from the Federal government and the DOT on our road system, on our street system.

We definitely need that because projects right now are being delayed because of the June vote.

Senator HOEVEN. Well, I get it. That is what I am saying, this infrastructure all fits together. It makes a difference in what you do on the roads, which roads you can build, which ones you cannot, what the impact is on your flood plan.

Mr. WALAKER. And zero budgeting is something we all have to live with.

Chairman CONRAD. I just want to interrupt for a minute because there is something that you said that I think is important to capture in the record here, and I do not want to let it slide. And that is, the question of the impact upstream and downstream of what you are attempting to do. And you just discussed, you are talking about from a 31 to 35—

Mr. WALAKER. Well, let us go back to the LAD, the Minnesota plan, that had somewhere between 38 and 4,800 impacts to existing property, and went all the way to Emerson, the Canadian border. That is why that plan, in my opinion, was not feasible, okay? It is how do you deal with all those impacts.

So, then it was moved to the locally preferred plan, and now that is the only plan that is moving forward and so forth. But what people do not understand either is the difference between the feasibility study and the actual design. That is a huge, huge jump because you are getting out, you are doing all the surveying and so forth. It is not drawing a line on a map.

So, until this project I completed, and I told the mayor of Oxbow over and over again, and now that the record decision has been signed, we will assign people that will try and deal with trying to save a piece of Oxbow. Not all of it can be saved, and we are also command for the hardship policy that people have no other means. Right now, they cannot get appraisals. Without an appraisal, you cannot get a mortgage. So, they are in this no man's land until probably 2018. So, we are coming up with a hardship policy that can maybe some of these people can find a way out of their dilemmas.

Senator HOEVEN. The other question I had actually is for Don. Certainly, you know, we talked about the energy patch. We talked about what is going on here in the Valley. You talked about passing 103 trucks on the way here this morning, and we know you did not mean you were passing—going by and passing them all.

Mr. FRYE. Well, maybe.

[Laughter.]

Mr. FRYE. There is an official record.

Senator HOEVEN. We know some are going past and going the other way, too. But primary energy industry? I mean, give us the mix here. Give us your—I understand you are out driving around the west, and clearly that is energy. But you are in the middle part of the State and so forth. When you are talking that stretch, 281, from, you know, Jamestown up to Carrington or whatever, you know, what do you see?

Mr. FRYE. Mr. Chairman, Senator Hoeven, when you look at the traffic that is going through Carrington, appropriation 75 percent of those semis are headed to the oil patch. The remaining are usually related to the ag industry. And just to give you kind of a sim-

ple economic look at it, last year the sales tax collection in Carrington was up 30 percent. We are already 30 percent ahead of last year. Now, why is that?

Senator HOEVEN. A good mayor I suppose.

[Laughter.]

Mr. FRYE. Great leadership, but the issue is that the Chieftain Motor Lodge, and now we have three motels instead of just two, are running at 80 to 90 percent occupancy, and the Stop and Go on any given morning, if you went out there at 4:00, there would be 400 to 500 semis sitting there, because they know if they go any further west, there is probably nowhere to get fuel, and there is clearly nowhere to stay at a reasonable price.

And so, that impact is showing up in our sales tax. It is showing up on the streets. And on certain times of the day when you come out of Main Street and you want to turn unfortunately to the north off of Main, you could sit there for 10 minutes waiting just to make a left turn. And so, there is significant—

And I can tell you that the cities of North Dakota are strongly supportive of the oil patch and their needs, but they are also saying, do not forget that that—a lot of that material has to get there. And there needs to be some discussion about passing lanes in other locations because it is just dangerous.

Senator HOEVEN. And that is kind of where I am going, too. Now, Francis, back to you. For Highway 52 going up towards Minot there, for maybe parts of 281, what about passing? I mean, you know, is that something where we need to—and I know we always have to think about resurfacing, and we were talking with Grant earlier what, you know, what that takes. But should we be going to some passing lanes on some of these other roads, and where are we with that?

Mr. ZIEGLER. Mr. Chairman, Senator Hoeven, those are great ideas, and we will pursue that. As I said earlier in my testimony, statewide, traffic has increased by 10 percent. We just finished that survey. In the oil patch, 25 percent.

Yesterday I met with a group of employees that were from—statewide. They were Department employees, but they were from statewide. They were in Bismarck. And when I visited with them, one of them was from Hillsboro, one of our section supervisors in Hillsboro in the maintenance area. They now are selling homes to the oil industry in Hillsboro, North Dakota.

What has happened is since there is no housing west, people are moving farther east. So, the impact of the oil is coming farther east. And so, the traffic volume increases are going to continue to go statewide.

And so, the point about adding passing lanes, we are going to look at that. I do want to say, though, that our priority right now is in the oil patch for the passing lanes. But as we catch up and as we get a good highway bill, hopefully we will have funding to be able to do that.

Senator HOEVEN. Well, that is why I bring it up. And I know that you have had this discussion in the State legislature. Fifty-two is four lane from Minot southeast down to Velva. And I know there is a real desire to get four lane from Velva continuing southeast

into Carrington and so forth, starting with passing lanes. I just bring that up as a thought.

Chairman CONRAD. Thank you. Thank this panel very much. We will now go to our third panel. Dale Marks, commissioner of Stutsman County, Paul Diederich, president of Industrial Builders.

I want to especially thank Dale Marks for jumping through some hoops to be with us today. I understand he is a seed dealer and was getting a shipment of corn and sunflower seeds that need to be unloaded today. And he was able to get a neighbor to unload the truck for him so he could provide testimony here. So, you know, that good neighborly spirit in North Dakota paying dividends to get Dale here to testify. Thank you very much.

Please—we will proceed. Dale, why do you not go first, and then we will go to Paul for his testimony. Is that the—

STATEMENT OF DALE MARKS, COMMISSIONER, STUTSMAN COUNTY, NORTH DAKOTA

Mr. MARKS. Okay. Thank you, Mr. Chairman, and Senator Hoeven, and Congressman Berg. Good morning to the members of the Senate Budget Committee. Welcome back to North Dakota. Good to see you here, all of you together.

I am Stutsman County Commissioner Dale Marks. I share the road portfolio with fellow Commissioner Dave Schwartz.

Stutsman County roads are deteriorating very badly, and I am going to try to put a face on what is happening in Stutsman County today. And we have been patching and repairing best we can, but the deterioration has really gotten away from us.

Back in 1973, Stutsman County voters granted a \$5 mil increase to real estate taxes to improve roads.

Chairman CONRAD. Could I ask you just to suspend for a moment. If we could have somebody close that door because there are conversations going on out there. And just say if anybody has a conversation, if they would take it out in the hall so that we do not distract from the witnesses.

Mr. MARKS. Okay, Mr. Chairman. Back in 1973, Stutsman County voters granted a \$5 mil increase for real estate taxes to improve roads. Back then, a mil in Stutsman County would generate \$39,000 a year. A mile of road could be paved for \$1 mil. Today \$1 mil in Stutsman County generates \$66,000, and that is over the years due to increase in property valuation. Total road construction from road base to finished paved highway now costs around a million dollars a mile. Stutsman County is priced out of the market for total reconstruction. We are now planning to recycle and overlay at a cost of about \$400,000 a mile if we have the money.

Our infrastructure is breaking down. We have 229 miles of paved road and 166 miles of county gravel road. Our county has 64 townships with 1,787 miles of gravel road. And I am also a township officer in Winfield Township.

According to page 1 of the handout, this is our road plan that we have in Stutsman County. If we plan 48 miles—the road plan, 48 miles have come to the end of their life span and need recycling and overlay. On page 2 of my handout, Stutsman has 71.75 miles

that are on the list for chip seal. Chip seal will extend the life of a paved road by five years. During our last commission meetings last Tuesday, we heard that chips and oil costs have risen, and now the cost is about \$30,000 a mile for chip sealing, and we were counting on \$27,000 before.

Twenty-three miles of these roads should be reconstructed, which means \$23 million. But the county cannot incur that cost, and we will chip seal and hopefully extend the life of the road for a few more years.

Now, Jamestown's mayor asked if the \$24,000 on page 3 of our road plan would put Stutsman County roads into decent repair. And I said that would not put them into a dive and fix. It would be more like a cultured pearl fix.

The rest of the roads have been chipped, repaired with Federal money or they will be recycled back to gravel. There are a number of miles that will be recycled. Recycling goes against our nature as builders and improvers. Taking a step backwards in progress is heartbreaking.

Mr. Chairman, you see that there is a critical need for a continued Federal highway funding to keep our infrastructure sound. Farmers have to get their wheat, their corn, their livestock, and their soybeans to market. Solid infrastructure is a must. Dealers of farm inputs rely on roads to deliver product. Sound infrastructure is a must.

Our chamber of commerce is getting concerned about our roads, too, very concerned because families drive to Jamestown to shop. Sound infrastructure is a must. Rural families depend on fire department and ambulances to reach them in times of dire need. Sound infrastructure is a must. Hunters come out to the countryside to exercise and for the thrill of the hunt. Sound infrastructure is a must.

County commissioners started preparing our next year's budget in October. A multi-year highway bill would benefit road repair management and reduce highway funding and uncertainty. A long-range strategic plan of road repair can be adjusted and fine-tuned if needed down the road, but Stutsman County's emergency fund is now \$300,000 in the red because of delays of Federal road funding, delays in FEMA appropriation, and that is why—the reason for that is because we have been helping the county—the townships, help with their road repair. And they all—right now the townships owe Stutsman County \$1.4 million. But these few appropriations have been coming pretty slow. And delays in the emergency repair appropriation. This funding must be speeded up so counties and townships could pay the contractors.

There is a down side to the welcome to Federal funding, though. There are so many hoops to jump through, and it was alluded to a little while ago. These hoops increase the cost of road repair. The Federal closely match the cost of the requirements in many cases. The hoops include buying mitigation acres if more feet of a road ditch right-of-way is needed or if a wetland is affected. It may be a few feet short for a short distance, or it might be a longer distance that we need right away.

Mitigation acres are hard to get and are very costly. Stutsman County just bought some from a farmer by Woodworth not too long

ago, and it was a very costly undertaking. Finding them can delay a road repair project and make it cost more.

Archaeological inspection must take place, even if the road project stays within the bounds of the original right-of-way. That does not make sense. Farmers' rock piles are used for riffraff. In fact, a contractor just using our roads yesterday to pile farmers' rock piles for riffraff. The rocks coming from wide distance at a quarter section, maybe even a half section, piled in one place for years and years, and now they have to be inspected for cultural evidence? You got to be kidding. That does not make sense either. The cost of road repair increases with all that.

In closing, please understand that many roads are at the end of their life span. The cost of repair is rapidly increasing. Federal requirements add significantly to repair costs, and we have a problem with delayed appropriation up to about a year to get reimbursement for these repairs that we have spent money on.

