

2015 SENATE APPROPRIATIONS

SB 2103



# 2015 SENATE STANDING COMMITTEE MINUTES

Appropriations Committee  
Harvest Room, State Capitol

SB 2103  
1/16/2015  
Job # 22068 (8:00 AM) &  
Job # 22082 (hearing re-opened at 11:30)

- Subcommittee  
 Conference Committee

Committee Clerk Signature

*Rose Laning*

## Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide an appropriation to the state treasurer for allocations to counties, cities, school districts, and townships.

## Minutes:

Attachment A, B, 1 - 36

Legislative Council - Adam Mathiak  
OMB - Becky Keller & Pam Sharp

**Chairman Holmberg** called the committee to order on SB 2103. Roll Call was taken. All committee members were present. Legislative Council handed out Attachment A & B.

### 1. **Senator Kelly Armstrong, State Senator, District 36; Prime Sponsor of SB 2103:**

SB 2103 - Surge Bill Testimony Lineup - attachment 1.

Summary - attachment 2.

In April 2006, a horizontal test well was drilled in Mountrail County and shortly thereafter, the ND shale revolution began. Since that time our state has seen unprecedented economic growth. Backed by strong ag prices and a transcendent oil and gas development play, North Dakotans have seen wages grow, unemployment shrink and insulation from the economic worldwide recession. All while our communities in western ND have been besieged by growth. The strains on local roads and infrastructure cannot be overestimated. Communities that were dealing with out-migration and shrinking populations now face massive infrastructure projects for which they cannot support at the local level. The local taxing structures are simply not designed to handle such explosive growth. That is where SB 2103 comes in. At its heart, it is a local roads and infrastructure bill. It is a way for this body to recognize the challenges these communities face and to provide much needed funding quickly so that these communities can take full advantage of the 2015 construction season and to finally begin to get ahead of the infrastructure challenges that they are faced with. The two major factors that can curtail the energy industry and continued success in ND are price and local infrastructure. While we cannot do anything about price as it is set on an international level, we can and must deal with the infrastructure problem to ensure continued success of the economic success of our state. The strategic investment for infrastructure improvements in our local communities is a



smart investment for ND; local ag producers would benefit, the oil and gas industry would benefit and the communities across the region will have a fighting chance to get out ahead of the significant challenges they face. The 10 counties that collect \$5M or more per year in gross production tax receive \$300M. The cities in the 10 counties that collect \$5M per year in gross production tax excluding hub cities in Watford City receive \$140M. The three hub cities of Williston, Dickinson and Minot plus I've been referring to Watford City as ground zero, receive \$215M. Schools in those same counties receive \$8.75M - and they missed the \$1.75 per year in last session bill HB1358. The non-big 10 counties, the money is distributed in the Bakken border cities, receive \$21.25M. The non-big 10 oil producing counties get \$140.8M and the non-big 10 oil producing townships get \$19.2M, so the total for the non-big 10 counties is \$181.25M. The total price tag on the bill is \$845M. The counties will not qualify for energy impact grants. Even if 100% of this money goes out, we are covering just a small portion of their unmet needs. Every single dollar that gets appropriated in this bill will be shovel ready for the 2015 construction season. In 2007, Mountrail County's road budget was \$1.6M. Today it's \$79M and Mountrail County is a small population county - even with the growth. They can simply not tax themselves out of this at the local level. These communities are the backbone of the energy industry from 2006. While every part of ND is growing, and we've been seeing economic growth, western ND has been the straw that's stirring the drink. These communities have felt the brunt of that impact while the rest of the state has benefitted.

**2. Senator Nicole Poolman, State Senator, District 7; Prime Sponsor of SB 2103:** Testified in favor of SB 2103. (Attachment 3)

**Chairman Holmberg** Handed out a memo regarding the surge funding from last legislative session. It looked at bids that came in early under the surge bill from 2 years ago verses the bids that came in at a more traditional time. The bids came in below what the engineers had estimated to occur. (Attachment 4)

**3. Senator David Rust, State Senator, District 2; Prime Sponsor of SB 2103:** "This is a wrong in the world that I would like to make right." written by his 4<sup>th</sup> grade granddaughter (Attachment 5)  
Testimony - see attachment 6.

**4. Senator Brad Bekkadahl, State Senator, District 1:** Testimony - attachment 7.  
City of Williston: Energy Related Growth Impacts - attachment 8.  
Testified in favor of SB 2103.

**5. Brent Sanford, Mayor, Watford City, ND:** Testified in favor of SB 2103.(Attachment 9)  
Impacts on the Watford City, ND.

**6. Dennis Johnson, President, Dickinson City Commission:** Testified in favor of SB 2103. (Attachment 10). Impacts on City of Dickinson, ND.

**Senator Heckaman:** When industry comes in, are they receiving any kind of tax breaks from you if they're inside the city property?

**Dennis Johnson:** No tax breaks.



**Senator Heckaman:** What kind of contributions do some of the industries provide to Dickinson? Have they contributed to any of your building projects - like your Rec Center?

**Dennis Johnson:** Yes, the Rec Center was about a \$23M project. We bonded about \$17M against that project and there was some sales tax money in there but I think there was \$3-4M worth of private money that went into that project too. Almost all the infrastructure within the development, the streets, the sewer pipes, water pipes are all paid for by developer. We're not even doing special assessments anymore. The city takes responsibility for bringing the infrastructure to the development if it's a system-wide type project, for example, like a water tank, but the developers are having to pay for their own infrastructure within the development. Today in Dickinson, it's very hard to develop a residential lot for less than \$77,000? Most new homes today are generally over \$300,000 and that doesn't include the basement being finished.

**7. Chuck Barney, Mayor, City of Minot, ND:** Testified in favor of SB 2103. (Attachment 11) Impacts on City of Minot, ND.

**8. Ron Ness, North Dakota Petroleum Council:** Testified in favor of SB 2103. (Attachment 12)

**9. Blu Hulse, Vice President of Regulatory Affairs, Continental Resources:** Testified in favor of SB 2103. (Attachment 13)

**10. Jon Godfread, Greater North Dakota Chamber:** Testified in favor of SB 2103. (Attachment 14)

**11. Harley E. Neshem, President, Gratech Company, LLC:** Testified in favor of SB 2103. Written testimony - Attachment 15.

**12. Ron Anderson, McKenzie County,** also sits on the Oil and Gas Association Board of Directors: Testified in favor of SB 2103.

Written testimony - attachment 16.

Budget & Finances 2014-2015 - attachment 17.

**Senator O'Connell:** What kind of specs are you using to get your roads up to 105-5? Are you using a stronger base, a thick over...

**Ron Anderson:** I want to thank DOT but we use DOT's specifications. We have found that on the last couple roads, we can cut down on that base by using concrete. Its small - like just a 2% concrete. I don't mean a concrete overlay, but we can knock about 3-4 inches out of that base.

**Senator O'Connell:** DOT builds most of their roads at 20 year specs. What are you anticipating you need to be using? It depends on the trucks?

**Ron Anderson:** We don't know. We go on 20 year thing, but we don't know if it will. We have one that we did in 2011 that's at 105-5 and so far, that's been pretty good, but it's

really going to get hammered this year when they do 23 because that's going to have all the traffic.

**13. Daryl Dukart, Dunn County Commissioner:** Testified in favor of SB 2103. Written testimony - Attachment 18.

**14. Greg Boschee, Mountrail County Commissioner:** Testified in favor of SB 2103. No written testimony.

He thanked Senator Armstrong and said the Surge bill is huge for their county. One thing that hasn't been talked about is townships because they are not in this bill. He has 1600 miles of road in his county and 1200 are township roads. Mountrail County has a budget of \$5M for township roads. Last year they helped out their townships and went to \$5M hiring an engineering firm to just do 2 miles of township road in his township. Just to build the gravel township road was \$2.2M for 2 miles. No township can afford that without help from the county or the state. He said the State of ND, DOT and the Dept. of Commerce has been wonderful to work with. They have a road system that DOT has helped them with. In Mountrail County, they will not have a construction season without the SURGE money. They have \$63M worth of projects on the shelf ready to bid tomorrow. They have another \$37M that will be ready soon. Without the SURGE bill, Mountrail and the rest of the counties will fall way behind.

**15. Dan Kalil, Williams County Commissioner:** Testified in favor of SB 2103. Written testimony - attachment 19.

**16. Steve Holen, President of ND Association of Oil & Gas Producing Counties:** Testified in favor of SB 2103. Written testimony - attachment 20.

**17. Mark Johnson, North Dakota Association of Counties:** Testified in favor of SB 2103. Written testimony - attachment 21.

**18. Chad Peterson, Cass County Commissionier:** Testified in favor of SB 2103. Written testimony - attachment 22.

**19. Blake Crosby, Executive Director, ND League of Cities:** Testified in favor of SB 2103. Written testimony - attachment 23.

**20. Jay Elkin, Stark County Commissioner - Ag Producer:** Testified in favor of SB 2103. Written testimony - attachment 24.

**21. Doug Graupe, Chairman, Divide County Commission:** Testified in favor of SB 2103. Written testimony - attachment 25.

22. Mark Nygaard, Hazen, ND: Absent.

**23. Gary Weisenberger, Mayor, City of Stanley, ND:** Testified in favor of SB 2103. Written testimony - attachment 26.

IMPACT OUR COMMUNITY - Failing & Insufficient Infrastructure Plaguing Stanley - attachment 27.



**24. Dan Uran, New Town, ND:** Testified in favor of SB 2103. Written testimony - attachment 28. IMPACT NEW TOWN - attachment 29.

**25. Shane Hart, Councilman, City of Parshall, ND :** Testified in favor of SB 2103. Written testimony - attachment 30.

**26. Other interested parties:**

**Howard Klug, Mayor, City of Williston, ND:** Testified in favor of SB 2103. Written testimony - attachment 31.

**Lynn Brackel, Bowman County Commissioner:** Testified in favor of SB 2103. No written testimony. They've been playing catch-up for 30 years and urged passage of the bill.

**Sherlock Hirning, Superintendent, Divide County Schools, Crosby, ND:** Testified in favor of SB 2103. No written testimony.

He'd like to share what the impact of the revision to the oil & gas production tax revenue formula that was implemented after 2013 session - how it impacted their school district. In 2012-13, school district received \$1,328,000 in oil and gas revenue. In 2013-2014, we received \$698,000, so we lost \$630,000 of revenue through the revision to the formula. The way the State Aid Formula is calculated, it takes 75% of the oil and gas revenue and considers that as revenue in the calculation so we lost an additional \$298,000. For the entire year of 2013-14, the first year of the revised formula, the district lost \$928,000 of revenue which had to be made up somewhere else that doesn't come from taxpayers or from a taxpayer request because we're also limited by a 12% cap on the tax request from the previous year. That also comes into play in the current year, so for the current year, we're expecting to lose about \$146,760 in state aid through the formula, about another \$600,000 in oil and gas revenue. So for 2 years, we've lost almost \$2M in revenue that we have no way of making up. We can't go back to taxpayer for any additional request. It's lost money.

Hopefully the passage of this bill and the calculation of revenue distribution will help them because they can never fully recover the nearly \$2M loss.

There will be discussion this legislative session about school district fund balances. Just for an example, his district 38.1% fund balance June 30, 2013 which was depleted to 23.8% on June 30, 2014 and they anticipate their fund balance will be about 13% on June 30, 2015. A healthy fund balance can be depleted in a very short time. Even with the revision of the oil and gas tax revenue, it will take them 3-5 years to recuperate and get back to the position they were in at the beginning.

In addition to that, they had numerous meetings last spring in preparation for the current years' budget trying to determine anyway to make any cutbacks in staff and try to reduce their budget as much as possible. They were not pleasant meetings and people wanted everything cut except their program. It was very difficult. We were only able to save ourselves about \$125,000 to 150,000 which doesn't leave much of an impact in the offset for \$1M.

He recognized the superintendents in the audience.

**Chairman Holmberg** asked whether the enrollment in Divide County was rapid enrollment or declining enrollment to which Mr. Sherlock said their enrollment in the last three years went from 226 students up to 369 students, so they had an increase of about 63% growth.