And I understand the budget constraints that you have on the Federal level and the need—these constraints are needed in the Federal budget, but remember, this is infrastructure we are talking about.

There is an old saying: Rome was great because all roads led to Rome. County roads lead to our grain elevator, shopping centers, and other major businesses like banks, implement dealers, clothing and grocery stores. So, please, do all you can to pass a meaningful multi-year Federal highway bill.

And I thank you, and best regards to you, and thank you for the honor of allowing me to come here to testify.

[The prepared statement of Mr. Marks follows:]

Good morning members of the Senate Budget Committee.

Welcome to North Dakota.

I am Stutsman County Commissioner Dale Marks. I share the road portfolio with a fellow commissioner. Stutsman county roads are deteriorating badly. We have been patching and repairing as best we can but the deterioration is gotten away from us.

Back in 1973 Stutsman county voters granted a 5 mil increase to real estate taxes to improve roads. A mil in Stutsman county would generate \$39,000 per year. A mile of road could be paved for 1 mill. Today 1 mil in Stutsman county generates \$66,000, due to increased property valuation. Total road reconstruction from road base to finished paved highway costs \$1,000,000 per mile. Stutsman county is priced out of the market for total reconstruction. We are now planning to recycle and overlay at a cost of \$400,000 per mile.

Our infrastructure is breaking down, We have 229 miles of paved road and 166 miles of county gravel road. Our county has 64 townships with 1787 miles of gravel roads.

According to page 1 of the Stutsman county road plan 48 miles have come to the end of their lifespan and need recycling and overlay. On page 2, Stutsman has 71.75 miles that are on the list for chip seal. Chip seal will extend the life of a paved road by 5 years. During our commission meeting, Tuesday, we heard that chips and oil costs have risen and now the cost is at \$30,000 per mile. Twenty three miles of these roads should be reconstructed which means \$23,000,000 dollars, but the county can not incur the cost and will chip seal to hopefully extend the life of the road. Jamestown's mayor asked if the \$24,000,000 on page 3 would put Stutsman county roads in repair. I said that would not put them into a diamond fix, but more of a cultured pearl fix. The rest of the roads have been chipped, repaired with Federal money or they will be recycled back to gravel. Recycling goes against our nature as builders and improvers. Taking a step backward in progress is heartbreaking.

You see that there is a critical need for continued for Federal Highway funding to keep our infrastructure sound. Farmers have to get wheat, corn, livestock and soybeans to market. Sound infrastructure is a must. Dealers of farm inputs rely on roads to deliver product. Sound infrastructure is a must. Our Chamber of Commerce is very concerned because families drive to Jamestown to shop. Sound infrastructure is a must. Rural families depend on fire departments and ambulances to reach them in times of dire need. Sound infrastructure is a must. Hunters come out to the county side for exercise and for the thrill of the hunt. Sound infrastructure is a must.

County Commissioners start preparing next years budget in October. A multi year Highway bill would benefit road repair management and reduce funding uncertainty. A long range strategic plan of road repair can be adjusted and fine tuned as needed. Stutsman's emergency fund is at this time \$3,000,000 in the red because of delays of federal road funding, delays in FEMA appropriation (We help the townships with their road repair) and delays in emergency repair appropriation. This funding must be "speeded up" so counties and townships can pay contractors.

There is a downside to the welcome federal funding, though. There are so many hoops to jump through. These hoops increase the cost of the road repair. The federal dollars closely match the cost of the requirements. The hoops include buying mitigation acres if more feet of road ditch right of way is needed and a wetland is affected. It may be a few feet for a short distance or much longer. Mitigation acres are hard to get and are costly. Finding them can delay a road repair project and make it cost more. Archaeological inspection must take place even if the road project stays within the

bounds of the original right a way. That doesn't make sense!! Farmer's rock piles are used for rip rap. The rocks came from a wide distance on quarter section must be inspected for cultural evidence. That doesn't make sense, either. The cost of road repair increases.

In closing, please understand that many roads are at the end of their lifespan, cost of repair is rapidly increasing, federal requirements add significantly to repair costs and we have a problem with delayed appropriation of up to a year.

I understand the budget constraints needed in the federal budget, but remember, this is infrastructure we are talking about. An old saying states, "Rome was great, because all roads led to Rome". County roads lead to our grain elevators, shopping centers and other major businesses like banks, implement dealers, clothing and grocery stores. Please do all you can to pass a meaningful Federal Highway bill.

Thank you.

Best regards.

Dale Marks, Stutsman County Commissioner and Winfield Township Officer
4145 91 Ave Se
Ypsilanti, ND 58497

November 2011

Page 1

STUTSMAN COUNTY ROAD PLAN AND REPAIR

RECYCLE AND OVERLAY

Road Total	Fix	Miles	Cost
67PC (N of Gackle)	Recycle Overlay	7	\$197,813
		"	\$2,497,187
			\$2,695,000
68PA (N of Woodworth)	Recycle Overlay	10	\$282,590
		"	\$3,567,410
			\$3,850,000
40PD (E of Jmst)	Overlay	7	\$2,497,187
			\$2,497,187
62PD (S of Spir Exit)	Recycle Overlay	8	\$226,072
		"	\$2,853,928
			\$3,080,000
38PE (E of Ypsi)	Recycle Overlay	4	\$113,036
		"	\$1,426,964
			\$1,540,000
44PB (Jackson Hwy)	Recycle Overlay	8	\$226,072
		"	\$2,853,928
			\$3,080,000
40PF (62 to Barns)	Overlay	2	\$71,348.2
			\$71,348.2
40PE (Through Spirit)	Recycle Overlay	1	\$28,259
		"	\$356,741
			\$385,741
63PA (Spir Lk)	Recycle Overlay	1	\$28,259
		1	\$356,741
			\$385,741
	Total	48 miles	\$18,227,141

Cost of recycling \$28,259/mile
 Cost of Overlay \$356,741/mile
 Total cost/mile \$385,000/mile

Page 2 STUTSMAN COUNTY ROAD PLAN AND REPAIR
Nov 2011

CHIP SEAL

Road	Fix	Miles	Cost
37PC (W of Mont)	"	6	\$162,000
63PB (Bloom Road)	"	2	\$54,000
40PA (Stock Yds Rd)	"	3	\$81,000
38PC (W of Ypsi)	"	8	\$216,000
69PA (NW of Wood)	"	4	\$108,000
Bloom Road	"	1	\$27,000
Ypsi West	"	8	\$216,000
44PA (NW Wood)	"	4	\$108,000
67PA (N to Carri)	"	4	\$108,000
Kensal (North)	"	2	\$54,000
CR 67 (S of Cleve)	"	11.5	\$310,500 (not until grade raises are all finished)
Through Woodworth	"	.5	\$13,500
Through Cleveland	"	1	\$27,000
To Spir Pavilion	"	.5	\$13,500
To Sandy Beach	"	.5	\$13,500
To Parkhurst	"	1.5	\$40,500

Total 71.75 Miles \$1,552,608

Cost of Chip seal \$27,000/mile

Page 3 STUTSMAN COUNTY ROAD PLAN AND REPAIR

Sliver and Widening

Road	Fix	Miles	Cost	Road total
68PB	S and W	17	\$4,250,000	\$4,250,000

Cost of S and W \$250,000/mile

Grand Total	Recycle and Overlay	\$18,227,141 +
	Chip Seal	\$1,552,608 +
	Sliver and Widening	\$4,250,000 =

\$24,029,749

Chairman CONRAD. Thank you. Really excellent testimony. I mean, it really could not have been better. I think it really hit all of the subjects we wanted to make part of the record, and I am very appreciative that you made a special effort to be here.

Mr. MARKS. Thank you, Senator.

Chairman CONRAD. We will next go to Paul Diederich, president of Industrial Builders. Welcome, Paul. Please proceed.

STATEMENT OF PAUL DIEDERICH, PRESIDENT, INDUSTRIAL BUILDERS

Mr. DIEDERICH. Thank you, Senator Conrad, Senator Hoeven, Representative Berg. It is awfully nice that you held this meeting just down the road from my office. It took me less than 10 minutes—5 minutes to get here.

I am testifying on behalf of both my company, which is just down the road, and I have an awful lot of equipment lined up, ready to go to work as soon as we get a multi-year transportation reauthorization. But also on behalf of the 30,000 member firms of the Associated General Contractors of America.

You talked about the Surface Transportation Act Safety LU, which just expired 910 days ago. And Denny referenced the reauthorizations—oh, by the way, the agency prepared some spectacular remarks, which I would like to make part of the record.

Chairman CONRAD. Okay. Thank you, Paul, and we will make that part of the record.

[Laughter.]

Mr. DIEDERICH. He mentioned that a five-year would be great. I remember the first six-year bill that Bud Schuster and the gang passed. That was called T-21, Transportation Equity Act. After that, there was SAFETEA, then there was ISTEA, and now we have got SAFETEA-LU, the Legacy for Users. So, six-year programs have been the norm. Some of them have been two years late. This one is already over two years late.

But we have become reliant on having multiple year reauthorizations. And six years used to be the norm. so, it is important to us.

AGC supported the fact that we got a 90-day extension out of the House, and we love the fact that you have got a two-year bill in the Senate, a bipartisan bill. But frankly, we are growing frustrated that Congress cannot move to pass essential legislation like that affects the flow of commerce and promotes economic growth here in the United States.

Since President Eisenhower championed a robust interconnected highway system in the 1950s through the passage of the most recent really expired act, SAFETEA-LU, the concept of a strong Federal role in planning, building, and maintaining our Nation's road and bridge network from coast to coast, border to border has been the linchpin of the USA's economic success.

Current highway trust fund revenue does not meet the maintenance demands of the Federal highway system, much less address the need for additional capacity, intermodal improvements, eliminating bottlenecks, and improving safety.

In Eisenhower's time, the federally dedicated user fee that was charged on a gallon of fuel was put into the highway trust fund. They called it a trust fund. And that was going to be invested in

the projects that were included in the transportation legislation. A first-class postage stamp was also three cents in the 1950s. Today the Federal user fee on fuel is 184. Cents on a gallon of gas, and a first class stamp costs about 45 cents. I do not think the post office is making much money.

It should surprise no one that the highway trust fund is vastly underfunded to meet the needs of our surface transportation infrastructure system.

Given the vast fluctuations then and the current high price of fuel, an increase in the user fee is both politically and economically unpalatable, but it is one way to tap a source of revenue that is sorely needed in order to put the United States of America back into a competitive position of superiority in terms of our transportation infrastructure system. A multi-year highway bill needs money in order to be viable.

The need for the enactment of strong multi-year Federal transportation legislation is more critical now than ever before in the history of our Nation. My firm performs about half of our work in the Federal aid system. The rest of it is these other things that Senator Hoeven pointed are all interconnected.

Last year at this time, we had 143 people on our payroll. We were gearing up. It was colder last year. The floods were kind of in process. This year we have had a much better spring, much warmer. We only have 128 on the payroll, and I attribute a lot of that to the fact that we are not getting as much money to lettings.

The unemployment rate in the construction industry nationwide is about 17 percent, more than double the rate of the average or the overall population.

AGC's membership has shrunk from 33,000 to 30,000 since SAFETEA-LU expired. I am not attributing it all to SAFETEA-LU. Overall, that is just one of the things that is happening. But both the businesses and the workers are being hurt by the lack of a multi-year highway bill.

Industrial Builders has seen probably 3 to 4 times as many bidders on many of many of the projects we are bidding. Some DOTs have said this is a good thing, you know. We are—it is one of the few up sides that are associated with a lack of a long-term highway bill because they are getting smoking hot bids.

Chairman CONRAD. "Smoking hot bids." Is that a technical—
Mr. DIEDERICH. Fiercely competitive.

[Laughter.]

Mr. DIEDERICH. Fiercely competitive.

Chairman CONRAD. I did not know if that was a technical term.

Mr. DIEDERICH. They are. I mean, and he talked about inflation. Our material costs, our input costs are constantly escalating, and the people who are doing the work, the people who own the equipment, are trying to get that work so that they can continue to make payments on that equipment. So, they are cutting everything they can out of it, maybe unrealistically bidding the cost of their labor and their inputs, and that is not sustainable. The unrealistically low pricing is something that will increase performance, bond claims, and possibly lead to failure of contractors, which is ultimately going to higher prices down the road.

The lack of certainty associated with the absence of a multi-year transportation bill reduces a contractor's ability to invest in training our workforce, which will adversely impact the quality of the current and future workforce skill sets.

It also limits our ability to invest the very costly heavy equipment that is needed to build the typical road or bridge job. Without the certainty associated with multi-year legislation, both the workforce and the equipment manufacturers are going to suffer a decline.

The fact that there is some traction being given in Congress to relinquish the Federal role in transportation infrastructure investment to the individual states, also known as devolution, is of grave concern to us. There are several reasons this is a less than desirable solution to our Nation's needs.

A nationwide system that is interconnected from border to border and coast to coast is vital to the U.S. economy and defense. Freight movement is a national issue that cannot be left to the vagaries of each State. State by State investment in transportation infrastructure, or lack thereof, could create inefficiencies in cross country routing, reduction and quality, and inconsistencies in system conditions that will reduce our Nation's competitiveness.

Uniformity and system construction, signage, specifications, and other factors lead to a safer, more efficient road system. Anything that you can do to enact multi-year Federal transportation infrastructure investment legislation will help the industry, our employees, manufacturers, and the citizens of the United States of America remain competitive with our global competitors.

You talked about MAP 21, which is the Senate's bipartisan bill. AGC is strongly supportive of that. We have heard some of the bill in the House, which has not moved forward. It is more of a partisan bill. We are supportive of anything that will get us a multi-year legislation out there that we can continue to allow the DOTs to plan, allow the counties to schedule their work, allow the cities to do what they need to do.

The thing that we have got right now, though, you indicated there was funding to pay for the MAP 21 bill. That goes out to the end of 2013, which, you know, it is a two-year bill, but, by golly, it is only 15 months from now because the Federal budget goes from—you know that—October to September 30th.

In the end of 2013, this thing is going to fall off a cliff, and we are going to be looking at somewhere in the neighborhood of 35 to 50 percent cuts in the program overall if there is not a source of funding, that dedicated user fee. And if it does not have to be a vehicle miles traveled, but we need something in there that is going to fund these needs.

We used to talk about needs and addressing the—you know, Senator Hoeven talked about putting in passing lanes. And Mayor Walaker talked about roads being rebuilt on 32nd Avenue that I remember building in the first place. I did not think I was that old, Denny. But, you know, these things are needs that need to be addressed, and without that funding down the road, we are not going to be able to do that. So, please help us by passing multi-year transportation legislation instead of giving us these repeated short-term extensions.

Thank you very much for having the hearing, Chairman Conrad.
[The prepared statement of Mr. Diederich follows:]



Testimony of Paul Diederich
on behalf of
The Associated General Contractors of America
Presented to
Budget Committee
of the
United States Senate
on the topic of

Need to Enact Multi-Year Transportation
Reauthorization

April 5, 2012

The Associated General Contractors of America (AGC) is the largest and oldest national construction trade association in the United States. AGC represents more than 30,000 firms, including 7,500 of America's leading general contractors, and over 12,500 specialty-contracting firms. More than 13,000 service providers and suppliers are associated with AGC through a nationwide network of chapters. Visit the AGC Web site at www.agc.org.

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Mr. Chairman and Members of the Committee, thank you for the opportunity to present testimony on the need to enact multi-year Surface Transportation Reauthorization legislation. My name is Paul W. Diederich and I am President of Industrial Builders, Inc. located in Fargo, North Dakota and senior vice president of the Associated General Contractors of America (AGC).

AGC is the largest construction association in the country, representing contractors that build all forms of infrastructure, including: highways, bridges, transit systems, airport terminals and runways, water and wastewater treatment facilities, underground utilities, public buildings, multi-family housing, office buildings, military facilities, water resource projects, energy production and conservation, and many other structures that are the backbone of the U.S. economy which provide and ensure U.S. citizens' quality of life. AGC represents more than 30,000 firms, including 7,500 of America's leading general contractors and over 12,500 specialty contracting firms. In addition, over 90 percent of the AGC membership is small businesses.

The current surface transportation law, SAFETEA-LU, expired more than 910 days ago. Since that time the highway and transit programs have been operating under a series of short term extensions. Last week Congress approved the latest extension, the 9th, which will keep the surface transportation programs stumbling along for another 90 days. While AGC supported the extension to prevent a shutdown of essential infrastructure improvements across the nation, that support should not be confused as acceptance of inaction on a multi-year reauthorization bill. Our members are growing increasingly frustrated that Congress seems incapable of passing critical legislation that improves the flow of commerce and promotes economic growth.

The need for enactment of strong multi-year federal transportation legislation is more critical now than ever before in the history of our great nation. Businesses, workers and the US economy are being hurt by the lack of a multi-year highway bill.

The construction industry continues to suffer from chronic unemployment and the continued delay in enacting a longer term transportation bill prevents contractors from expanding their workforces and investing in new equipment. While the recession officially ended in June 2009 and the private sector as a whole has added nearly 4 million jobs since January 2010, construction continues to suffer from job losses, uncertainty, and ever-tighter margins. The unemployment rate in the industry in February was 17.1 percent--double the national average. Construction employment remains below the level of January 2010, when overall employment began to recover.

My firm performs about 50 percent of our work on the federal-aid highway system. Last year at this time we had 143 employees on our payroll, last week we had 128. Another sign of state of the construction industry, AGC's membership has declined from over 33,000 members to 30,000 since the expiration of SAFETEA-LU.

The series of extensions has had an impact on the industry as follows:

- **No long term planning-** Uncertainty about the level of Federal funding an individual state will receive over a multi-year time frame forces states to slow down the development of future projects. The planning, permitting and design phase for the typical highway improvement project takes the most time in a project's development. With

uncertainty about future funding states are more likely to fund shorter duration and maintenance type projects. Also available funding will be funneled into ongoing projects rather than into planning and design for future projects. Long range planning and the development of sound State Transportation Improvement Programs is nearly impossible.

- **Reduced Lettings in the Near Term** - Once the Federal program has passed its authorization period, states understand that short term extensions of authorization have become the norm. As states attempt to manage cash flow, the uncertainty about Federal funding requires them to plan conservatively and therefore limit the number of contracts they put out for bid.
- **Contractor Bidding**- Because of uncertainty about federal funding, states have become more conservative and have put out fewer contracts for bids. This combined with the already significantly reduced construction market results in more contractors bidding on the limited available work. This can cause contractors to bid unrealistically low prices in hopes of being awarded a contract. This is not a sustainable option. Contractors that continuously underbid projects are in danger of not surviving.

Industrial Builders, Inc. has seen three to four times the number of bidders on a typical highway project since the expiration of SAFETEA-LU. Some DOT's, have indicated that one of the few upsides linked to the uncertainty associated with repeated short-term extensions of enabling transportation legislation is the fiercely competitive bids that are being submitted by contractors on the projects that make it to the bid lettings. The unrealistically low pricing that some of these contracts bring is not a sustainable practice. The increase in performance and payment bond claims and the increased number of contractor failures will ultimately lead to higher costs and disruptions to the economy.

- **Contractor Hiring Decisions**- Contractors looking at reduced opportunities to bid and/or significantly reduced profit margins are forced to reduce their work force and layoff individual workers. Many already have as is apparent in the construction unemployment numbers that have been hovering in the 17-20 percent range for the past three years.
- **Reduced Training**- As contractors look to ways to reduce their overhead costs, training and other employee improvement initiatives cannot be afforded. Therefore these will be reduced having an impact on current and future work force skills.
- **Contractor Equipment Investments**- A significant part of the net worth of a contractor in the highway and bridge construction business is the equipment it owns. To be successful in this business a contractor must own a large spread of equipment. Purchasing equipment is a significant investment with an inexpensive piece of equipment costing in the tens of thousands and quickly reaching the million dollar and above range. For a contractor to make this investment it must have a degree of certainty that there will be a market in which to use it. Project revenue is necessary for a contractor to continue to make payments on the equipment investment. Without certainty that a market will be there contractors will not make investments in new equipment.

- **Future Work Force-** The on-again, off-again hiring that is caused by uncertainty about long term highway funding will drive younger workers to choose another career. This has already had a negative impact on apprenticeship and other training programs. There are still more than 1 million unemployed construction workers. That number has been dropping even though construction employment has remained nearly flat. That means workers are being hired by other industries (such as trucking, manufacturing and some services), are returning to school, retiring or leaving the country. They may not be available in future years when contractors are ready to hire again. This will have an impact on future labor costs which AGC's economist predicts will increase on average, perhaps, 3% per year over the next five years.

Transportation and the Economy

The uncertainty does not just impact contractors. Transportation is important to America's economy. It is our national surface transportation network that allows manufacturers to distribute their products to markets; and it allows people to get to and from work and to conduct business. This concept is borne out by some of our coalition partners in the reauthorization effort like the Chamber of Commerce and the National Association of Manufacturers. The Chamber said the following in their Jobs for America open letter to Congress last year, "without proper investment and attention to our infrastructure systems, the nation's economic stability, potential for job growth, and global competitiveness are at risk." The National Association of Manufacturers included the following statement in their Manufacturing strategy for jobs and a competitive America, "invest in infrastructure to help manufacturers in the United States more efficiently move people, products and ideas." They each believe that infrastructure investment is critical to improving international competitiveness.