**Submitted written testimony all in favor of SB 2103:**

**Kayla Pulvermacher, North Dakota Farmers Union:** Attachment 32.

**Kenneth Munson, President, Ray City Commission, Ray, ND:** Attachment 33.

**Bakken Housing Company, Real Estate Development Company, Williston, ND:**  
Attachment 34.

**Kelly M. Armstrong, State Senator, District 36:** Attachment 35.

Re-opened hearing at 11:30 am: (Hearing Job # 22082 )

**Jason Kersten, Superintendent, Bottineau and Newburg United Public Schools:**  
Testified in favor of SB 2103. Written testimony - attachment 36.

**Jerry Zunich, Williams County:** Testified in favor of SB 2103. No written testimony.  
He was born in Dickinson, grew up in Stanley and worked his way through college and the oil fields in Tioga. He taught school in Ray and Williston, ND. He is currently in the insurance business in Williston. He thanked all the people who have testified for the western part of the state. His concern was, as a parent & grandparent, for the safety of his family as they travel the roads in western ND where there are 18-wheelers and 22-wheelers bearing down on the roads making them no longer fit for travel.

**Natalie Muruato, City Auditor, Belfield, ND:** Testified in support of SURGE SB 2103. No written testimony.

They had 10 people from their community in attendance. The city has been working on a special street assessment project and the citizens are very torn. They want new streets due to all the travel, but don't want to be taxed out of their homes. The council came to the hearing today to help find alternatives and aid with funding. The City of Belfield is in support of the Surge Bill - SB 2103.



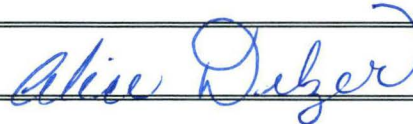
# 2015 SENATE STANDING COMMITTEE MINUTES

**Appropriations Committee**  
Harvest Room, State Capitol

SB 2103  
1/22/2015  
Job # 22347

- Subcommittee  
 Conference Committee

Committee Clerk Signature



## Explanation or reason for introduction of bill/resolution:

A BILL for an Act to provide an appropriation to the state treasurer for allocations to counties, cities, school districts, and townships.

## Minutes:

Attached proposed Amendment # 15.0378.02001

**Chairman Holmberg** called the committee to order on Thursday, January 22, 2015 at 8:00 am. Roll Call was taken. All committee members were present. Adam Mathiak, Legislative Council and Allen H. Knudson, Legislative Council and Nick Creamer, OMB, were also present. Let's take a look at 2103. So that you have an idea of plans, but the plan to be to ask the committee to pass some of the amendments that V. Chairman Krebsbach has today. With the sense that the governor's bill had some good elements in it; (SB 2126) that's what is going to be our recommendation. Pass the amendments today, have the amendments on the floor tomorrow; the Council will give us a reprint of what is actually in the bill as we have asked it to be amended so that you will have that to take with you for the weekend. We will not vote on the bill on the floor tomorrow, we will vote on the bill after we have had an opportunity to look at revenue projections later next week. but it will be out of the committee. V. Chairman Krebsbach has volunteered to carry the bill.

**Senator Mathern:** it appears that all the acceptable material will be put into 2103 which would raise some questions about the governor's bill surviving. I think we would be better off by doing the 2103 suggestions but also passing the governor's bill in a different format, and keeping in the governor's bill some matters that we think are important that are difficult to get through both houses, then the governor has some opportunity to place some leverage on to legislators to get those more difficult things passed and then those things could go on for weeks or months, but we could get 2103 out the door without any controversy and then keep working on those other things that are controversial through the governor's bill.

**Chairman Holmberg:** Let's take up 2103 and then in the discussions of SB2126. I wonder if there is not a good deal of consensus that the things that may not be in 2103 with these amendments are not unpopular.



**V. Chairman Krebsbach** presented proposed amendment #15.0378.02001. Attachment #1. and explained what the amendment does. She referred that the major change is moving the money from this bill to the education funding bill.

**Chairman Holmberg:** This amendment doesn't move it just takes it out of here. The funding Bill will be coming to us too. It sits on that committee we will see that same bill later. All of these changes are not automatic in here. (9.08)

**V. Chairman Krebsbach** continued to explain the amendments, particularly regarding the SIF fund to put into highway funding, the housing incentive, the AG office and Health Department. These three items will have emergency clauses so that it will cover the shortage that they would be experiencing until June 30<sup>th</sup>. Those are the other areas from SB 2126 that need to be attended to.

**Senator Mathern:** When you say those are the items that need to be attended to, are you saying these amendments will take that money and help the department and put it in this bill from the governor's bill? Or are you saying those things are still left out?

**V. Chairman Krebsbach** they are left out, the AG's \$1M will be put into his bill.

**Senator Mathern:** It's basically saying we are not going to deal with it as an emergency clause issue. He was told yes, the emergency clause will be added to as an addition to that bill. He then stated that that Bill may not be leaving here very fast, and it doesn't help them to get going until the session is over.

**Chairman Holmberg:** That is the discussion we will have on SB 2126 because these amendments only deal with 2103, what will go out on the floor. And then discussion will go to 2126. Would you move the amendments?

**V. Chairman Krebsbach** moved the proposed amendment #15.0378.02001. 2nd by Senator Gary Lee.

**Senator Mathern:** had questions about the DOT dollar amounts?

**Chairman Holmberg:** I think you will find after the numbers have been crunched and we look available revenue next week at some point that the amount of money available all across the board is going to be less, particularly in one-time areas. I think the governor did a lot of work in cushioning the on-going expenses of the State. There's a cushion of \$395M in change that's in there that is on-going revenue minus the on-going appropriations so there is a cushion there. There are also other bills that would reduce our revenue through tax breaks and I would be remiss if I wouldn't say there are also some bills out there that would increase income to the state. (14.38)

**V. Chairman Krebsbach:** I failed to mention there is a clause in this on the road construction the roads that would be utilized on construction or reconstruction that the roads would be built to the legal road limit of 105.5.



**Senator Carlisle** had questions regarding the amendment and the impact on highway construction and the dollar amount going for construction on roads. (15.45)

**Chairman Holmberg:** It is a large sum of money and I can say with great assurance that this is not a bill that will necessarily go to the House without some changes there. This is the version the Senate passes.

**Senator O'Connell:** Actually we're putting a mandate on the counties to go to the 105.5 with this bill. You are doubling the costs so basically you're going to have half the projects we're thinking.

**Chairman Holmberg:** This is not the only bill or the only money they have in DOT budget.

**V.Chairman Bowman:** The county commissioners will have to make the decision, because our roads are not lasting; we have to build them better. They have to lay out a map of which roads are the oil movement roads.

**Chairman Holmberg** asked Legislative Council when they put together the comparison of funding to add the page that deals with the non-oil counties so we can look and see what the counties get. I think that's a document the members would like to have included.

**Senator Gary Lee:** commented regarding HB 1358, and stated it would be short sighted of us not to include state roads. Taking the school money out and putting in the school bill is appropriate. The amendments are reasonable and good.

**Chairman Holmberg;** Call the roll on the Proposed Amendment # 15.0378.02001.  
**A Roll Call vote was taken. Yea: 13; Nay: 0; Absent: 0.**

**V. Chairman Krebsbach moved a Do Pass as Amended. 2<sup>nd</sup> by V.Chairman Bowman.**

**Senator Robinson:** stated we are doing the right thing and I will support this.

**Chairman Holmberg;** Call the roll on a Do Pass as Amended. A Roll Call vote was taken. Yea: 13; Nay: 0; Absent: 0. V. Chairman Krebsbach will carry the Bill on the floor. The hearing was closed on SB 2103.

January 21, 2015

*Handwritten initials/signature*

PROPOSED AMENDMENTS TO SENATE BILL NO. 2103

Page 1, line 2, after the semicolon insert "to provide an appropriation to the department of transportation for state highway projects; to provide for a transfer;"

Page 1, line 7, replace "\$845,000,000" with "\$836,250,000"

Page 1, after line 22, insert:

"Major roadway construction or reconstruction projects provided funding under this subsection must comply with the American association of state highway and transportation officials pavement design procedures and the department of transportation local government requirements. Upon completion of a major roadway construction or reconstruction project, the roadway segment must be posted at a legal load limit of 105,500 pounds [47853.995 kilograms]."

Page 2, remove lines 29 through 31

Page 3, remove lines 1 through 7

Page 3, line 8, replace "4." with "3."

Page 3, line 20, after the period insert "Major roadway construction or reconstruction projects provided funding under this subsection must comply with the American association of state highway and transportation officials pavement design procedures and the department of transportation local government requirements. Upon completion of a major roadway construction or reconstruction project, the roadway segment must be posted at a legal load limit of 105,500 pounds [47853.995 kilograms]."

Page 3, line 21, replace "5." with "4."

Page 4, line 13, replace "6." with "5."

Page 5, line 12, replace "7." with "6."

Page 5, after line 30, insert:

**"SECTION 2. TRANSFER - STRATEGIC INVESTMENT AND IMPROVEMENTS FUND TO HIGHWAY FUND.** The director of the office of management and budget shall transfer the sum of \$300,000,000 from the strategic investment and improvements fund to the highway fund during the period beginning with the effective date of this Act, and ending June 30, 2015.

**SECTION 3. APPROPRIATION - DEPARTMENT OF TRANSPORTATION.** There is appropriated out of any moneys in the highway fund in the state treasury, not otherwise appropriated, the sum of \$300,000,000, or so much of the sum as may be necessary, to the department of transportation for the purpose of construction and maintenance of state transportation infrastructure, for the period beginning with the effective date of this Act, and ending June 30, 2017. The funding provided in this section may be applied to engineering, design, and construction costs incurred on related projects as of January 1, 2015. The funding provided in this section is considered a one-time funding item."

Renumber accordingly

**STATEMENT OF PURPOSE OF AMENDMENT:**

This amendment:

- Removes a subsection to provide a distribution of \$8.75 million to school districts;
- Adds two new sections to provide for a transfer of \$300 million from the strategic investment and improvements fund to the highway fund and to provide one-time funding of \$300 million from the highway fund to the Department of Transportation for the construction and maintenance of state transportation infrastructure; and
- Requires counties to construct major roadway projects to a posted legal load limit of 105,500 pounds if the county uses funding received in this bill for a major roadway project.



Date: 1-22-15  
Roll Call Vote #: 1

2015 SENATE STANDING COMMITTEE  
ROLL CALL VOTES  
BILL/RESOLUTION NO. 2103

Senate Appropriations Committee

Subcommittee

Amendment LC# or Description: 15.0378.02001

- Recommendation:  Adopt Amendment  
 Do Pass     Do Not Pass     Without Committee Recommendation  
 As Amended     Rerefer to Appropriations  
 Place on Consent Calendar  
Other Actions:  Reconsider     \_\_\_\_\_

Motion Made By Krebsbach Seconded By Lee

Senators	Yes	No	Senators	Yes	No
Chairman Holmberg	✓		Senator Heckaman	✓	
Senator Bowman	✓		Senator Mathern	✓	
Senator Krebsbach	✓		Senator O'Connell	✓	
Senator Carlisle	✓		Senator Robinson	✓	
Senator Sorvaag	✓				
Senator G. Lee	✓				
Senator Kilzer	✓				
Senator Erbele	✓				
Senator Wanzek	✓				

Total (Yes) 13 No 0

Absent 0

Floor Assignment KK

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

Date: 1-22-15  
Roll Call Vote #: 2

2015 SENATE STANDING COMMITTEE  
ROLL CALL VOTES  
BILL/RESOLUTION NO. 2103

Senate Appropriations Committee

Subcommittee

Amendment LC# or Description: \_\_\_\_\_

Recommendation:  Adopt Amendment  
 Do Pass  Do Not Pass  Without Committee Recommendation  
 As Amended  Rerefer to Appropriations  
 Place on Consent Calendar  
Other Actions:  Reconsider  \_\_\_\_\_

Motion Made By K Krebsbach Seconded By B Bowman

Senators	Yes	No	Senators	Yes	No
Chairman Holmberg	✓		Senator Heckaman	✓	
Senator Bowman	✓		Senator Mathern	✓	
Senator Krebsbach	✓		Senator O'Connell	✓	
Senator Kilzer	✓		Senator Robinson	✓	
Senator Erbele	✓				
Senator Wanzek	✓				
Senator Carlisle	✓				
Senator G. Lee	✓				
Senator Sorvaag	✓				

Total (Yes) 13 No 0

Absent 0

Floor Assignment Sen Krebsbach

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

**REPORT OF STANDING COMMITTEE**

**SB 2103: Appropriations Committee (Sen. Holmberg, Chairman)** recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (13 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING). SB 2103 was placed on the Sixth order on the calendar.