If our surface transportation network has adequate capacity and is efficient, it provides better accessibility to markets and employment, it lowers costs and it improves productivity. It makes businesses more competitive and better able to compete in the global marketplace. It allows the economy to flourish, and a flourishing economy means *more jobs* for all Americans.

On the other hand, if our surface transportation network has inadequate capacity and is inefficient, it provides less accessibility to markets, it raises costs, and it lowers productivity. It makes businesses less competitive and less able to compete in the global marketplace. It weakens the economy. And a weaker economy means *fewer jobs* for all Americans.

A few decades ago, our parents and grandparents had the foresight to invest in President Eisenhower's vision of a national system of interstate highways. Since President Eisenhower championed this vision of a robust interconnected highway system in the 1950s through the passage of the most recent surface transportation act, SAFETEA-LU, the concept of a strong federal role in planning, building and maintaining our nation's road and bridge network from coast to coast and border to border has been the linchpin of the USA's economic success. Unfortunately, the system is over 50 years old, has reached its design life and is starting to fall into disrepair. In addition, the tremendous growth in commerce has resulted in bottlenecks and congestion throughout the system.

This increases costs for our nation's businesses, making them less competitive, and lowering productivity. It is starting to hurt our economy and job-creating capabilities. Moreover, Today's problems are insignificant compared to what's coming. If we don't act soon, a growing population and economy will result in gridlock on much of the system because of inadequate capacity and inefficiency. The system will provide substantially less accessibility to markets; it will raise costs for businesses significantly, and it will lower productivity significantly. It will make our businesses less competitive and less able to compete in the global marketplace. It will substantially weaken the economy, driving manufacturing and jobs to parts of the world where infrastructure investment is a higher national priority. As a result, there will be *far fewer jobs* for all Americans.

To keep this from happening, we must make substantial targeted investments in our national surface transportation network—including our highways, our transit systems and our intermodal facilities. We must provide additional capacity where needed. We must repair and replace sections as they wear out, and we must make these improvements on a system-wide basis. A project here, and a project there, does not get the job done. The National Surface Transportation Policy and Revenue Study Commission estimated that all levels of government and the private sector need to invest at least \$220 billion annually to meet these needs. Today we invest only about \$87 billion annually, which explains why congestion is getting worse and our transportation systems are continuing to decay.

Additional Revenue Needed

The challenge in writing the surface transportation authorization bill is how to generate additional revenue for the Highway Trust Fund (HTF) to meet the Nation's surface transportation infrastructure needs. Current HTF revenue does not meet the maintenance demands of the federal aid highway system, much less address the need for additional capacity, intermodal improvements, eliminating bottlenecks and improving safety. It is estimated that the current HTF revenues will only meet 44 percent of the requirements to simply maintain the current federal aid system; similarly, such revenues fund only 36 percent of the cost to improve the federal aid system.

Without additional revenue, the program will be forced to operate within the revenue stream generated by a user fee that was last increased by 4.3 cents per gallon in 1993 when the highway user fee was increased from 14 cents per gallon to 18.4 cents per gallon. So, by the middle of this decade it will have lost about half of its purchasing power. This translates into a much smaller federal transportation program - one that addresses fewer options and one that benefits fewer Americans in fewer areas of the country.

Just to provide an example of the enormity of need, I would like to offer the following example: When President Eisenhower signed the first highway bill in 1956, the user fee was 3 cents-per-gallon, and a first-class postage stamp was the same. Today the user fee stands at 18.4 cents-per-gallon, six times the rate in 1956. On the other hand, a first class stamp costs 45 cents, more than 14 times the rate in 1956. It is absolutely critical that we continue to invest in our nation's infrastructure in order to maintain the integrity of what we have, as well as to improve in areas of need.

Deficit Reduction Commission Recommendations

AGC acknowledges that the country is facing a huge problem with our annual budget deficit and growing national debt. There are legitimate economic reasons to work to reduce the budget deficit. However, AGC also believes that infrastructure too is a substantial economic issue, too important to ignore. This was recognized by the National Commission on Fiscal Responsibility and Reform, which included in its report last year the recognition that the *nation needs both—strong economic growth and strong deficit reduction.*

The Commission put it in these terms:

“Cut and invest to promote economic growth and keep America competitive. We should cut red tape and unproductive government spending that hinders job creation and growth. At the same time, we must invest in education, infrastructure, and high-value research and development to help our economy grow, keep us globally competitive, and make it easier for businesses to create jobs.”

The Commission recommended programmatic reforms coupled with increased investment and said the following:

The Commission recommends gradually increasing the per-gallon gas tax by 15 cents between 2013 and 2015. Congress must limit spending from trust funds to the level of dedicated revenues from the previous year. Before asking taxpayers to pay more for roads, rail, bridges, and infrastructure, we must ensure existing funds are not wasted. The Commission recommends significant reforms to control federal highway spending. Congress should limit trust fund spending to the most pressing infrastructure needs, rather than forcing states to fund low-priority projects. It should also end the practice of highway authorization earmarks such as the infamous “Bridge to Nowhere.”

Establish a Clear, Achievable National Goal

The once clear objective of the federal-aid highway program was to connect the nation from east to west and north to south. AGC believes that this is still an important objective. The primary federal role in transportation should be to facilitate interstate commerce; therefore, the federal program should be focused on connecting major cities, major manufacturing facilities, shipping and distribution hubs, reducing congestion and enhancing safety. The National Highway System (NHS), made up of the interstate system plus 115,000 miles of rural and urban principal arterials should be the primary Federal focus. The current NHS carries 40 percent of all highway traffic and 70 percent of truck traffic. This is the national economic engine.

Conclusion

AGC urges the Committee to recognize the need to bring some certainty to the market by working to enact a long term transportation bill. Moving Ahead for Progress in the 21st Century (MAP-21), the Senate passed bipartisan two year reauthorization bill is an important first step in addressing the Nation’s long term transportation issues. MAP-21 takes important steps in reforming the way in which the program operates and in improving the planning and environmental review process. MAP-21 provides additional revenue for the Highway Trust Fund

to allow for funding the highway and transit programs at current funding levels through the end of FY 2013 and increases TIFIA to encourage more creative financing methods. However, the legislation does not address the Highway Trust Fund's long term revenue problems. In fact, after FY 2013, the Highway Trust Fund falls off the cliff. Deep cuts in highway and transit funding will be required if additional revenue is not provided. AGC urges the Senate to continue to work on a long term solution to filling our transportation infrastructure deficit by identifying revenue and financing options that will allow the Nation to maintain and improve the National Highway System.

The construction industry makes decisions about investments in new equipment and in retaining and training a workforce based on its projection about where the market will be over the long-term. Without the knowledge that a continuous and growing market is on the horizon, construction firms will not make these critical investments. This is particularly true for small businesses that have less operating capital to invest and tend to be more risk adverse. But in talking about the transportation system, the impact hits all segments of the economy. For these reasons we encourage the enactment of a reformed, refocused multi-year surface transportation bill that puts our members back to work and allows the entire economy to expand.

Chairman CONRAD. Thank you very much. This is almost a perfect ending to the hearing in terms of a final witness, to sum up precisely the point we are trying to make here.

Let us go right to it in terms of a funding—dedicated funding source, because the problem that we have got, and Francis and I have addressed this in previous hearings repeatedly, have we not? You know, a fuel tax to be representative of a user fee is increasingly disconnected from reality. And it is increasingly disconnected from reality because the vehicle fleet in this country is changing and changing dramatically. We have got electric cars, some that do not use fuel at all. We have got hybrids that use much less fuel. We have got almost everybody increasing dramatically fuel economy, which means there is going to be lower revenue, even though cost is going up, demand is going up, population is going up.

So, what do we look to in terms of a dedicated funding source? Paul, I know that you and your colleagues have talked about various options. Could you—you mentioned vehicle miles, travel. There is the concept of tolling. Could you talk to us about what you as options that might be considered for the future?

Mr. DIEDERICH. Well, one of the things—

Chairman CONRAD. You are not running for office.

Mr. DIEDERICH. No, I never will.

[Laughter.]

Mr. DIEDERICH. I say authoritatively. I know that that would not be a good thing. I could never get a good staffer like Tracy.

We believe that, yes, that the user fee is a bygone method of collecting, but it is not completely dead. You see the price of gasoline going to \$4, and this week in Fargo it has gone up, I think, about 15 cents, at least a dime. I talked about the three cent Eisenhower tax versus 18.4 now. It is a method that is in place right now to do it, and we believe that that would be a viable way to raise some additional funds.

The vehicle mile travel thing used to be a big brother is watching you mentality, that that is going to be a—the public will not accept it. I think every one of us—I have seen most people checking their phones. We are being tracked. Google can tell me where I was yesterday. It is out there now. I think that—

Chairman CONRAD. You know what? I lost my phone on this trip.

Mr. DIEDERICH. I do not have it.

[Laughter.]

Chairman CONRAD. And the tracking device told us it was at the International Inn at Minot.

Mr. DIEDERICH. Cool.

Chairman CONRAD. I mean, that is a very good thing because, you know.

Mr. DIEDERICH. Absolutely.

Chairman CONRAD. It is easy to lose a phone these days. I read a statistic that 30 million people have lost their phones over the last couple of years. Thirty million phones have been lost.

Mr. DIEDERICH. The technology—

Chairman CONRAD. It does really concern people, though.

Mr. DIEDERICH. Yeah.

Chairman CONRAD. You know, people, boy, I tell you, they do not like the idea that their movements can be tracked. I mean, you

know, if you want to get a strong reaction from the public, you know. They read these stories about being able to track you through your phone. People feel very strongly about that.

Mr. DIEDERICH. Well, they feel strongly. They get a coupon, and then they use it, and I want to go to the right spot. So, it is a technology that exists and may gain more acceptance down the road.

You talked about tolling. I think most of the roads that we have that are, you know, in place right now, if we were to put a toll on 32nd Avenue, I do not think it would pay for, you know, getting you from I-29 to University Drive. And I think people would resent it. There are places—I just went across the Golden Gate Bridge and paid \$6 going one way and nothing going the other way. People do not mind a bit. They drive through that with their fast passes, and it is just part of life.

If you were to equate with that to a gas tax, it would be considerably more than a dollar a gallon gas tax just to get across that bridge.

But public/private partnerships are a possibility. We do not see a lot of people lining up here in North Dakota to fund Highway 85 two lane or even passing lanes because there is no way to generate the revenue from the people going there.

Chairman CONRAD. Francis, would you mind going back up to the witness table, because we have got some things being discussed here that require, I think, your reaction. Let us stop and just talk to Francis for a minute about tolling, because my recollection in previous hearings, you have indicated that tolling just would not work for us here.

Mr. ZIEGLER. Mr. Chairman, yes, we have talked quite a bit about the tolling issue and some of these other things that Paul was talking about. But tolling in North Dakota, we have talked about it at some of our input meetings, and it just not a popular thing. Number one, it is not popular, but number two, it would never bring in enough revenue.

We did some mathematics, and this was a number of years ago, that it 2,800 cars a day just to provide for the maintenance of a road, and that is for just the cracked ceiling and the seal costs that we do occasionally, and the ice and snow removal. That is just for that. That does not include the rebuilding of it. So, it takes 2,800 cars a day just to pay for that.

And so, if you think about it, we have a lot of miles of road that do not have 2,800 vehicles per day.

Chairman CONRAD. So, there would be no way to maintain the system on that basis.

Mr. ZIEGLER. On that basis, there is no way to maintain with a tolling process.

Chairman CONRAD. For our State.

Mr. ZIEGLER. For our state. For other States that have 30-, 40,000 vehicles a day in a route and it is the fastest route, certainly it works for them. But I have often said, Mr. Chairman, that if tolling went into place in North Dakota, our section lines would get an awful lot of use, because people would go around them.

[Laughter.]

Chairman CONRAD. I think you are right. Paul, any other ideas in terms of—Senator Hoeven, we are just discussing potential long-term funding sources.

Mr. DIEDERICH. The concept of the funding through financing is certainly one that bears some looking into.

Chairman CONRAD. Can you tell us what that—what do you mean by that?

Mr. DIEDERICH. Well, the TIFIA program, other infrastructure bank type concepts where we put money in that is available to counties, cities, DOTs, to promote a project that has a stream of potential revenue, whether it is a sales tax, or if it is a local user fee, property tax, whatever it might be, to pay back those grants. Obviously that increases the cost of the project in the end through the financing, but it may reduce the project because you are not encountering what Mayor Walaker talked about, the rapid decline. And once you get to a point you can no longer fix it, you have to replace it, and you eliminate the cost of inflation, which, according to Director Ziegler, is—

Chairman CONRAD. Yeah. Yeah, 1 percent a month.

Mr. DIEDERICH. So, the financing costs maybe can be offset as long as there is a stream of revenue from the local sources—

Chairman CONRAD. Dedicated.

Mr. DIEDERICH.—or the Federal sources to pay that off. So, those are some of them.

Chairman CONRAD. Those are the options.

Mr. DIEDERICH. You as chairman of the Budget Committee probably have heard more ideas than I can bring here to this hearing, but those are the ones that probably have the greatest chance.

Chairman CONRAD. I have not found a single one that I can sell. I mean, really. I mean, that is the crunch that we are in. You know, we talk about what is popular and not popular. I can tell you, none of this is popular. Dale?

Mr. MARKS. Stutsman County Commission has explored a lot of these possibilities, too, because we are in such dire need for road repair. And we looked at tolling, too, but of course that would not pay at a county level at all.

We talked about a tire tax, a tax on tires. But to monitor something like that would be very difficult. We talked about a fuel tax. You know, there are tankers that come in from out of State to farmers' yards, and so how do you monitor that? It just would not be feasible.

We have tried sales tax and property tax increases, and the last one was close. Two hundred ninety-nine votes is what we lost that one by.

But you got to find some meaningful ways of generating that money. Stutsman County, the road plan that we have, we need \$24 million. You know, you do not get that with a road tax, or you do not get that with a gas tax, or, I mean, a tire tax and not a gas tax. You do not get that meaningful kind of money. You get it through a property tax, much as I dislike property tax, but it is a reality, and sales tax. So, that is where the meaningful amounts of money come from.

And we had another major up about five years ago, and it was kind of an off the wall try at something. We were going to tax

Egeland at \$15 mil, and we went for a 1 percent sales tax, and that was not popular at all.

But I also stated to people, I says, if we do not pass a meaningful funding bill for road repair, it is going to cost us, Stutsman County, \$1.7 million a year more every year we delay because of the added deterioration and the increased cost of inputs. And so, that is what we have had now. And it is part of that plan that I submitted to you. That increase is in there.

Chairman CONRAD. All right. Senator Hoeven.

Senator HOEVEN. Well, two things. Two things on this discussion. One is, one of the reasons I like the House package is because it was a five-year bill. I liked that about it. I mean, at this point they were not able to pull it together, and if they can in this 90-day stretch, great. Let us take a look at it. But one thing that I clearly liked, and you have all expressed that, is it is a five-year package. That is great. And we all support a five- or a six-year bill. That is what we want.

The two-year bill—but, I mean, the two-year bill is a lot better than an extension, and it is paid for, so it is a step forward. If we can get to a five- or a six-year bill, that is what we want.

But the second point goes to this discussion. What they talked about doing, and I like this, is they said, hey, let us open areas both onshore and off and do more with energy development on public lands, done the right way, done way, and let us use that revenue for infrastructure. It ties right in.

So, I mean, that is a way to do it. We are not raising a tax, not raising a fee. And so, I think that has merit, and that is where they were trying to go. They were not able to get there. But on the set aside, I am on the Energy Committee, and I am pushing that discussion every day. Let us produce more energy in this country. Doing that not only is good for the country because we need the energy, and we are less dependent on foreign sources of energy, and we create a lot of jobs, but it creates revenue. And it directly ties to what we are talking about, and that is building the infrastructure without raising a tax or a fee.

The other thing is I am a co-sponsor on legislation with Ron Wyden. And what we are trying to look at is what we call trip bonds, which essentially would be transportation bonds. We actually financed Highway 2 with this, Francis, if you recall. They are called Garvey bonds, and we probably paid them all off now. But we actually were able to accelerate that, use the revenue stream and accelerate getting that project done. We built Highway 2 in 5 years, and they were talking about doing it in 10. And we did use the Garvey bonds to do it.

But trip bonds—essentially what we want to do is completely provide that revenue to the States and then let them pick their own infrastructure projects, be that roads, or bridges. They would have full discretion on what they use it for, but it has to be infrastructure, roads and bridges.

And we would use a combination of tax credits and user fees. But again, this has got to be paid for. I mean, we have a deficit situation. We have to pay for things. And so, we would use some combination of either oil royalties that come back to the Federal government or the custom user fees.

Now, we use some of those customer user fees when we passed the free trade agreements, which we both supported, the South Korean, the Colombian, and the Panama free trade agreements, which needed to pass. But that is still available, and so those are two sources of doing more, both of which I think we need to continue to pursue.

The other thing, Dale, you mentioned, and this is so important, we have got to cut through this regulatory burden. We have got to cut through this regulatory burden. It is—whether it is talking about roads and infrastructure, whether we are talking to our farmers, whether we are talking to our manufacturers, whether we are talking to people in the energy industry, across the board we have got to find a way to get common sense regulation to cut through the bureaucracy.

And it is not just the regulation. It is both the regulation and the regulators. In North Dakota, we work very hard to have common sense, understandable regulation, but then we say to the regulators, look, you got a job to do. You got to make sure things are done right and well. But you have to empower people in small business to make that investment.

And we have got to push that, and we have legislation in to try to help make that happen. But, you are right, that regulatory burden can not only make it happen, but reduce the cost. So, we have got to push that. Very important.

Chairman CONRAD. Could I stop you on that point and just say, you know, I am retiring at the end of this year. I just say I think one of the greatest frustrations I have experienced is we pass legislation, and then the regulation is written, and it has almost no relationship to the underlying legislation. I have seen it over and over and over. I see it in the highways. I mean, some of the things, Dale, that you mentioned. I mean, really we have to redo something on an existing right-of-way? It is absolutely absurd.

And, you know, I offered my colleagues a number of years ago a thing, and it did not gather much momentum, I will admit. But what I propose is once we pass the bill, and then regulations are written, that it has to pass again knowing what the regulations are, because you have got—the way it works now, if you are a legislator, you have got virtually no leverage on the agency that writes the regulations. And it comes back. I tell you, in several farm bills, conservation title has come back, and I tell you, unrecognizable from the legislation that passed. Highway legislation.

I was on the last conference committee, and we raised these issues of on an existing right-of-way, if you rebuild or improve, that you have got to redo an EIS. Absolutely absurd. Absolutely absurd. It has already been done. You should not have to repeat it all, in my judgment. And, you know, I will tell you, I think it was overwhelmingly the sentiment of the conference committee that that be stopped. When the regulation came back, we were right back where we were before we started.

So, I just wanted to make the point. This is really—this cannot be allowed to continue.

Senator HOEVEN. That is it, and really that covers my questions.

One thing, Paul, that you—one other thing, Paul, you mentioned, as far as bidding and volume of work, what I am hearing through-

out much of the State is that we are pulling a lot of contractors to North Dakota, and that the bidding is not a function necessarily of less work. I mean, we are going to have more work, and there is more work going on. I mean, we just went through—with the expansion, you have got funding at last year's level, but this two-year bill will increase it, as we have talked about if we can get something from the House. I think it was a \$7 million increase in that plan.

So, I mean, the State's putting more resources in, so there is going to be more funding here in the State, but I think, at least what I am hearing from the contractors, is they are coming here to get it, and they are not just coming from—it used to be, you know, of course Minnesota. It is not too long a drive to get to Minnesota from here. So, you always had that, but now you are pulling Wisconsin, you are pulling points further east, and you are pulling from Wyoming, and Idaho, and certainly Montana.

So, I mean, I think you are pulling more, so I think you used the term "smoking hot." I think part of it is you are pulling in a lot of guys.

Mr. DIEDERICH. There is no question, Senator Hoeven. One job—there were a series of jobs in Mandan, which were removing some levies and whatnot. The highest number of bidders, and this has nothing to do with transportation, but just the fact that we are attracting competition from all over the Nation. Eighteen bids on a job that normally would have five. There were three of the 18 that were North Dakota contractors, and the low bid was 21 percent of the engineer's estimate, 165,000. The second bidder was \$380, so more than double the low bidder. And the high bidder was up right around the engineering estimate.

Senator HOEVEN.—take the low bid, right?

Mr. DIEDERICH. Anybody here from Mandan?

Senator HOEVEN. Well, they did a series of bids just recently, all Minnesota contractors, all over them.

Mr. DIEDERICH. I have no problem with competition. I encourage competition. I think it is the backbone of our economy and our Nation's success. But—

Chairman CONRAD. Well, you will be glad to know when I retire, I am going into the construction business.

Mr. DIEDERICH. I will welcome you. You know, Kent, having intelligent competition is never a bad thing for us. Never a bad thing.

Chairman CONRAD. Well, it is very nice of you to suggest it would be intelligent. You would not bid 21 percent.

Mr. DIEDERICH. Well, you would not bid 21 percent.

Chairman CONRAD. No, I sure would not.