Page 1, line 2, after the semicolon insert "to provide an appropriation to the department of transportation for state highway projects; to provide for a transfer;"

Page 1, line 7, replace "\$845,000,000" with "\$836,250,000"

Page 1, after line 22, insert:

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Page 3, line 21, replace "5." with "4."

Page 4, line 13, replace "6." with "5."

Page 5, line 12, replace "7." with "6."

Page 5, after line 30, insert:

**"SECTION 2. TRANSFER - STRATEGIC INVESTMENT AND IMPROVEMENTS FUND TO HIGHWAY FUND.** The director of the office of management and budget shall transfer the sum of \$300,000,000 from the strategic investment and improvements fund to the highway fund during the period beginning with the effective date of this Act, and ending June 30, 2015.

**SECTION 3. APPROPRIATION - DEPARTMENT OF TRANSPORTATION.** There is appropriated out of any moneys in the highway fund in the state treasury, not otherwise appropriated, the sum of \$300,000,000, or so much of the sum as may be necessary, to the department of transportation for the purpose of construction and maintenance of state transportation infrastructure, for the period beginning with the effective date of this Act, and ending June 30, 2017. The funding provided in this section may be applied to engineering, design, and construction costs incurred on related projects as of January 1, 2015. The funding provided in this section is considered a one-time funding item."

Re-number accordingly

**STATEMENT OF PURPOSE OF AMENDMENT:**



This amendment:

- Removes a subsection to provide a distribution of \$8.75 million to school districts;
- Adds two new sections to provide for a transfer of \$300 million from the strategic investment and improvements fund to the highway fund and to provide one-time funding of \$300 million from the highway fund to the Department of Transportation for the construction and maintenance of state transportation infrastructure; and
- Requires counties to construct major roadway projects to a posted legal load limit of 105,500 pounds if the county uses funding received in this bill for a major roadway project.

2015 HOUSE APPROPRIATIONS

SB 2103



# 2015 HOUSE STANDING COMMITTEE MINUTES

**Appropriations Committee**  
Brynhild Haugland Room, State Capitol

SB 2103  
2/11/2015  
23668

- Subcommittee  
 Conference Committee

*Raymond Bold*

**Explanation or reason for introduction of bill/resolution:**

Related to state treasurer for allocations to counties, cities, school districts, and townships; to provide an appropriation to the department of transportation for state highway projects; to provide for a transfer; and to declare an emergency

**Minutes:**

Attachments 1-41

Brynhild Haugland Room

**Chairman Jeff Delzer:** called the hearing to order.

**Chris Kadrmas, Legislative Council** spoke briefly and handed out smaller and larger packets; handouts #1 and #2.

**House Majority Leader Al Carlson** explained the timing of the bill hearing and that they moved it as fast as they could to this hearing of the bill. They had not received the bill until January 30<sup>th</sup>, which was past our deadline for notification of public hearings for the next week, so we immediately put it on for this week's hearing. We will make a decision and discuss recommendations. It became more political and the comment "sing for your supper" was not something that was said by anyone in the House. It's the taxpayer's money. This Legislature wants to know the money you receive and what you're doing with it. It's not east or west; this is about good management of the public resource. Thank you for coming, give us the best and most concise as you can the information that we asked for and we are looking forward to moving this bill forward.

**Chairman Jeff Delzer**

We have DOT budget, trust lands, we have HB 1176 which is the formula bill for oil counties and we have a number of other bills that also try to use this same money. The Governor's budget also actually spent most of the SIF money in their proposals as well. We have work to do to put everything together to make it work right.

**Senator Kelly Armstrong** spoke in favor of the bill (handout #3), We are trying to fast track the bill.

**Chairman Jeff Delzer**

The oil price has changed considerably since the bill was introduced. Do you see any changes, and maybe you can come back and explain how that might change the bill?

**Armstrong:** you can ask me anything at any time regarding this bill. The difference is the Strategic Investment and Improvements Fund (SIIF) fund and the surplus from the last biennium will be able to cover the needs in this bill. These impacts started in 2007 and even with the unprecedented funding in western North Dakota, they are just getting more and more behind.

**Chairman Jeff Delzer**

We need to be cognizant with the funding that might come in and whether or not it covers everything we have to have to cover everything at that time.

**Armstrong:** We need to get caught up. We can't control the oil price and we know it is temporary. This is the single best thing we can do in North Dakota to help industry move forward. By dealing with these things, we can control the build out and this is the best thing we can do.

**Representative Vickie Steiner; District 37 Dickinson:** Handout #4. We created the SIIF fund, and it's intended to provide one-time funding expenditures relating to improving state infrastructure or for initiatives to improve the efficiency and effectiveness of state government. We need to think about why we created the SIF and how well this bill positions itself to do what it is intended to do. The oil industry will rebound strongly. We have to be ready for our infrastructure.

**Senator Nicole Poolman, District 7; representing Bismarck and Lincoln:** (handout #5) When I spoke to my constituents, they said they were concerned about western North Dakota. Spoke in favor of the bill; it is not an east west issue.

**Pam Sharp, Director of Office of Management and Budget.** Has a proposed amendment that she handed out. Handout # 6  
There is \$20M to be included for the housing incentive fund.  
The other parts relate to the Attorney General's Office and the Department of Health.

**Chairman Jeff Delzer**

That wasn't in the Industrial Commission on both sides; that was just the \$30M tax credit in the Industrial Commission?

**Sharp:** correct...testimony continued.

**Chairman Jeff Delzer**

Both of these are in addition to the 20 or so you are asking for in the Health Department and the number you are asking for in the Attorney General's or is this part of it?

**Sharp:** it's part of it. Its money to let them start hiring sooner



**Chairman Jeff Delzer**

This was also in 2126 that the senate defeated.

**Sharp:** yes it was in 2126 that the Senate defeated.

**Vice Chairman Keith Kempenich**

Is that hinged on anything with waste issues?

**Sharp:** It is to deal with all of those issues.

**Chairman Jeff Delzer**

HR sessions look good at the Health Department; we'll have some discussions about that in the future.

**Representative Nelson**

We have looked at the state health department budget in our section and we are looking at those particular bills. Is this a one-time funding item, but If you're hiring FTE's it's an on-going cost.

**Sharp:** these provide the funding to get them just thru June 30<sup>th</sup>. Funding for the next biennium is included in the regular appropriation bill.

**Representative Nelson**

This is new ground with an emergency bill, the most seamless process, if this is not amended, this could pass and go to the Governor for his signature. As soon as an amendment happens, it raises the possibility of a Conference committee. How does that happen?

**Chairman Jeff Delzer**

We couldn't schedule a conference committee before crossover. You couldn't physically do it.

**Grant Levi, Director of North Dakota Department of Transportation:** Power point presentation and discussed handout # 7

**Vice Chairman Keith Kempenich**

Percentage wise; where are we at in this life cycle with roads?

**Levi:** We have very good information and have presented to Government Operations committee a chart and I can get that for you. We don't have it at the local level, but they are experiencing the same challenges.

**Chairman Jeff Delzer:** how much of that is committed and how much have you actually spent?

**Levi:** we have spent all of it with the exception of \$30 to \$40M, that we are holding back because we have some contract changes and right now; the reset has to do with possible eminent domain lawsuits we are facing.

**Chairman Jeff Delzer**

How much of that are you carrying forward?

**Levi:** \$150M to \$180M.

**Chairman Jeff Delzer**

The rest of will get spent by the end of June?

**Levi:** provided we get a good spring and start of construction; yes. The key point is we are not bidding projects now. We have cancelled all bid openings for February.

Testimony continued...

**Representative Skarphol**

What's your most optimistic and pessimistic positions on federal money?

**Levi:** We are hopeful they will do something soon so we will have resources to get thru the end of the year.

**Vice Chairman Keith Kempenich**

What's the time lines consist of when this would start?

**Levi:** State law requires us to advertise 21 days before bidding, and listed in local newspapers, so we figure within 30 days we can move and start bidding projects.

**Representative Carlson:** Grant, you would like this amended this bill to raise it to \$450M?

**Levi:** that is what we requested in the Governor's budget, yes.

**Carlson:** You are saying you have a place to use all that if you had it and you're not bidding because you don't have enough, correct?

**Levi:** yes, that's correct.

**Representative Martinson**

Have been told by several colleagues that you have stated you did need early bidding now because you have money left over. So for the record, do you need early funding this year?

**Levi:** I hope we made it clear that without early funds we cannot bid. And if we cannot bid, we will miss the construction season. We do need early resources in order to proceed. We don't have carryover funds to bid any additional projects.



**Representative Dosch**

The availability of contractors to do the amount of work, is that an issue?

**Levi:** No. They are coming to this state to work.

**Allen Anderson Commissioner of North Dakota Department of Commerce:**

Testified in favor of the bill; Handout #8.

**Ron Anderson, McKenzie ND County Commissioner,** also I serve on the Oil and Gas Association Board of Directors. Spoke in favor of the bill: Handouts #9 & #10.

On the PowerPoint handout referred to page 3. Can't express enough the emergency clause that is on this bill

**Vice Chairman Keith Kempenich**

What's the growth like in McKenzie County if you took a 20 year cycle, you'd still be above a 20 year cycle as far as percentages, wouldn't you?

**Anderson:** yes, in 2006 we were 5400 people and now we are somewhere in between 15,000 to 20,000 in our growth. When a city has 3% growth it's excruciating, consider what this is like.

**Daryl Dukart, Dunn County Commissioner:** Spoke in favor of the bill and handouts #11 12, and 13.

**Chairman Jeff Delzer**

The in lieu of issue, you currently can tax pipelines, gas plants; its just the well head that you can't tax; are you taxing what you can?

**Dukart:** we are doing that.

**Carlson:** The state has the highway system that they are trying to maintain and I haven't heard much about county corridors and counties working together. What are you doing in that regard?

**Dukart:** The corridor system we are using referred to 4<sup>th</sup> page; on the top of the page you see a South Heart Phase three. This is our *energy production movement corridor* to take traffic off Highway 22, which is our only north south route in the energy impacted area. Our next one would be Highway 8.

He continued explanation on the corridors...

**Carlson:** The difference appears that Stark County doesn't have the oil money you have, to put into that corridor, how do we address that?

**Dukart;** I don't know if I have the answer to that question.

**Chairman Jeff Delzer**

Are these currently paved or gravel roads?

**Dukart:** out of the 900 miles; 450 that are in the energy impact, only 34 miles are paved today.

**Chairman Jeff Delzer**

South heart phase 3 and the 101; they are currently gravel, and you are going to turn them into pavement?

**Dukart:** correct and they'll be 105,500.

Vice Chairman Keith Kempenich

...Makes a comment regarding the corridors.

**Representative Nelson**

Law enforcement center that is being built in Watford City; are you a partner in that?

**Dukart:** not at this time

**Representative Nelson**

You obviously have increased needs in law enforcement, how are you addressing that?

**Dukart:** We are part of the Southwest Correctional Center in Dickinson.

**Greg Boschee, County Commissioner from Mountrail County:** Testified in favor of the bill (No handout). We need this money for early funding. We can spend all our money on road projects. He discussed safety on roads and loss of farmland. Thanked legislature for the funding so far.

**Dan Kalil, Williams County North Dakota Commissioner:** presented testimony in support; Handout #14.

**Ron Ness, president ND Petroleum Council:** (Handout #15) spoke in favor of the bill.

**Zach Weis, Marathon Oil Co:** spoke in favor of the bill. (Handout #16)

**Roger Kelley:** Continental Oil Resources (no handout)

**Russell Hanson Associated General Contractors** (Handout #17 & 18).

**Chairman Jeff Delzer**

What kind of percentage do we have of out of state contractors?