[Laughter.]

Chairman CONRAD. I would be at 121. Francis?

Mr. ZIEGLER. Mr. Chairman, if I could, I just want to clarify on the inflation issue. The DOT has since 2001 kept record, and what we do through our bid process, we know exactly where we are at on the pricing.

And so, the inflation on an average between 2001 and 2011 is 12 percent per year, as I testified.

Chairman CONRAD. Oh, I see.

Mr. ZIEGLER. I will share with you, though, between '10 and '11, it was 23 percent. And the reason it was that high, we believe, was because of what has happened in the oil patch. We had to do a lot of work out there. And the fact is contractors come whether they are from in State or out of State. Housing is a challenge, and so they are having to bring their own housing with them. Then fuel is gone up, and for all the other reasons, inflation.

So, Paul's comment about the fact that there are smoking hot bids, the material costs are still higher, and the engineers are seeing that. But what it is is the profit margins are slim, slimmest to none.

And then the other point, Mr. Chairman, Senator Hoeven, our Garvey bond will be paid off in 2020 for Highway 2. And some of that was also used for the Memorial Bridge construction.

Chairman CONRAD. Thank you for that. Thanks to all the witnesses. We have come to the end. If there is somebody in the audience that—because we have a few minutes remaining, somebody in the audience that has something they want to make sure is on the record, that something was not said here that you think needs to be raised, we would take a few moments for that purpose.

Congressman Berg, do you have a final thought?

Mr. BERG. One thing that struck me here is our short growing period, our construction period, and the challenge within it. The challenge is sustainability. And even the Senate bill, which we fully support, really gets us to 18 months down the road, and then that tank fund is empty, and where do we go for another revenue source?

So, my fear is we continue the short-term thing. It seems like here in North Dakota, because of our construction season being short, would there be a way to do something similar like a Garvey bond at the Federal level so we could go and at least we take the \$515 million in the two-year funding, and say we know that will happen, and the Federal saying, tell you what, North Dakota, we will allocate those funds, what you borrow, against future revenue coming out of the highway trust fund for this full growing season.

Chairman CONRAD. You know, I could just say in response to that that trip bonds that Senator Wyden, Senator Hoeven, and others have been working on, are a move in that direction.

You know, the problem that we wind up with is, you know, we are always borrowing. And at some point we got to have real money. I think it is the greatest frustration as chairman of the Budget Committee, we really need a dedicated funding source that is long term, that is sustainable, and that is supportable by the public. And if we do not find that, while these things can certainly help, whether it is a Garvey bond approach or whether it is a trip bond approach, we really have to find some longer-term sustainable funding base.

Mr. BERG. Well, as we went through western North Dakota, I mean, the key in the House, and if this gets into a conference committee would be if we can tap into those additional energy production so that increased production of Federal—use that money, dedicate that money to infrastructure. I think that would be a long-term huge revenue source that, to me, makes logical sense to build towards that infrastructure.

Chairman CONRAD. I do. I personally do as well. I hope I am a conferee. I have been a conferee on the last two bills. I would be strongly supportive of—you know, I was part of the group of 10 that became the group of 20. We proposed substantial expansion of offshore drilling. We supported, yes, the renewables, yes, conservation, yes, increased domestic oil and gas on public lands, yes, to things to use the coal resource.

Somehow we got to find a way to get a breakthrough because I just say to you, from my perspective, the left and the right are extremely hard to get on the same page. And unfortunately more centrist people and people who are willing to compromise, to bring together both sides, are the ones that seem to be leaving. And I just hope very much that we somehow, after we have passed this election, that there is an opportunity to try to bring people together to get a longer-term solution. This doing stuff 9 months at a time, it is not professional. It is not professional.

Thanks for that thought.

Yes, sir?

Mr. BALZER. Tom Balzer with the North Dakota Motor Carriers Association. When you talk about long-term—

Chairman CONRAD. Can you just for the record, because this is being recorded, so that we capture the official record, if you could give your name slowly and clearly so it gets captured.

Mr. BALZER. Tom Balzer, North Dakota Motor Carriers Association.

Chairman CONRAD. And that is spelled B-A-L—

Mr. BALZER. B-A-L-Z-E-R.

Chairman CONRAD. Thank you.

Mr. BALZER. When you talk about long-term funding solutions, I think there some inefficiencies in the programs that the highway bill looks at. And one of the ones is TE and transportation enhancement. Ten percent of that money is shaved off the top to for these projects, and they are great projects. And as a former State administrator of the Recreational Trails Program for the Parks and Recreation Department, I saw the benefits of that.

But the question is, is that when the trust fund is over extended and we do not have enough money, is it really time to focus the user fees that are generated—48 percent in the North Dakota are generated from the trucking industry. The user fees, are they better spent on trails, or are they better spent on passing lanes and road reconstruction? And I think that there are some efficiencies that can be developed to give States controls back of those monies instead of saying, hey, you are going to use 10 percent on these whether you like it or not, to find some efficiencies in that to allow the State officials to say, you know what? In this particular time in our State's history, we need to spend this money on roads, and we need to spend 100 percent of that on roads. So, I think that that is an option that is there.

We as a trucking industry who have traditionally never liked increases in fuel taxes are saying now is the time. And we have been supportive of that, and I know that is a difficult pill to swallow right now in the U.S. Congress. But you get paid to make the tough decisions.

Chairman CONRAD. Okay, thank you, Tom. Senator Hoeven?

Senator HOEVEN. In the Senate bill, we go from 90 programs to 30. That is exactly what you are talking about. We go from 90 to 30, and we give the States the discretion to make those decisions. So, we are trying to do that. And I agree with you.

And any type of Garvey bonding or anything else needs a dedicated funding source. We cannot be running up more debt that is not paid for.

Chairman CONRAD. Thank you all. We have come to the end. I appreciate very much all the witnesses, the participation today. I think it has been excellent in terms of establishing a record. And obviously we have got more work to do.

I, again, appreciate, Senator Hoeven, your participation and all the witnesses today.

[Whereupon, at 10:55 a.m., the hearing was adjourned.]



Fargo-Moorhead Metropolitan Council of Governments

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Statement For The Record

April 5th, 2012

Honorable Kent Conrad
United States Senate
530 Hart Senate Office Building
Washington, D.C. 20510

Dear Senator Conrad,

On behalf of the Metro COG Policy Board I appreciate the opportunity to sit in on the Field Hearing held in Fargo on April 5th, 2012, regarding the multi-year extension of the surface transportation bill. As you know Metro COG plays a critical role in assisting local units of government in projecting future transportation needs within the FM Metropolitan Area.

Per the request of your staff I have taken the time put together a few items of interest that may help you and your colleagues fully understand the types of projects and programs provided by Metro COG. We are hopeful that the next surface transportation bill provides adequate long term funding to meet locally identified transportation needs. I believe Mayor Walaker's testimony speaks volumes to the needs in Fargo alone. Additionally, our local units of government are also hopefully that the next surface transportation bill will continue support for Metropolitan Planning Organizations (MPOs) such as Metro COG.

As always we appreciate the work you have done to help furthering investments in North Dakota's transportation system.

If you have any questions, please don't hesitate to contact me directly.

Sincerely,

A handwritten signature in black ink, appearing to read "Wade E. Kline".

Wade E. Kline
Executive Director


Fargo-Moorhead Metropolitan Council of Governments

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Fargo-Moorhead Metropolitan Council of Governments (Metro COG)
Resolution in Support of the
Metropolitan Planning Program for the FM Metropolitan Area

Whereas, the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) has acted as a Council of Governments for the FM Metropolitan Area for the past four decades to address unique concerns and issues which are of significance to all communities; and

Whereas, Metro COG has been entrusted with the development of both short and long range plans and to coordinate on issues of multi-jurisdictional significance which transcend the boundaries of any one single County or City; and

Whereas, Metro COG is designated by the Governors of both Minnesota and North Dakota as the Metropolitan Planning Organization (MPO) and coordinates local decisions on the metropolitan surface transportation system within the FM Metropolitan Area; and

Whereas, Metro COG, in cooperation with the North Dakota Department of Transportation (NDDOT) and the Minnesota Department of Transportation (Mn/DOT) develop, maintain, and periodically update a Long Range Transportation Plan (LRTP) for the FM Metropolitan Area which identifies and prioritizes local transportation needs over a 20 year planning horizon; and

Whereas, Metro COG, in cooperation with NDDOT and Mn/DOT, implements the LRTP for the FM Metropolitan Area through the annual development of a Transportation Improvement Program (TIP) which coordinates and schedules local, state, and federal funds to address locally prioritized transportation needs; and

Whereas, Metro COG annually implements a Unified Planning Work Program (UPWP) which sets forth a continuous program to analyze certain transportation and land use issues/needs identified by local units of government, NDDOT, and Mn/DOT; and

Whereas, Potential changes to current Federal rules regarding surface transportation could transfer the transportation planning and programming responsibilities and functions within the FM Metropolitan Area from Metro COG to the either NDDOT and/or Mn/DOT; and

Whereas, If planning and programming responsibilities currently implemented by Metro COG were ceded to NDDOT and/or Mn/DOT the FM Metropolitan Area will lose its ability to locally develop transportation needs and priorities through a coordinated, continuous, and comprehensive process; and

Whereas, if changes are made to the current rules as discussed herein governing surface transportation planning and programming within Metropolitan Areas it will be necessary for Metro COG to work with the Governors of Minnesota and North Dakota to request the Secretary of the US DOT retain the Metropolitan Planning Area designation for the FM Metropolitan Area, and keep a local transportation decision making body through Metro COG; and

Whereas, if the FM Metropolitan Area wishes to retain the responsibility to make transportation planning and programming decisions locally Metro COG may need to certify to additional requirements regarding the development and implementation of a performance based transportation system; and

Whereas, all six (6) of Metro COG's local units governments have passed resolutions in support of retaining the Metropolitan Planning Program under the authority of its Policy Board; and

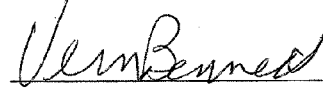
Now therefore be it resolved that Metro COG affirms the following:

Continuation of the Metropolitan Planning Program for the FM Metropolitan Area: Metro COG hereby wishes to continue to provide the functions of the MPO and is committed to working cooperatively with the Governors of North Dakota and Minnesota and each respective DOT to retain the local decision making responsibilities regarding surface transportation within the FM Metropolitan Area;

Commitment to Adhere to Additional Requirements Regarding Surface Transportation

Planning: Metro COG is committed to working cooperatively towards the development and implementation of a performance based surface transportation system, in cooperation with the State and Federal DOTs.


Approved this 19th Day of January, 2012



Vern Bennett, Chair
 Fargo-Moorhead Metropolitan Council of Governments

1-19-12

Date

Attest:


Wade E. Kline, Executive Director
 Fargo-Moorhead Metropolitan Council of Governments

Surface Transportation Reauthorization Policy Points Related to Metropolitan Planning & Programming

Prepared by the Fargo-Moorhead Metropolitan Council of Governments (Metro COG)

Funding for Transportation in Metropolitan Areas

The next authorization should continue to ensure the resources necessary to improve the mobility of the nation through continued investments in the National Highway System (NHS).

The next authorization should continue to provide flexibility to DOTs and MPOs to meet localized multimodal transportation needs through the continuation of a program similar to the current Surface Transportation Program (STP).

The next authorization should seek ways to expand revenue options to pay for investments in transportation infrastructure of the nation.

The next authorization should evaluate the opinions of business and transportation industry leaders/organizations regarding an increase in the Federal gas tax.

The next authorization should continue to provide a mechanism to ensure Federal funds are available to support locally developed metropolitan planning programs.

Multimodal & Mobility

The next authorization should support a Federal aid program that advances the needs of all modes of transportation, ensuring coordination and connectivity between modes.

The next authorization should ensure continued investments in bicycle and pedestrian facilities through programs similar to the current Transportation Enhancements (TE) and Safe Routes to School (SRTS) Program.

The next authorization should continue its investment in the nation's rail infrastructure to support passenger rail, commuter rail, and freight rail operations.

The next authorization should continue to support and encourage the development and deployment of Intelligent Transportation Systems (ITS) as a cost efficient alternative to improve the mobility, safety, and security of the traveling public.



Performance Based Planning

If the next authorization contains provisions regarding a performance management program/system for the Federal aid system, it should be required those programs be developed through the MPO, in cooperation with the DOT and Public Transit Operator.

MPOs, in cooperation with the DOT and Public Transit Operator, should be responsible for establishing performance measures/targets with in metropolitan areas; and MPOs should be required to address performance reporting requirements regarding the Federal aid program, if such provisions are included in the next authorization act.

Public Transit

The next authorization should continue to make meaningful investments in the public transit systems within urbanized areas through the continuation of the urbanized area program (49 U.S.C. 5307).

The next authorization should establish a dedicated (non-discretionary) program to fund the replacement of bus and bus related capital needs, replacing the current discretionary program (49 U.S.C. 5309).

The next authorization should continue to ensure coordination between public transit operators and human service agencies through the required development of coordinated transportation plans/programs.

The next authorization should continue to support coordinated human service public transit programs through the consolidation of current specialized transportation programs such as 49 U.S.C. 5310, 5316, and 5317 into a coordinated access/mobility program distributed by formula to urbanized areas.

MPO Designation & Program Responsibility

The next authorization should ensure all existing MPOs, in cooperation with their respective Department of Transportation(s) and local governments be given the flexibility to continue existing metropolitan planning programs; and that the threshold for new MPOs be set at 100,000.

The next authorization should continue to require Metropolitan Planning Programs to identify, prioritize, and implement local transportation needs in cooperation with DOTs and Public Transit Operators through the development of a fiscally constrained 20 year Long Range Transportation Plan.

The next authorization should require MPOs to coordinate the implementation of a performance management program for the Federal aid program.

The next authorization should require MPOs to develop a congestion management process in tandem with performance management programs.

Programming Responsibility

The next authorization should continue the requirement for MPOs to develop fiscally constrained Transportation Improvement Programs (TIPs) in cooperation with the DOT and Public Transit Operator.

The next authorization should continue to require DOTs to include MPO TIPs within the State Transportation Improvement Program (STIP) without revision, thus ensuring coordination between local, state, and Federal agencies regarding surface transportation funding within metropolitan areas.

The next authorization should continue to provide DOTs the flexibility to sub target/allocate Federal aid to local entities through the MPO to meet priorities identified through the metropolitan planning program.

The next authorization should expand the responsibilities of MPOs (regardless of size) to take an increased role in project selection and programming for Federal aid where the MPO has a proven track record with programming and who can develop agreements with local entities, DOTs, and Public Transit Operators.

Metropolitan Planning Agreements

The next authorization should continue to require the development of an agreement (memorandum of understanding) between the MPO, DOT, and Public Transit Operator regarding implementation of the metropolitan transportation planning process.

Public Participation

The next authorization should continue to require the MPO develop and implement a public participation program which engages the public and other interested parties in the development of the metropolitan planning process, specifically the TIP and the Long Range Transportation Plan.

Transportation Improvement Program

Metro COG annually develops and maintains the Transportation Improvement Program (TIP) for the FM Metropolitan area. TIP Development is continuous and ongoing and involves constant engagement with local, state, and Federal agencies. TIP development involves the following critical actions on the part of Metro COG:

- ✓ Solicitation of Federal aid and Regionally Significant Projects
- ✓ TTC Evaluation and Policy Board Prioritization of Federal aid projects
- ✓ Active participation with the public
- ✓ Provide local leadership for innovative funding partnerships to solve complex local needs
- ✓ Lindenwood Gooseberry Bike Bridge MOU/Programming Coordination
- ✓ 12th Avenue North Reconstruction MOU/Programming Assistance

Transportation Technical Assistance

Metro COG addresses the transportation needs identified for specific sub-areas or specific transportation corridors. These issues/needs are demonstrated to have an impact on surface transportation within the FM Metropolitan area. Projects included within this program area are requested by local member units of government, Mn/DOT, NDDOT, policy makers, or other interested groups and stakeholders and include the following:

- ✓ Metropolitan Signal System Integration
- ✓ Traffic Operations Action Plan Implementation
- ✓ Traffic Operations Incident Management Strategy
- ✓ Mn/DOT TH 10/TH 75 Corridor Study
- ✓ Fargo Main Avenue Corridor Study (25th – 2nd)
- ✓ Dilworth CSAH 9/40th Avenue Corridor Study
- ✓ West Fargo 9th Street Corridor Study
- ✓ Fargo 19th Avenue Corridor Study
- ✓ Fargo University Drive Corridor Study
- ✓ TH 336 Technical Memorandum
- ✓ Moorhead SE Main Interstate Justification Report
- ✓ Interstate Operation Report (Phase I & II)
- ✓ Harwood Quiet Zone
- ✓ 64th Avenue/I-29 Technical Memorandum
- ✓ FM TOC Concept of Operations/Project Architecture
- ✓ TH 10 Feasibility Study Through Glyndon
- ✓ Dilworth 7th Street Programming Assistance

Bike/Pedestrian/Transit

Metro COG implements planning or study activities related to bicycle, pedestrian, and transit issues within the FM Metropolitan area. Metro COG implements critical priorities from the adopted Metropolitan Bicycle & Pedestrian Plan and the Transit Development Plan (TDP) for the FM Metropolitan Area. Ongoing or recently completed projects include the following:

- ✓ MATBUS Moorhead Operations Analysis
- ✓ MAT BUS Route 11/12 Consolidation Study
- ✓ Southwest Metropolitan Transit Needs Study
- ✓ MATBUS Green Light Priority Implementation
- ✓ Metropolitan Mobility Study
- ✓ NDSU Bicycle & Pedestrian Study
- ✓ Metropolitan Transit Technical Assistance
- ✓ NDSU Downtown Campus Access Study
- ✓ Metropolitan Complete Streets Policy Statement
- ✓ Fargo Safe Routes to School Study
- ✓ West Fargo Safe Routes to School Study
- ✓ Moorhead Safe Routes to School Study
- ✓ Harwood/I-29 Pedestrian Safety Study
- ✓ Metropolitan Bicycle & Pedestrian Technical Assistance

Community Planning/Non-Metropolitan Plans

At the request of local units of government Metro COG will provide community planning technical assistance. Often times these efforts involve non-member or Associate Member units of government. Recently completed or ongoing projects include:

- ✓ TH 10 CR 33/31 Study (Hawley)
- ✓ Barnesville Comprehensive Plan Update/ Joint Powers Plan Update
- ✓ Dilworth Zoning Ordinance Update
- ✓ Glyndon Comprehensive Plan Update
- ✓ West Fargo Comprehensive Plan Update
- ✓ Regional Workforce Housing Study
- ✓ West Fargo Downtown/Sheyenne Street Reinvestment Study

Contact

For more information regarding Metro COG you may contact Metro COG as follows:

Wade E. Kline, Executive Director
 One North 2nd Street, #232
 Fargo, ND 58102
Kline@fmmetrocog.org
<http://fmmetrocog.org>
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Fargo-Moorhead Metropolitan Council of Governments
Metropolitan Planning Program
Project Summary Update

January 2012

INTRODUCTION

Metro COG History

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is in its forty-fourth year of service as a planning organization for the Fargo-Moorhead Metropolitan Area. The cities of Fargo, West Fargo, and Cass County, North Dakota and Moorhead, Dilworth and Clay County, Minnesota work cooperatively through Metro COG to insure efficient, coordinated action in resolving intergovernmental issues. Metro COG has added the communities of Harwood, Horace, and Mapleton ND, and Glyndon, MN, as non-voting Associate Members.

Goals and Purpose

Metro COG provides a forum for public officials, citizens, and other interest groups to establish policies and plans to effectively deal with various issues of metropolitan significance. Metro COG serves as a technical assistance and planning agency to complete studies and identify solutions to common metropolitan problems. Additionally, Metro COG is responsible for disseminating information and promoting sound development of the area.

Metro COG harmonizes the activities of federal, state, and local agencies through the development of area wide plans and programs. Metro COG fosters public participation in the development of the area through a continuous, comprehensive, and cooperative planning process. Metro COG is directly involved in the following projects and activities: multimodal transportation planning, community technical assistance, and intergovernmental coordination.

Structure and Policy Board

The Metro COG Policy is comprised of 14 voting members who represent the entire metropolitan area, and establish overall policy direction for Metro COG's. The Policy Board consists of at least three-quarters elected officials, and each jurisdiction's voting member is based on its approximate share of the area's 2010 population.

As of January 2012, the Metro COG Policy Board is:

Chairperson:

Vern Bennett, Cass County Commission

Vice Chair:

Jerry Waller, Clay County Commission

Members:

Mike Hulett, Moorhead City Council
 Wayne Ingersoll, Moorhead Planning Commission
 Tim Mahoney, Fargo City Commission
 Julie Nash, Dilworth City Council
 John Q. Paulsen, Fargo Planning Commission
 Steve Gehrtz, Moorhead City Council
 Dave Piepkorn, Fargo City Commission
 Mark Simmons, West Fargo City Commission
 Peggy Palmes, Fargo Planning Commission
 Jan Ulferts Stewart, Fargo Planning Commission
 Mike Williams, Fargo City Commission
 Brad Wimmer, Fargo City Commission

Membership in Metro COG is outlined through its articles of association. All member local units of government continuously and actively participate in the organization because of the benefits yielded by multi-jurisdictional cooperation.