**Hanson:** I don't know, but it's a lot; but I think the DOT can provide it.

**Harley Neshem: President of Gratech Corp.** spoke in favor of the bill; (handout #19)

**Jon Godfread, VP of Government Affairs at the Greater North Dakota Chamber.** Spoke in favor of the bill (Handout #20)



**Senator Brad Bekedahl**, (handout #21), spoke in favor of the bill.

**Representative Glassheim**

I have concern for the DOT road funding projects. Of the roughly \$800M, what percentage might go to roads actually, or is it for other things?

**Bekedahl:** The counties are devoting all their surge money to roads. The DOT is a great partner for us. On the city side are water and sewer main extensions and side roads to the development areas.

**Mayor Howard Klug, Williston ND and President of City Commission:** Spoke in favor of the bill; Handout #22.

**Brent Sanford, Mayor of Watford City:** Spoke in favor of the bill; handout # 23.

**Chairman Jeff Delzer**

This is without any state property tax?

**Sanford:** this is with it.

**Representative Streyle**

It's a fair statement to say your levy is down, but the reason it's down is you've been good stewards and listened to the Legislature passed the relief on to the citizens.

**Sanford:** absolutely, the mills have gone done.

**Representative Nelson**

Under the total tax levies: that's counties, cities and schools; doesn't the school district have a building project; and is that included in the current tax levy column?

**Sanford:** The first three columns; are what was asked for on a city tax levy. Yes, there is a school levy for the school building project; and that is not included in the first 3 columns.

**Representative Nelson**

That bond would be interesting to know.

**Lee Staab: City Manager for Minot ND;** testified in favor of the bill (Handouts #24 and 25)

**Brent Bogar; representing the North Dakota Association of Oil and Gas Counties:** Spoke in favor of the bill; Handout #26

**Mark Johnson, Executive Director of the ND Assn of Counties.** Spoke in favor. Handout #27

**Jason Benson, Cass County Engineer:** testified in support (Handout #28 & 29).

**Blake Crosby, Executive Director of ND League of Cities** testified in support of the bill; (Handout #30).

**Dennis Hill; ND Association of Rural Electric Coops:** testified in support of the bill (Handout #31)

**Doug Graupe, Chairman, Divide County Commissioner;** testified in support; (Handout # 32)

**Jerry Obenauer, Mayor of Hazen:** testified in favor, handout # 33.

**Jay Elkin, Stark County Commissioner, former member of ND Grain Growers Association:** (Handout # 34).

**Representative Skarphol:** Do you feel there is cooperation between the counties on establishing those important corridors?

**Elkin:** yes I feel the cooperation is there.

**Chairman Jeff Delzer**

The state is limited on the number of miles it can have.

**Gary Weisenberger, Mayor of Stanley ND:** spoke in favor; Handout #35.

**Dan Uran, New Town Mayor** Handout #36.

**Shane Hart, Councilman from Parshall, ND** Handout #37.

**Grant Levi NDDOT Director:** We need \$450M and I will submit an amendment for your consideration.

**Larry Severson ND Township Association:** Testified in favor; no handout.

**Natalie Morado City Auditor of Belfield, ND:** Testified in favor; no handout

**Lyn Broekel Bowman County Commissioner:** Testified in favor; no handout.

**Chairman Jeff Delzer**

Asked for any opposition; or neutral; none was presented.

Hearing closed.

Additional handouts: #38, 39, 40, 41 (no testimony presented)



# 2015 HOUSE STANDING COMMITTEE MINUTES

Appropriations Committee  
Roughrider Room, State Capitol

SB 2103  
2/19/2015  
24163

- Subcommittee  
 Conference Committee



**Explanation or reason for introduction of bill/resolution:**

Related to state treasurer for allocations to counties, cities, school districts, and townships; to provide an appropriation to the department of transportation for state highway projects; to provide for a transfer; and to declare an emergency

**Minutes:**



**Chairman Jeff Delzer:** Called the hearing to order He handed out amendment 15.0378.03007. Commonly called the SURGE bill, what those amendments basically do is take section 1 of the bill and replaces it with 240 million dollars to the DOT for distribution for to the 10 largest counties. The same counties as in paragraph one of the existing bill. 240 million dollars and it is done by the Upper Great Plains study. The issue of the study from my understanding is it references all the way from current to 2034 and is distributed from that percentage. The next thing we do is there is 100 million dollars for the cities within the 10 counties and that is done by the same formula that was used in the existing bill just a different number. There is 112 million dollars for the non-oil counties and for this bill it is all based on 2014 production. That is done by the county major collector road way miles, which is Upper Great Plains deal but it is a little different than what was in the bill originally that was based on just pure miles and bridges. We also have in the bill 16 million for unorganized and organized townships within the 43 non-oil counties. That is 10,000 dollars a township. There is 10 million for the fringe cities based on population the same way it was in the original bill. 450,000 dollars for bidding to the department of transportation to get them going from what they showed us it will be mostly done in the western part of the state. We do have a whole in the DOT budget it was 1.35 billion so we are still 904 million short. In all honestly 700,000 million of that at least was the same money that was proposed to be spent out of there to DOT that is in this bill. If we pass this, the senate concurs and the Governor signs it the money will go out as soon as possible. What we are doing in the bill in the amendments, on page 4 of the amendments we replaces 300,000 with 450,000 dollars and we also that of this OMB shall transfer 200 million within one million of the effective date of this. The other 250 will be at the end of the biennium which gives it time to build up. This allows them to do their bidding and they will get their money at the end of the biennium. The western counties and the non-oil counties will get their

money as soon as possible. That is pretty much what the amendment does. I don't know if there is anything else that we need to go over the total cost 1.1 billion dollars.

**Representative Streyle:** Motioned to approve the amendment SB 2103 with amendment 03007.

**Representative Skarphol:** Second.

Motion to approve the amendment SB 2103 with amendment 03007.

Motioned by Representative Streyle.

Seconded by Representative Skarphol.

Voice Vote.

Motion Carries.

**Representative Streyle:** I Motion a Do Pass As Amended.

**Representative Skarphol:** Second

**Representative Bellew:** Do we have a list of who is getting what?

**Chairman Jeff Delzer:** I have the list but I don't have copies for everybody. This is a very important deal especially for the western part of the state but even for the whole state. This is a state wide issue that's a good use of infrastructure it does take all the money. We don't have room to do much of anything further. We will have real concerns about two years from now if our January forecast holds true. I think it is a good bill.

**Representative Nelson:** We get the information down here where our perspective of the needs and especially western North Dakota certainly is more aware of some of that than some of the people than if you represent a non-oil district. What that perspective is there is there is certainly a more narrow perspective of the road situation for example and I can show you roads in my district that would rival western North Dakota. I think it's important to have that information on the counties distributed.

**Chairman Jeff Delzer:** One of the reasons we haven't done it because it's a state wide issue.

Motion to Do Pass As Amended

Motion made by Representative Streyle.

Seconded by Representative Skarphol.

Total Yes 20. No 2. Absent 1.

Motion Carries.

Floor Assignment Representative Delzer.



*AD*  
*2-19-15*  
*1006*

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2103

- Page 1, line 2, remove "school districts,"
- Page 1, line 2, replace "an appropriation" with "appropriations"
- Page 1, line 3, after the first "for" insert "distributions to counties and for"
- Page 1, line 3, after the second semicolon insert "to provide for a report to the budget section; to provide an exemption;"
- Page 1, line 8, replace "\$836,250,000" with "\$298,000,000"
- Page 1, line 9, after "distributions" insert "and allocations"
- Page 1, line 9, remove "school districts,"
- Page 1, remove lines 11 through 23
- Page 2, remove lines 1 through 6
- Page 2, line 7, replace "2." with "1."
- Page 2, line 7, replace "\$140,000,000" with "\$100,000,000"
- Page 2, line 16, replace "\$5,000,000" with "\$3,600,000"
- Page 2, line 19, replace "\$30,000,000" with "\$21,400,000"
- Page 2, line 21, replace "\$30,000,000" with "\$21,400,000"
- Page 2, line 23, replace "\$20,000,000" with "\$14,300,000"
- Page 2, line 25, replace "\$13,000,000" with "\$9,300,000"
- Page 2, line 27, replace "\$12,000,000" with "\$8,600,000"
- Page 2, line 29, replace "\$12,000,000" with "\$8,600,000"
- Page 3, line 1, replace "\$10,000,000" with "\$7,100,000"
- Page 3, line 3, replace "\$1,000,000" with "\$700,000"
- Page 3, line 5, replace "\$7,000,000" with "\$5,000,000"
- Page 3, remove lines 7 through 25
- Page 3, line 26, replace "4." with "2."
- Page 3, line 26, replace "\$19,200,000" with "\$16,000,000"
- Page 3, line 28, remove "based on the most recent data compiled by the upper great plains"
- Page 3, remove line 29
- Page 3, line 30, remove "bridge infrastructure needs"
- Page 3, line 30, remove "be"

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Page 3, remove line 31

Page 4, remove lines 1 through 8

Page 4, line 9, replace "relative to the total township road miles in the county" with "provide for an allocation of \$10,000 to each organized and unorganized township within the county"

Page 4, line 18, replace "5." with "3. a."

Page 4, line 18, replace "\$21,250,000" with "\$10,000,000"

Page 4, line 24, replace "a." with "(1)"

Page 4, line 26, replace "b." with "(2)"

Page 4, line 29, replace "(1)" with "(a)"

Page 4, line 30, replace "(2)" with "(b)"

Page 4, line 31, replace "(3)" with "(c)"

Page 5, line 1, replace "c." with "(3)"

Page 5, line 4, replace "(1)" with "(a)"

Page 5, line 5, replace "(2)" with "(b)"

Page 5, after line 5, insert:

"b."

Page 5, line 7, replace "a." with "(1)"

Page 5, line 9, replace "b." with "(2)"

Page 5, line 11, replace "c." with "(3)"

Page 5, line 13, replace "d." with "(4)"

Page 5, line 15, replace "e." with "(5)"

Page 5, line 17, replace "6." with "4."

Page 5, line 17, replace "\$215,000,000" with "\$172,000,000"

Page 5, line 20, replace "\$80,000,000" with "\$64,000,000"

Page 5, line 21, replace "\$55,000,000" with "\$44,000,000"

Page 5, line 22, replace "\$40,000,000" with "\$32,000,000"

Page 5, line 23, replace "\$40,000,000" with "\$32,000,000"

Page 5, after line 25, insert:

"5. a."

Page 5, line 27, after the period insert:

"b."

Page 5, line 27, after "period" insert "beginning"



Page 5, line 27, replace "to" with "and ending"

Page 5, line 29, after "period" insert "beginning"

Page 5, line 29, replace "to" with "and ending"

Page 5, line 29, remove "The funding"

Page 5, remove lines 30 and 31

Page 6, line 1, replace "and 15.1-27 for the 2015-17 biennium." with:

"c."

Page 6, after line 4, insert:

**"SECTION 2. APPROPRIATION - DEPARTMENT OF TRANSPORTATION - STRATEGIC INVESTMENT AND IMPROVEMENTS FUND - EXEMPTION - REPORT TO BUDGET SECTION.** There is appropriated out of any moneys in the strategic investment and improvements fund in the state treasury, not otherwise appropriated, the sum of \$352,000,000, or so much of the sum as may be necessary, to the department of transportation for the purpose of distributions to counties for road and bridge infrastructure needs, for the period beginning with the effective date of this Act, and ending June 30, 2017.

1. The department of transportation shall distribute \$240,000,000 to oil-producing counties based on the most recent data compiled by the upper great plains transportation institute regarding North Dakota's county, township, and tribal road and bridge infrastructure needs. The distribution to each oil-producing county must be proportional to each oil-producing county's total estimated road and bridge investment needs for the years 2015 to 2034, identified by the upper great plains transportation institute relative to the combined total estimated road and bridge investment needs for the years 2015 to 2034, identified by the upper great plains transportation institute of all the eligible oil-producing counties under this subsection. Each county's total estimated road and bridge investment needs include unpaved and paved road and bridge needs. For purposes of this section, "oil-producing counties" means the ten counties that received the highest total allocations under subsection 2 of section 57-51-15 for the period beginning September 1, 2013, and ending August 31, 2014.
2. The department of transportation shall distribute \$112,000,000 to non-oil-producing counties based on county major collector roadway miles, as defined by the department of transportation. The distribution to each non-oil-producing county must be proportional to each non-oil-producing county's total county major collector roadway miles relative to the combined total of county major collector roadway miles of all the eligible non-oil-producing counties under this subsection. For purposes of this section, "non-oil-producing counties" means the forty-three counties that received no allocation of funding or a total allocation under subsection 2 of section 57-51-15 of less than \$5,000,000 for the period beginning September 1, 2013, and ending August 31, 2014.
3. a. Each county requesting funding under this section for county road and bridge projects shall submit the request in accordance with criteria developed by the department of transportation. For oil-producing



counties, the request must include a proposed plan for funding projects that rehabilitate or reconstruct paved and unpaved roads and bridges within the county which are needed to support oil and gas production and distribution in the state. For non-oil-producing counties, the request must include a proposed plan for funding projects that rehabilitate or reconstruct paved and unpaved roads and bridges within the county which are needed to support economic activity in the state. The plan must meet the following criteria:

- (1) Roadways and bridges must provide continuity and connectivity to efficiently integrate and improve major paved and unpaved corridors within the county and across county borders.
  - (2) Projects must be consistent with the upper great plains transportation institute's estimated road and bridge investment needs for the years 2015 to 2034 and other planning studies.
  - (3) Upon completion of a major roadway construction or reconstruction project, the roadway segment must be posted at a legal load limit of 105,500 pounds [47853.995 kilograms].
  - (4) Design speed on the roadway must be at least 55 miles per hour [88.51 kilometers per hour], unless the department of transportation provides an exemption.
  - (5) Projects must comply with the American association of state highway transportation officials pavement design procedures and standards developed by the department of transportation in conjunction with the local jurisdiction.
  - (6) Bridges must be designed to meet an HL 93 loading.
- b. The department of transportation, in consultation with the county, may approve the plan or approve the plan with amendments. Upon approval of the plan, the department of transportation shall transfer to the county the approved funding for engineering and plan development costs. Upon execution of a construction contract by the county, the department of transportation shall transfer to the county the approved funding for county and township rehabilitation and reconstruction projects. Counties shall report to the department of transportation upon awarding of each contract and upon completion of each project in a manner prescribed by the department.
  - c. Funding provided under this section may be used for construction, engineering, and plan development costs, but may not be used for routine maintenance. Funding provided under this section may be applied to engineering, design, and construction costs incurred on related projects as of January 1, 2015. Section 54-44.1-11 does not apply to funding under this section. Any funds not spent by June 30, 2017, must be continued into the biennium beginning July 1, 2017, and ending June 30, 2019, and may be expended only for the purposes authorized by this section. The funding provided in this section is considered a one-time funding item.
- 4. The department of transportation shall report to the budget section and to the appropriations committees of the sixty-fifth legislative assembly on the

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use of this one-time funding, including the amounts distributed to each county, the amounts spent to date, and the amounts anticipated to be continued into the 2017-19 biennium."

Page 6, line 7, replace "\$300,000,000" with "\$450,000,000"

Page 6, line 8, after the period insert "Of the \$450,000,000, the office of management and budget shall transfer \$200,000,000 within one month of the effective date of this Act and shall transfer \$250,000,000 at the end of the 2013-15 biennium."

Page 6, line 11, replace "\$300,000,000" with "\$450,000,000"

Renumber accordingly

**STATEMENT OF PURPOSE OF AMENDMENT:**

The schedule below compares the funding included in Engrossed Senate Bill No. 2103 (Senate version) and Engrossed Senate Bill No. 2103 with proposed amendments [LC #15.0378.03006] (Proposed House version).

	Engrossed Senate Bill No. 2103 (Senate Version)	Engrossed Senate Bill No. 2103 with Proposed Amendments [LC #15.0378.03006] (Proposed House Version)	Proposed House Version Increase (Decrease) to Senate Version
<b>Oil-producing areas</b>			
Hub cities and other eligible cities			
Williston	\$80,000,000	\$64,000,000	(\$16,000,000)
Dickinson	55,000,000	44,000,000	(11,000,000)
Minot	40,000,000	32,000,000	(8,000,000)
Waford City	40,000,000	32,000,000	(8,000,000)
Total hub and other eligible cities	\$215,000,000	\$172,000,000	(\$43,000,000)
Counties	300,000,000	240,000,000	(60,000,000)
Certain eligible cities	21,250,000	10,000,000	(11,250,000)
Other cities	140,000,000	100,000,000	(40,000,000)
Total oil-producing areas	\$676,250,000	\$522,000,000	(\$154,250,000)
<b>Non-oil-producing areas</b>			
Counties	\$140,800,000	\$112,000,000	(\$28,800,000)
Townships	19,200,000	16,000,000	(3,200,000)
Total non-oil-producing areas	\$160,000,000	\$128,000,000	(\$32,000,000)
<b>Other appropriations</b>			
Department of Transportation state highway projects	\$300,000,000	\$450,000,000	\$150,000,000
Total other appropriations	\$300,000,000	\$450,000,000	\$150,000,000
Total all funding (strategic investment and improvements fund)	\$1,136,250,000	\$1,100,000,000	(\$36,250,000)

The schedule below compares the detail of the sections included in Engrossed Senate Bill No. 2103 and in Engrossed Senate Bill No. 2103 with proposed amendments [LC #15.0378.03006] (Proposed House version).

Engrossed Senate Bill No. 2103 (Senate Version)	Engrossed Senate Bill No. 2103 with Proposed Amendments [LC #15.0378.03006] (Proposed House Version)
The distributions by the State Treasurer in Section 1 of Engrossed Senate Bill No. 2103 include: <ul style="list-style-type: none"> <li>\$300 million to 10 counties with the highest total oil and gas gross production tax allocations for fiscal year 2014 (Subsection 1). The 10 counties include McKenzie, Mountrail, Williams, Dunn, Divide, Bowman, Stark, Burke, Billings, and Bottineau. This</li> </ul>	The distributions in proposed changes to Engrossed Senate Bill No. 2103 include: <ul style="list-style-type: none"> <li>\$240 million to 10 counties with the highest total oil and gas gross production tax allocations for fiscal year 2014. The 10 counties include McKenzie, Mountrail, Williams, Dunn, Divide, Bowman, Stark, Burke, Billings, and Bottineau. This funding will be</li> </ul>



subsection requires counties to construct major roadway projects to a posted legal load limit of 105,500 pounds if the county uses the funding received in this bill for a major roadway project.

- \$140 million to the cities within the 10 counties with the highest total oil and gas gross production tax allocations for fiscal year 2014 (Subsection 2). The distributions are based on the cities' populations.
- \$140.8 million to non-oil-producing counties based on data compiled by the Upper Great Plains Transportation Institute (Subsection 3). Non-oil-producing counties include counties that did not receive oil and gas gross production tax allocations and counties that received total oil and gas gross production tax allocations of less than \$5 million for fiscal year 2014. This subsection requires counties to construct major roadway projects to a posted legal load limit of 105,500 pounds if the county uses the funding received in this bill for a major roadway project.
- \$19.2 million to non-oil-producing counties for the benefit of organized and unorganized townships within the county (Subsection 4). The distributions to each county are based on data compiled by the Upper Great Plains Transportation Institute. Organized and unorganized townships receive distributions proportional to their road miles within their county. Non-oil-producing counties include counties that did not receive oil and gas gross production tax allocations and counties that received total oil and gas gross production tax allocations of less than \$5 million for fiscal year 2014.
- \$21.25 million to certain cities in eligible counties based on the population of each city (Subsection 5). The eligible counties include Adams, Golden Valley, Hettinger, McLean, Mercer, Morton, Renville, Slope, and Ward. Some of the cities within the eligible counties are excluded from the distributions based on population criteria.
- \$215 million to hub cities and other eligible cities based on oil and gas gross production tax allocations for fiscal year 2014 (Subsection 6). The distributions include \$80 million to Williston, \$55 million to Dickinson, \$40 million to Minot, and \$40 million to Watford City.

Engrossed Senate Bill No. 2103 provides for a transfer of \$300 million from the strategic investment and improvements fund to the highway fund and provides an appropriation of \$300 million from the highway fund to the Department of Transportation for state transportation infrastructure (Sections 2 and 3).

distributed by the Department of Transportation based on data compiled by the Upper Great Plains Transportation Institute, and guidelines are included for the use of the funding.

- \$100 million by the State Treasurer to the cities within the 10 counties with the highest total oil and gas gross production tax allocations for fiscal year 2014. The distributions are based on the cities' populations.
- \$112 million to non-oil-producing counties based on county major collector roadway miles as defined by the Department of Transportation. Non-oil-producing counties include counties that did not receive oil and gas gross production tax allocations and counties that received total oil and gas gross production tax allocations of less than \$5 million for fiscal year 2014. This funding will be distributed by the Department of Transportation based on county major collector roadway miles, and guidelines are included for the use of the funding.
- \$16 million by the State Treasurer to non-oil-producing counties for the benefit of organized and unorganized townships within the county. The distributions to each county must provide for an allocation of \$10,000 to each organized and unorganized township within the county. Non-oil-producing counties include counties that did not receive oil and gas gross production tax allocations and counties that received total oil and gas gross production tax allocations of less than \$5 million for fiscal year 2014.
- \$10 million by the State Treasurer to certain cities in eligible counties based on the population of each city. The eligible counties include Adams, Golden Valley, Hettinger, McLean, Mercer, Morton, Renville, Slope, and Ward. Some of the cities within the eligible counties are excluded from the distributions based on population criteria.
- \$172 million by the State Treasurer to hub cities and other eligible cities based on oil and gas gross production tax allocations for fiscal year 2014. The distributions include \$64 million to Williston, \$44 million to Dickinson, \$32 million to Minot, and \$32 million to Watford City.

The proposed changes to Engrossed Senate Bill No. 2103 provide for a transfer of \$450 million from the strategic investment and improvements fund to the highway fund and provide an appropriation of \$450 million from the highway fund to the Department of Transportation for state transportation infrastructure.







**REPORT OF STANDING COMMITTEE**

**SB 2103, as engrossed: Appropriations Committee (Rep. Delzer, Chairman)** recommends **AMENDMENTS AS FOLLOWS** and when so amended, recommends **DO PASS** (20 YEAS, 2 NAYS, 1 ABSENT AND NOT VOTING). Engrossed SB 2103 was placed on the Sixth order on the calendar.

Page 1, line 2, remove "school districts,"

Page 1, line 2, replace "an appropriation" with "appropriations"

Page 1, line 3, after the first "for" insert "distributions to counties and for"

Page 1, line 3, after the second semicolon insert "to provide for a report to the budget section; to provide an exemption;"

Page 1, line 8, replace "\$836,250,000" with "\$298,000,000"

Page 1, line 9, after "distributions" insert "and allocations"

Page 1, line 9, remove "school districts,"

Page 1, remove lines 11 through 23

Page 2, remove lines 1 through 6

Page 2, line 7, replace "2." with "1."

Page 2, line 7, replace "\$140,000,000" with "\$100,000,000"

Page 2, line 16, replace "\$5,000,000" with "\$3,600,000"

Page 2, line 19, replace "\$30,000,000" with "\$21,400,000"

Page 2, line 21, replace "\$30,000,000" with "\$21,400,000"

Page 2, line 23, replace "\$20,000,000" with "\$14,300,000"

Page 2, line 25, replace "\$13,000,000" with "\$9,300,000"

Page 2, line 27, replace "\$12,000,000" with "\$8,600,000"

Page 2, line 29, replace "\$12,000,000" with "\$8,600,000"

Page 3, line 1, replace "\$10,000,000" with "\$7,100,000"

Page 3, line 3, replace "\$1,000,000" with "\$700,000"

Page 3, line 5, replace "\$7,000,000" with "\$5,000,000"

Page 3, remove lines 7 through 25

Page 3, line 26, replace "4." with "2."

Page 3, line 26, replace "\$19,200,000" with "\$16,000,000"

Page 3, line 28, remove "based on the most recent data compiled by the upper great plains"

Page 3, remove line 29

Page 3, line 30, remove "bridge infrastructure needs"



Page 3, line 30, remove "be"

Page 3, remove line 31

Page 4, remove lines 1 through 8

Page 4, line 9, replace "relative to the total township road miles in the county" with "provide for an allocation of \$10,000 to each organized and unorganized township within the county"

Page 4, line 18, replace "5." with "3. a."