The Policy Board selects the Executive Director who is responsible for hiring and supervising the staff and serves as Metro COG's chief administrative officer.

Staff

There are six (6) members on Metro COG's staff. They include:

- ✓ *Executive Director*Wade E. Kline
- ✓ *Senior Transportation Planner* Peggy Harter
- ✓ *Principal Planner*Joe Nigg
- ✓ *Planner* Mikel Kunza
- ✓ *Transportation Planning Assistant* Katie White
- ✓ *Executive Secretary* Joan Geyer

Committees

A large number of people assist Metro COG in addressing area wide concerns. Although it is impossible to list everyone here, the following is a list of the permanent and special purpose/study Committees on which these people serve:

- ✓ Transportation Technical Committee #
- ✓ Metropolitan Bicycle and Pedestrian Committee #
- ✓ Intelligent Transportation Systems Deployment Committee #
- ✓ Metro Area Transit Coordinating Board #
- ✓ Metropolitan Transportation Initiative #
- ✓ Metropolitan Geographic Information System Committee #
- ✓ Metropolitan Traffic Operations Working Group #
- ✓ West Fargo 9th Street/Veterans Boulevard Corridor Study Committee *
- ✓ Fargo Main Avenue & Mn/DOT TH10/TH75 Study Committee *
- ✓ Metropolitan Demographic Forecast Update Task Force *

- Permanent Standing Committee

* - Special Purpose/Study Committee

These Committees undertake metropolitan planning activities in specific functional areas, and recommend appropriate courses of action to the Metro COG Policy Board. Committee members are chosen from area elected officials, institutions of higher education, the private sector, interested citizen groups, and technical experts. These persons serve without pay and contribute greatly to Metro COGs success.

Staying Connected & Informed

Metro COG maintains a database of interested persons, stakeholders, and cognizant agency contacts. Metro COG uses its list of interested persons to ensure the public is well informed regarding decisions being considered by the Metro COG Policy Board. Individuals wishing to be added to Metro COG's interested persons lists are encouraged to contact Metro COG.

Metro COG uses its website www.fmmetrocog.org to disseminate notifications, newsletters, and other information which support and foster public participation. Metro COG's website is a clearinghouse of information regarding the FM Metropolitan Area. Copies of recently completed studies, reports, pertinent data sets, and materials are available for public viewing. Metro COG also uses Facebook to post project specific information.

Cooperation

Metro COG's projects are conducted developed in cooperation with the technical/professional staff that represents the planning, parks, engineering, and community development from all of Metro COG's member local units of government. Metro COG also works closely with elected officials from these jurisdictions. In addition there are a number of other agencies with which Metro COG works closely. At a minimum, these include:

- ✓ North Dakota Department of Transportation
- ✓ Minnesota Department of Transportation
- ✓ Federal Transit Administration
- ✓ Federal Highway Administration
- ✓ Institutions of Higher Education
- ✓ The Chamber of Commerce
- ✓ Downtown Community Partnership
- ✓ Moorhead Business Association
- ✓ Greater FM Economic Development Corp.
- ✓ State and Congressional Legislators

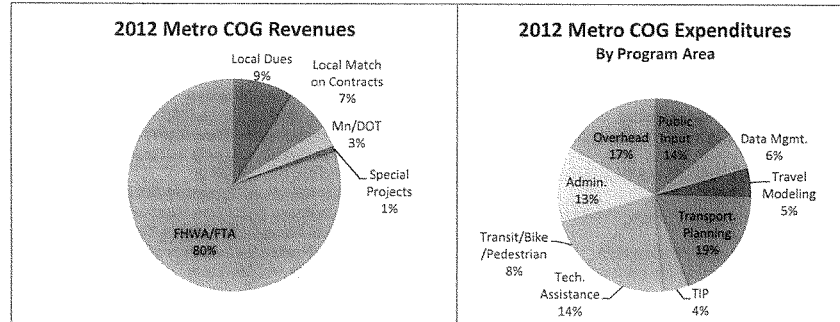
PROGRAM ACTIVITIES

Fiscal Year 2012 Work Plan and Budget Summary

Metro COG works under a Unified Planning Work Program (UPWP) which covers a 24 month period. The current UPWP approved in November 2010, covers Fiscal Year 2011 and 2012. Metro COGs 2011-2012 UPWP is available on the Metro COG web site at www.fmmetrocog.org. Metro COG produces financial and project progress reports quarterly for approval by the Policy Board. These reports are available on Metro COG's website. A summary of recently completed or currently ongoing Metro COG activities and projects is summarized on the following pages.

Fiscal Year 2011 Budget

Metro COG's approved FY 2012 budget totals \$1,364,502. Of this total, \$630,945 or 46% covers the internal operations of Metro COG. The remaining 54% or \$730,557 pays for area wide or sub area studies requested by local units of government or the Policy Board. These studies are coordinated by Metro COG and completed by third party contractors. Metro COG's FY 2012 budget is a mix of local, state, and Federal revenues (as displayed on the next page).



METRO COG PROJECT & PROGRAM ACTIVITY SUMMARY

Metro COG's 2011-2012 UPWP was developed in cooperation with Mn/DOT, NDDOT, and MATBUS. The UPWP was developed in concert with Metro COG's Public Participation Plan (PPP) and is heavily weighted by the input of the general public, key stakeholders/interested persons, elected leaders, the private sector, and other community interests who have shown an interest in participating in Metro COG's planning program.

Public Input/Education/Outreach

Metro COG annually implements its Public Participation Plan (PPP). The PPP is drafted to ensure the community (general public, interested persons, and community stakeholders) is provided adequate opportunity to participate in the implementation of Metro COG's planning program. Metro COG annually develops projects to assist in ensuring full public participation in its programs:

- ✓ Metro Connection Newsletter (3 times annually)
- ✓ Metro COG Community Forum (once annually)
- ✓ Metro COG Website/Facebook
- ✓ Held 28 Public Meetings to support ongoing projects involving over 1300 person (CY 2010)/(2011 Public Input Report pending)

Data Management

Metro COG annually develops and manages data pertinent to the Metro COG planning program. Metro COG's data management program involves local data sets regarding transportation, infrastructure, employment and land use. Metro COG depends heavily on Census data to support analysis developed for its projects. Data management projects completed by Metro COG include the following:

- ✓ Metropolitan wide Traffic Counts (360 locations)
- ✓ Metropolitan Profile
- ✓ Household Origin/Destination Survey (875 households)
- ✓ Signal Warrant Analyses (multiple locations)

Travel Modeling

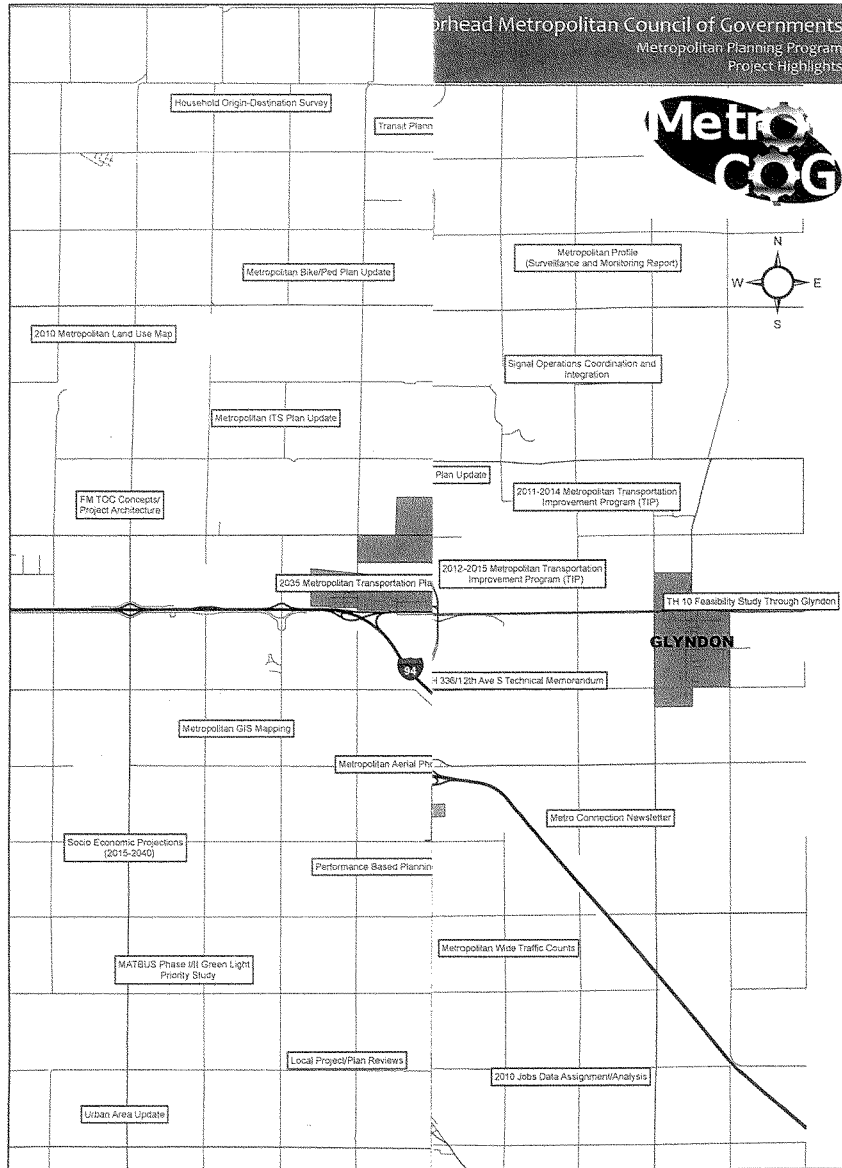
Metro COG maintains a 2005 base year model and 2015 and 2035 forecast model. The travel demand model is used to determine future transportation infrastructure for the FM Metropolitan Area. Metro COG is currently calibrating a 2010 base model for use in development of the next LRTP. Several projects support development and maintenance of Metro COG's travel demand model:

- ✓ Socio Economic Projections (2015 -2040)
- ✓ TAZ Development and Update
- ✓ 2010 Jobs Data Assignment/Analysis
- ✓ 2010 Metropolitan Land Use Map

Planning & Program Development

Metro COG continuously manages and implements the Long Range Transportation Plan (LRTP) for the FM Metropolitan Area. To support the LRTP, Metro COG has recently completed or is currently working on the following area wide transportation planning projects:

- ✓ Transit Development Plan update
- ✓ Metropolitan Bicycle/Pedestrian Plan update
- ✓ 2013-2014 Unified Planning Work Program
- ✓ Metropolitan/Statewide Coordination Activities
- ✓ Local Project/Plan Reviews
- ✓ Urban Area Update
- ✓ Functional Class Update



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