Page 4, line 18, replace "\$21,250,000" with "\$10,000,000"

Page 4, line 24, replace "a." with "(1)"

Page 4, line 26, replace "b." with "(2)"

Page 4, line 29, replace "(1)" with "(a)"

Page 4, line 30, replace "(2)" with "(b)"

Page 4, line 31, replace "(3)" with "(c)"

Page 5, line 1, replace "c." with "(3)"

Page 5, line 4, replace "(1)" with "(a)"

Page 5, line 5, replace "(2)" with "(b)"

Page 5, after line 5, insert:

"b."

Page 5, line 7, replace "a." with "(1)"

Page 5, line 9, replace "b." with "(2)"

Page 5, line 11, replace "c." with "(3)"

Page 5, line 13, replace "d." with "(4)"

Page 5, line 15, replace "e." with "(5)"

Page 5, line 17, replace "6." with "4."

Page 5, line 17, replace "\$215,000,000" with "\$172,000,000"

Page 5, line 20, replace "\$80,000,000" with "\$64,000,000"

Page 5, line 21, replace "\$55,000,000" with "\$44,000,000"

Page 5, line 22, replace "\$40,000,000" with "\$32,000,000"

Page 5, line 23, replace "\$40,000,000" with "\$32,000,000"

Page 5, after line 25, insert:

"5. a."

Page 5, line 27, after the period insert:



"b."

Page 5, line 27, after "period" insert "beginning"

Page 5, line 27, replace "to" with "and ending"

Page 5, line 29, after "period" insert "beginning"

Page 5, line 29, replace "to" with "and ending"

Page 5, line 29, remove "The funding"

Page 5, remove lines 30 and 31

Page 6, line 1, replace "and 15.1-27 for the 2015-17 biennium." with:

"c."

Page 6, after line 4, insert:

**"SECTION 2. APPROPRIATION - DEPARTMENT OF TRANSPORTATION - STRATEGIC INVESTMENT AND IMPROVEMENTS FUND - EXEMPTION - REPORT TO BUDGET SECTION.** There is appropriated out of any moneys in the strategic investment and improvements fund in the state treasury, not otherwise appropriated, the sum of \$352,000,000, or so much of the sum as may be necessary, to the department of transportation for the purpose of distributions to counties for road and bridge infrastructure needs, for the period beginning with the effective date of this Act, and ending June 30, 2017.

1. The department of transportation shall distribute \$240,000,000 to oil-producing counties based on the most recent data compiled by the upper great plains transportation institute regarding North Dakota's county, township, and tribal road and bridge infrastructure needs. The distribution to each oil-producing county must be proportional to each oil-producing county's total estimated road and bridge investment needs for the years 2015 to 2034, identified by the upper great plains transportation institute relative to the combined total estimated road and bridge investment needs for the years 2015 to 2034, identified by the upper great plains transportation institute of all the eligible oil-producing counties under this subsection. Each county's total estimated road and bridge investment needs include unpaved and paved road and bridge needs. For purposes of this section, "oil-producing counties" means the ten counties that received the highest total allocations under subsection 2 of section 57-51-15 for the period beginning September 1, 2013, and ending August 31, 2014.
2. The department of transportation shall distribute \$112,000,000 to non-oil-producing counties based on county major collector roadway miles, as defined by the department of transportation. The distribution to each non-oil-producing county must be proportional to each non-oil-producing county's total county major collector roadway miles relative to the combined total of county major collector roadway miles of all the eligible non-oil-producing counties under this subsection. For purposes of this section, "non-oil-producing counties" means the forty-three counties that received no allocation of funding or a total allocation under subsection 2 of section 57-51-15 of less than \$5,000,000 for the period beginning September 1, 2013, and ending August 31, 2014.
3. a. Each county requesting funding under this section for county road and bridge projects shall submit the request in accordance with

criteria developed by the department of transportation. For oil-producing counties, the request must include a proposed plan for funding projects that rehabilitate or reconstruct paved and unpaved roads and bridges within the county which are needed to support oil and gas production and distribution in the state. For non-oil-producing counties, the request must include a proposed plan for funding projects that rehabilitate or reconstruct paved and unpaved roads and bridges within the county which are needed to support economic activity in the state. The plan must meet the following criteria:

- (1) Roadways and bridges must provide continuity and connectivity to efficiently integrate and improve major paved and unpaved corridors within the county and across county borders.
  - (2) Projects must be consistent with the upper great plains transportation institute's estimated road and bridge investment needs for the years 2015 to 2034 and other planning studies.
  - (3) Upon completion of a major roadway construction or reconstruction project, the roadway segment must be posted at a legal load limit of 105,500 pounds [47853.995 kilograms].
  - (4) Design speed on the roadway must be at least 55 miles per hour [88.51 kilometers per hour], unless the department of transportation provides an exemption.
  - (5) Projects must comply with the American association of state highway transportation officials pavement design procedures and standards developed by the department of transportation in conjunction with the local jurisdiction.
  - (6) Bridges must be designed to meet an HL 93 loading.
- b. The department of transportation, in consultation with the county, may approve the plan or approve the plan with amendments. Upon approval of the plan, the department of transportation shall transfer to the county the approved funding for engineering and plan development costs. Upon execution of a construction contract by the county, the department of transportation shall transfer to the county the approved funding for county and township rehabilitation and reconstruction projects. Counties shall report to the department of transportation upon awarding of each contract and upon completion of each project in a manner prescribed by the department.
- c. Funding provided under this section may be used for construction, engineering, and plan development costs, but may not be used for routine maintenance. Funding provided under this section may be applied to engineering, design, and construction costs incurred on related projects as of January 1, 2015. Section 54-44.1-11 does not apply to funding under this section. Any funds not spent by June 30, 2017, must be continued into the biennium beginning July 1, 2017, and ending June 30, 2019, and may be expended only for the purposes authorized by this section. The funding provided in this section is considered a one-time funding item.
4. The department of transportation shall report to the budget section and to the appropriations committees of the sixty-fifth legislative assembly on the use of this one-time funding, including the amounts distributed to



each county, the amounts spent to date, and the amounts anticipated to be continued into the 2017-19 biennium."

Page 6, line 7, replace "\$300,000,000" with "\$450,000,000"

Page 6, line 8, after the period insert "Of the \$450,000,000, the office of management and budget shall transfer \$200,000,000 within one month of the effective date of this Act and shall transfer \$250,000,000 at the end of the 2013-15 biennium."

Page 6, line 11, replace "\$300,000,000" with "\$450,000,000"

Renumber accordingly

**STATEMENT OF PURPOSE OF AMENDMENT:**

The schedule below compares the funding included in Engrossed Senate Bill No. 2103 (Senate version) and Engrossed Senate Bill No. 2103 with proposed amendments [LC #15.0378.03006] (Proposed House version).

	Engrossed Senate Bill No. 2103 (Senate Version)	Engrossed Senate Bill No. 2103 with Proposed Amendments [LC #15.0378.03006] (Proposed House Version)	Proposed House Version Increase (Decrease) to Senate Version
<b>Oil-producing areas</b>			
Hub cities and other eligible cities			
Williston	\$80,000,000	\$64,000,000	(\$16,000,000)
Dickinson	55,000,000	44,000,000	(11,000,000)
Minot	40,000,000	32,000,000	(8,000,000)
Watford City	40,000,000	32,000,000	(8,000,000)
Total hub and other eligible cities	\$215,000,000	\$172,000,000	(\$43,000,000)
Counties	300,000,000	240,000,000	(60,000,000)
Certain eligible cities	21,250,000	10,000,000	(11,250,000)
Other cities	140,000,000	100,000,000	(40,000,000)
Total oil-producing areas	\$676,250,000	\$522,000,000	(\$154,250,000)
<b>Non-oil-producing areas</b>			
Counties	\$140,800,000	\$112,000,000	(\$28,800,000)
Townships	19,200,000	16,000,000	(3,200,000)
Total non-oil-producing areas	\$160,000,000	\$128,000,000	(\$32,000,000)
<b>Other appropriations</b>			
Department of Transportation state highway projects	\$300,000,000	\$450,000,000	\$150,000,000
Total other appropriations	\$300,000,000	\$450,000,000	\$150,000,000
Total all funding (strategic investment and improvements fund)	\$1,136,250,000	\$1,100,000,000	(\$36,250,000)

The schedule below compares the detail of the sections included in Engrossed Senate Bill No. 2103 and in Engrossed Senate Bill No. 2103 with proposed amendments [LC #15.0378.03006] (Proposed House version).

Engrossed Senate Bill No. 2103 (Senate Version)	Engrossed Senate Bill No. 2103 with Proposed Amendments [LC #15.0378.03006] (Proposed House Version)
<p>The distributions by the State Treasurer in Section 1 of Engrossed Senate Bill No. 2103 include:</p> <ul style="list-style-type: none"> <li>\$300 million to 10 counties with the highest total oil and gas gross production tax allocations for fiscal year 2014 (Subsection 1). The 10 counties include McKenzie, Mountrail, Williams, Dunn, Divide, Bowman, Stark, Burke, Billings, and Bottineau. This subsection requires counties to construct major roadway projects to a posted legal load limit of 105,500 pounds if the county uses the funding received in this bill for a major roadway project.</li> <li>\$140 million to the cities within the 10 counties with the highest total oil and gas gross production tax allocations for fiscal year 2014 (Subsection 2). The distributions are based on the cities' populations.</li> <li>\$140.8 million to non-oil-producing counties based on data compiled by the Upper Great Plains Transportation Institute (Subsection 3). Non-oil-producing counties include counties that did not receive oil and gas gross production tax allocations and counties that received total oil and gas gross production</li> </ul>	<p>The distributions in proposed changes to Engrossed Senate Bill No. 2103 include:</p> <ul style="list-style-type: none"> <li>\$240 million to 10 counties with the highest total oil and gas gross production tax allocations for fiscal year 2014. The 10 counties include McKenzie, Mountrail, Williams, Dunn, Divide, Bowman, Stark, Burke, Billings, and Bottineau. This funding will be distributed by the Department of Transportation based on data compiled by the Upper Great Plains Transportation Institute, and guidelines are included for the use of the funding.</li> <li>\$100 million by the State Treasurer to the cities within the 10 counties with the highest total oil and gas gross production tax allocations for fiscal year 2014. The distributions are based on the cities' populations.</li> <li>\$112 million to non-oil-producing counties based on county major collector roadway miles as defined by the Department of Transportation. Non-oil-producing counties include counties that did not receive oil and gas gross production tax allocations and counties that received total oil and gas gross production</li> </ul>



tax allocations of less than \$5 million for fiscal year 2014. This subsection requires counties to construct major roadway projects to a posted legal load limit of 105,500 pounds if the county uses the funding received in this bill for a major roadway project.

- \$19.2 million to non-oil-producing counties for the benefit of organized and unorganized townships within the county (Subsection 4). The distributions to each county are based on data compiled by the Upper Great Plains Transportation Institute. Organized and unorganized townships receive distributions proportional to their road miles within their county. Non-oil-producing counties include counties that did not receive oil and gas gross production tax allocations and counties that received total oil and gas gross production tax allocations of less than \$5 million for fiscal year 2014.
- \$21.25 million to certain cities in eligible counties based on the population of each city (Subsection 5). The eligible counties include Adams, Golden Valley, Hettinger, McLean, Mercer, Morton, Renville, Slope, and Ward. Some of the cities within the eligible counties are excluded from the distributions based on population criteria.
- \$215 million to hub cities and other eligible cities based on oil and gas gross production tax allocations for fiscal year 2014 (Subsection 6). The distributions include \$80 million to Williston, \$55 million to Dickinson, \$40 million to Minot, and \$40 million to Watford City.

Engrossed Senate Bill No. 2103 provides for a transfer of \$300 million from the strategic investment and improvements fund to the highway fund and provides an appropriation of \$300 million from the highway fund to the Department of Transportation for state transportation infrastructure (Sections 2 and 3).

tax allocations of less than \$5 million for fiscal year 2014. This funding will be distributed by the Department of Transportation based on county major collector roadway miles, and guidelines are included for the use of the funding.

- \$16 million by the State Treasurer to non-oil-producing counties for the benefit of organized and unorganized townships within the county. The distributions to each county must provide for an allocation of \$10,000 to each organized and unorganized township within the county. Non-oil-producing counties include counties that did not receive oil and gas gross production tax allocations and counties that received total oil and gas gross production tax allocations of less than \$5 million for fiscal year 2014.
- \$10 million by the State Treasurer to certain cities in eligible counties based on the population of each city. The eligible counties include Adams, Golden Valley, Hettinger, McLean, Mercer, Morton, Renville, Slope, and Ward. Some of the cities within the eligible counties are excluded from the distributions based on population criteria.
- \$172 million by the State Treasurer to hub cities and other eligible cities based on oil and gas gross production tax allocations for fiscal year 2014. The distributions include \$64 million to Williston, \$44 million to Dickinson, \$32 million to Minot, and \$32 million to Watford City.

The proposed changes to Engrossed Senate Bill No. 2103 provide for a transfer of \$450 million from the strategic investment and improvements fund to the highway fund and provide an appropriation of \$450 million from the highway fund to the Department of Transportation for state transportation infrastructure.

2015 TESTIMONY

SB 2103



## COMPARISON OF FUNDING PROVIDED IN THE "SURGE FUNDING" BILL (SENATE BILL NO. 2103) TO THE EXECUTIVE RECOMMENDATION FOR EARLY FUNDING (SENATE BILL NO. 2126)

The schedule below provides a comparison of "surge funding" included in Senate Bill No. 2103 to the executive recommendation for early funding included in Senate Bill No. 2126.

	Senate Bill No. 2103 - "Surge Funding" Bill	Senate Bill No. 2126 - "Early" Funding in Executive Recommendation	Variance
<b>Oil-producing areas</b>			
Hub cities and other eligible cities			
Williston	\$80,000,000	\$75,000,000	\$5,000,000
Dickinson	55,000,000	50,000,000	5,000,000
Minot	40,000,000	50,000,000	(10,000,000)
Watford City	40,000,000	50,000,000	(10,000,000)
Total hub and other eligible cities	\$215,000,000	\$225,000,000	(\$10,000,000)
Counties	300,000,000		300,000,000
Other cities <sup>1</sup>	161,250,000	75,000,000	86,250,000
School districts	8,750,000		8,750,000
Total oil-producing areas	\$685,000,000	\$300,000,000	\$385,000,000
<b>Non-oil-producing areas<sup>2</sup></b>			
Counties	\$140,800,000	\$52,000,000	\$88,800,000
Cities		28,000,000	(28,000,000)
Townships	19,200,000	20,000,000	(800,000)
Total non-oil-producing areas	\$160,000,000	\$100,000,000	\$60,000,000
<b>Other appropriations</b>			
State highways <sup>3</sup>		\$450,000,000	(\$450,000,000)
Housing incentive fund		20,000,000	(20,000,000)
Funding for early hires		3,000,000	(3,000,000)
Total other appropriations	\$0	\$473,000,000	(\$473,000,000)
Total all funding <sup>4</sup>	\$845,000,000	\$873,000,000	(\$28,000,000)

<sup>1</sup>The amounts shown for other cities related to Senate Bill No. 2103 reflect distributions to cities based on specific amounts allocated for each county and distributed to the cities within the county based on population. Hub cities and cities with a population of fewer than 50 are excluded from distributions under Senate Bill No. 2103. The amounts shown for other cities related to the executive recommendation reflect allocations to cities based on population.

<sup>2</sup>The amounts shown for funding to non-oil-producing areas related to Senate Bill No. 2103 reflect distributions based on data compiled by the Upper Great Plains Transportation Institute. The amounts shown for funding to non-oil-producing counties related to the executive recommendation reflect distributions based on the highway tax distribution fund formula.

<sup>3</sup>The \$450 million for state highways related to the executive recommendation includes projects on North Dakota Highway 23, United States Highway 2, United States Highway 85, and other projects. More detailed information provided by the Department of Transportation is attached as an appendix.

<sup>4</sup>The \$845 million of total funding related to Senate Bill No. 2103 is from the strategic investment and improvements fund. Of the \$873 million of total funding related to the executive recommendation, the \$300 million for oil-producing areas is from the strategic investment and improvements fund, the \$100 million for non-oil-producing areas and the \$450 million for state highways are provided from a \$550 million transfer from the general fund to the highway fund, and the remaining \$23 million is from the general fund.

## **NDDOT Early Funding projects – December 10, 2014**

The North Dakota Department of Transportation (NDDOT) has been requested to provide information on project work and road projects that could be worked on if early funding is provided through the upcoming legislative session. This document provides background information as well as the material requested.

The NDDOT needs early funding as outlined in the Governor's proposed budget to ensure that environmental, engineering, design, right of way acquisition work and bidding of projects can be completed prior to the start of the next biennium. An early appropriation to the Department is essential to getting projects delivered in a timely manner and accomplishing the goals set forth by the Legislative Body.

Receiving SB 2176 funding in February 2013 during the last session provided many benefits to NDDOT and the State of North Dakota including:

- The early funding allowed NDDOT to take advantage of two full construction seasons.
- It also allowed the contracting industry a better opportunity to plan and complete the work that was needed in a timely fashion.
  - We believe this saved the Department millions of dollars in lower bids. The Department has been experiencing about 13.42% inflation on our construction program over the last 12 years.
  - Receiving the \$620 Million in February allowed the work to get projects started about a year sooner than if we would have received it in July of the same year.

The proposed advanced funding would enable NDDOT to start work on several phases of highway projects in 2015. Some of the NDDOT projects in western North Dakota that would benefit from early access funding are listed below:

### **Enhancing Load Carrying Capacity and Restoring Pavement Infrastructure:**

- ND 23 – completion of Super 2 Highway concept on roadway from Watford City to US Highway 83. This project will enable NDDOT to work on the remaining 46 miles of the 175 mile segment of highway that is being reconstructed to increase load carrying capacity, add passing lanes, and widen the roadway and shoulders.
- US 2 – restore the eastbound lanes of pavement for increased load carrying capacity from Stanley to west of Minot and reconstruct the westbound lanes from Junction US 85 to Ray.
- ND 22 – reconstructing roadway from Manning to Killdeer.
- US 85 from Interstate 94 to the US 85 Bypass south of Watford City– environmental work to four-lane US 85 with the intent being to reconstruct Long X Bridge as the first project.
- US 85 – restore pavement for increased load carrying capacity from junction US 2 north to junction ND 50 near Appam.

A.2



**Building truck bypasses and reliever routes to improve traffic movement and safety:**

- Funding resources will be utilized for bypass work which includes design, planning, engineering, right of way and construction of Dickinson Permanent Bypass and Killdeer Bypass.
- The bypass work also includes environmental work for the New Town Northwest and Willison Northeast truck reliever routes.

**Rebuilding of state highways within communities:**

- New Town Main Street reconstruction.
- ND 23 reconstruction in Watford City from city limits to ND 23 bypass to serve new school.
- ND 40 from junction US 2 to the Tioga overpass – reconstruct road that is gateway to the community.
- Environmental work on ND 1804 from Williston east to the Epping turn - to accommodate expansion of Williston to the east.
- US 2 in Williston - Dakota Parkway from 32<sup>nd</sup> Ave W to 11<sup>th</sup> Street W - environmental work to consider operational improvements.

Attached is a more comprehensive list of NDDOT projects that would benefit from early access funding.



Dist	Project Id	Hwy	Dir	From Ref Pt	To Ref Pt	Location	Types of Work	Length
7	SOIA-7-002(154)018	2	E	18.50	19.30	INTERSECTION US 2 & 11TH STREET - PHASE 2	Grade, Aggr Base, PCC Pave, Signals	0.81
7	NH-7-002(152)022	2	E	22.00	22.00	INTERSECTION OF US 2 & 58TH ST SW	Lighting, Signals, Turn Lanes	0.40
7	NH-7-002(148)032	2	W	32.44	54.00	JCT 85 E TO RAY-WB	Concrete Over	21.55
7	SOIA-SAP-7-002(139)091	2	E	91.00	99.00	E OF STANLEY E 9 MI-EB	Hot Bit Pave	7.58
7	SOIA-SAP-7-002(140)099	2	E	99.00	111.00	9 MI E STANLEY TO 12 MI W BERTHOLD-EB	Hot Bit Pave, Turn Lanes	12.99
7	SOIA-SAP-7-002(141)111	2	E	111.00	120.00	12 MI W BERTHOLD TO 3 MI W BERTHOLD-EB	Hot Bit Pave, Turn Lanes	6.26
7	SOIA-SAP-7-002(142)120	2	W	120.00	123.41	3 MI W OF BERTHOLD TO JCT ND 28-WB	Hot Bit Pave, Turn Lanes	2.91
4	SOIA-SAP-4-002(110)123	2	E	123.41	130.00	JCT ND 28 TO 2 MI W OF JCT US 52-EB	Hot Bit Pave	7.13
4	SNH-4-002(089)131	2	E	131.00	145.18	3 MI W OF JCT 52 TO 1 MI W JCT 83-EB/WB	Microsurfacing	14.18
4	SNH-4-002(079)150	2	W	150.84	170.00	55TH ST E TO E GRANVILLE -WB	Mill/OI 2" Max	19.65
4	NH-4-002(095)171	2	E	171.00	186.00	1.7 MI E GRANVILLE TO 2 MI W JCT 14-EB	CPR, Grinding	14.57
7	SS-7-005(020)000	5	E	0.00	12.38	STATE LINE E TO W JCT 85-FORTUNA	Hot Bit Pave, Sliver Grading	12.39
7	SCB-SNH-7-005(021)048	5	E	48.69	58.67	W JCT ND 40-NOONAN-TO E JCT ND 40	Aggr Shoulders, Hot Bit Pave, Struct/Incid, Turn Lanes	9.97
5	SNH-5-008(045)037	8	N	37.82	45.58	WEST JCT 21 EAST TO MOTT	Culvert Rehab, Hot Bit Pave, Sliver Grading	7.77
5	SS-5-008(041)045	8	N	45.58	64.00	MOTT TO 1.4 MI N HETTINGER/STARK CO LN	Thin Overlay	19.35
5	SNH-5-012(041)073	12	E	73.46	87.47	HETTINGER TO STATE LINE	Thin Overlay	13.96
5	SS-5-021(021)023	21	E	23.83	44.87	S JCT 22 E TO W JCT ND 8	Microsurfacing	21.05
5	SAP-5-022(110)104	22	N	0.00	4.20	KILLDEER BYPASS	Aggr Base, Grade, Hot Bit Pave, Widening	4.20
5	SS-5-022(092)000	22	N	0.00	11.93	STATE LINE N TO W JCT 12-REEDER	Mill/OI >2<Or=3", Subcuts	11.95
5	SS-5-022(111)091	22	N	91.00	104.53	NEAR RP 91 TO JCT ND 200-KILLDEER	Full Depth Rec, Hot Bit Pave, Passing Lanes, Widening	13.51
5	SOIA-5-022(116)920	22	N	920.00	925.00	DICKINSON BYPASS - PERMANENT	Grade, Aggr Base, Hot Bit Pave	5.00
7	SOIA-7-023(038)900	23	E	0.00	4.00	7TH ST-WAT CITY-E TO 1 MI E JCT 1806	Bikeway/Walkway, PCC Pave, Widening	3.49
7	SOIA-7-023(039)016	23	E	16.40	35.00	JCT 73 N&E TO RESERVATION BOUNDARY	Passing Lanes, PCC Pave, Struct/Incid, Widening	19.29
7	SAP-CPU-7-023(030)049	23	E	49.42	49.93	NEW TOWN - ND 23	Reconstruction	0.51
7	SNH-7-023(040)049	23	E	49.42	51.00	NEW TOWN - EAST AVE TO NT NE TRR	Concrete Over, Shldr Rehab, Widening, Lighting, Signal	1.81
4	SOI-4-023(016)078	23	E	78.00	87.26	CO LINE E TO JCT 28	Full Depth Rec, Hot Bit Pave, Passing Lanes, Widening	8.87
4	SOI-4-023(019)087	23	E	87.26	105.52	JCT 28 E TO JCT 83	Full Depth Rec, Hot Bit Pave, Passing Lanes, Turn Lanes, Widening	18.31
7	SS-7-040(017)000	40	N	0.00	3.00	JCT 2 N TO S OF TIOGA OVERPASS	Aggr Base, Grade, Hot Bit Pave	3.36
4	SS-4-041(015)074	41	N	74.00	86.22	VELVA N TO JCT 2-NORWICH	Thin Overlay	12.14
5	SS-5-049(016)027	49	N	27.57	27.58	2 SOUTH JCT. ND 21	Deck Overlay, Rail Retrofit, Guardrail	0.01
5	SNH-5-049(014)082	49	N	82.00	100.00	CO LN N TO BEULAH	Aggr Shoulders, Hot Bit Pave, Struct/Incid, Turn Lanes, Widening	18.48
7	SS-7-050(020)000	50	E	0.88	0.98	1 MILE EAST OF STATE LINE	Slide Repair	0.10
7	SCB-7-050(021)005	50	E	5.00	20.00	GREMORA TO JCT US 85	Asp OI >2"<Or=3", Struct/Incid, Turn Lanes	15.12
4	SNH-4-052(063)036	52	E	36.85	41.00	E JCT 52/5 TO 1 MI N KENMARE	Thin Overlay, ITS	5.08
4	SNH-4-052(064)097	52	E	97.05	112.00	E JCT 2 TO CO LN - SAWYER-EB/WB	Thin Overlay, ITS	14.44
4	SS-4-060(018)000	60	N	0.00	14.00	JCT ND 3-VIA WILLOW CITY	Thin Overlay	14.50
4	SS-4-060(020)014	60	N	14.00	29.88	WILLOW CITY N TO JCT 5	Thin Overlay	15.37
4	NH-4-083(127)160	83	N	160.00	182.00	1 MI N JCT 37 TO 0.5 MI S JCT 23-NB	Asp OI >2"<Or=3", ITS	21.89
7	CBN-SBR-7-085(070)201	85	N	201.27	217.00	N JCT 2 N TO JCT 50 APPAM	Hot Bit Pave, Lighting, Turn Lanes, Widening, Struct Replace	15.89
7	SNH-7-085(084)248	85	N	248.00	255.00	W JCT 5-FORTUNA N TO STATE LINE	Hot Bit Pave	6.40
5	IM-5-094(101)000	94	E	0.00	11.00	STATE LINE TO RP 11.7-EB/WB	ITS, Mill/OI >2<Or=3", Subcut	11.70
5	IM-5-094(102)024	94	E	24.22	35.00	LITTLE MISSOURI RIVER TO FRYBURG-EB/WB	ITS, Mill/OI >2<Or=3", Subcut	10.89
5	IM-5-094(108)047	94	E	47.00	48.00	ZENITH SEPARATION-EB	Median X-Overs, Struct Replace	1.00
5	SIM-5-094(089)079	94	E	79.00	87.00	TAYLOR E TO YOUNGMANS BUTTE-EB	Asp OI >2"<Or=3", CPR	8.03
7	SS-7-200(014)000	200	E	0.00	3.00	STATE LINE E TO YELLOWSTONE BRIDGE	Box Culv Ext, Full Depth Rec, Hot Bit Pave, Roundabout	3.00
7	SS-7-200(015)003	200	E	3.00	4.00	BRIDGE REPLACEMENT SEGMENT	Hot Bit Pave, ITS	1.37
4	SS-4-256(004)000	256	N	0.00	16.41	JCT 5 & 83 N TO CANADIAN LINE	Asp OI >2"<Or=3"	16.41
7	SOIA-7-804(050)248	1804	N	248.00	267.00	TRK REL RTE TO 16 MI E JCT TIOGA RD	Aggr Base, Grade, Hot Bit Pave, Passing Lanes, Struct/Incid	18.50
7	SS-7-804(040)286	1804	N	286.88	286.89	31 EAST OF WILLISTON	Struct Replace	0.01

A.4



## COMPARISON OF NON-OIL-PRODUCING COUNTY FUNDING IN SENATE BILL NO. 2103 AND SENATE BILL NO. 2126

B

The schedule below compares estimated county funding allocations using the formula in Senate Bill No. 2103 to the formula in Senate Bill No. 2126 based on the \$52 million that is anticipated to be allocated to counties in Senate Bill No. 2126. The amounts shown for Senate Bill No. 2126 reflect the highway tax distribution formula, and the amounts shown for Senate Bill No. 2103 reflect a formula based on Upper Great Plains Transportation Institute data.

Subsection 4 of Section 1 of Senate Bill No. 2103 provides for a distribution of \$140.8 million to non-oil-producing counties based on the Upper Great Plains Transportation Institute's county, township, and tribal road and bridge infrastructure needs report. Subsection 4 identifies non-oil-producing counties as counties that received no allocation or an allocation of less than \$5 million of oil and gas taxes in formula allocation year 2014.

Subsection 2 of Section 3 of Senate Bill No. 2126 provides for a distribution of \$80 million to counties and cities in non-oil-producing counties based on the highway tax distribution formula. Of the \$80 million, approximately \$52 million is for counties and \$28 million is for cities. Subsection 2 requires counties and cities with populations of 5,000 or more to request the funding and submit a plan to the Department of Transportation. Subsection 2 identifies non-oil-producing counties as counties that received no allocation or an allocation of less than \$500,000 of oil and gas taxes in the state fiscal year ending June 30, 2014.

County	Senate Bill No. 2126	Senate Bill No. 2103	Increase (Decrease)
Adams	\$327,146	\$806,187	\$479,041
Barnes	1,294,274	1,723,783	429,509
Benson	517,230	836,650	319,420
Burleigh	7,453,903	2,228,621	(5,225,282)
Cass	8,789,184	3,876,032	(4,913,152)
Cavalier	650,151	1,076,038	425,887
Dickey	682,110	1,306,019	623,909
Eddy	307,244	507,858	200,614
Emmons	513,816	273,562	(240,254)
Foster	456,871	539,011	82,140
Golden Valley	0	903,357	903,357
Grand Forks	3,737,207	2,876,021	(861,186)
Grant	383,219	649,989	266,770
Griggs	347,846	582,850	235,004
Hettinger	427,672	485,162	57,490
Kidder	391,936	696,072	304,136
Lamoure	691,262	717,733	26,471
Logan	304,048	227,393	(76,655)
McHenry	823,239	2,531,006	1,707,767
McIntosh	386,052	448,658	62,606
McLean	0	2,713,869	2,713,869
Mercer	1,067,218	1,393,697	326,479
Morton	2,977,904	1,609,354	(1,368,550)
Nelson	431,885	752,510	320,625
Oliver	303,322	448,831	145,509
Pembina	955,288	1,728,012	772,724
Pierce	555,508	815,939	260,431
Ramsey	1,140,724	876,865	(263,859)
Ransom	687,195	432,003	(255,192)
Renville	0	741,550	741,550
Richland	1,797,848	2,588,911	791,063
Rolette	996,472	1,039,966	43,494
Sargent	563,208	811,796	248,588
Sheridan	234,537	276,409	41,872
Sioux	212,311	607,013	394,702
Slope	0	464,710	464,710
Steele	328,671	692,275	363,604
Stutsman	2,084,358	1,480,167	(604,191)
Towner	352,422	489,822	137,400
Traill	919,189	1,386,880	467,691
Walsh	1,343,157	3,213,788	1,870,631
Ward	5,769,244	3,139,400	(2,629,844)
Wells	655,163	864,265	209,102
Total	\$51,860,034	\$51,860,034	\$0



## SB 2103 - Surge Bill Testimony Lineup

SB 2103

1-16-15

# 1

1. Sen. Kelly Armstrong
2. Sen. Nicole Poolman
3. Sen. David Rust
4. Sen. Brad Bekkadahl
5. Brent Sanford, Watford City
6. Dennis Johnson, Dickinson
7. Chuck Barney, Minot
8. Ron Ness, North Dakota Petroleum Council
9. Blu Hulse, Continental Resources
10. John Godfread, Greater North Dakota Chamber
11. Harley Neshem, President Gratech Construction
12. Ron Anderson, McKenzie County
13. Daryl Dukart, Dunn County
14. Greg Boschee, Mountrail County
15. Dan Kalil, Williams County
16. Steve Holen, President ND Association of Oil & Gas Producing Counties
17. Mark Johnson, North Dakota Association of Counties
18. Chad Peterson, Cass County Commissioner
19. Blake Crosby, League of Cities
20. Jay Elkin, Stark County - Ag producer
21. Doug Graupe, Divide County
22. Mark Nygard, Hazen
23. Gary Weisenberger, Mayor Stanley
24. Dan Uran, New Town
25. Shane Hart, Parshall City Councilman
26. Any other interested parties



SB 2103  
1-16-15  
#2

Summary

10 Counties that collect \$5 million per year in Gross Production Tax	\$300 M
Cities in the 10 Counties that collect \$5 million per year in Gross Production Tax	\$140 M
Hub Cities      Williston, Dickinson and Minot + Watford	\$215 M
Schools in counties that collect \$5 million per year in Gross Production Tax that missed the 1.75 M per year in HB 1358	8.75 M

**Non-Big Ten**

Bakken Boundry Cities	21.25 M	
Non-Big Ten Oil Producing Counties	140.8 M	
Non-Big Ten Oil Producing Townships	19.2 M	
<u>Total Non-Big Ten</u>	<u>181.25 M</u>	→ <u>\$181.25 M</u>
<b>Total Surge Funding Package</b>		<b>\$845 M</b>

**SURGE DOLLARS**

<u>Counties</u>		<u>County Cities</u>	<u>School Districts(In County)</u>
			Annual x 2 = Biennium
Mckenzie	50 M	5 M	1.75 M x 2 = 3.5 M
Mountrail	50 M	30 M	1.75 M x 2 = 3.5 M
Williams	50 M	30 M	1.75 M x 2 = 3.5 M
Dunn	40 M	20 M	1.75 M x 2 = 3.5 M
Divide	25 M	13 M	1.75 M x 2 = 3.5 M
Bowman	20 M	12 M	1.75 M x 2 = 3.5 M
Stark	20 M	12 M	1.75 M x 2 = 3.5 M
Billings	15 M	1 M	1.75 M x 2 = 3.5 M
Burke	15 M	10 M	1.75 M x 2 = 3.5 M
<u>Bottineau</u>	<u>15 M</u>	<u>7 M</u>	<u>1.75 M x 2 = 3.5 M</u>
<b>Total</b>	<b>300</b>	<b>140 M</b>	<b>17.5 M x 2 = 35 M</b>
			<b>Total Big Ten Schools 35.0 M x 25% = 8.75 M</b>
<b>Hub Cities</b>			<b>NON-BIG TEN</b>
Williston	80 M		Bakken Boundry Cities 21.25 M
Dickinson	55 M		Non-Big Ten Oil Producing Counties 140.8 M
Minot	40 M		<u>Non-Big Ten Oil Producing Townships 19.2 M</u>
<u>Watford</u>	<u>40 M</u>		<b>Total Non-Big Ten 181.25 M</b>
<b>Total</b>	<b>215 M</b>		
<b>Total Counties and Cities = 655 M</b>			

2.2



## SURGE DOLLARS

### BIG TEN PRODUCING OIL AND GAS COUNTIES

#### Assumptions:

1. The following counties will not qualify for the Energy Impact Grants.
2. The amounts were calculated by:
  - a. Driving the oil and gas producing counties.
  - b. Talking to county commissioners.
  - c. Production in the county.
  - d. Upper Great Plains Transportation Institute Unmet Needs study.
  - e. Presenting and taking input from different groups.
  - f. Studying budgets and five year needs projections.
3. The money will go out as grant dollars to the counties for the 2015 construction season.

<u>County</u>	<u>Amount</u>	<u>UGPTI Percent of Unmet Needs Covered</u>
McKenzie	50 million	8%
Mountrail	50 million	10%
Williams	50 million	9%
Dunn	40 million	12%
Divide	25 million	20%
Bowman	20 million	13%
Stark	20 million	7%
Billings	15 million	10%
Burke	15 million	9%
<u>Bottineau</u>	<u>15 million</u>	<u>8%</u>
<b>Total</b>	<b>300 Million</b>	

2.3

## SURGE DOLLARS

### CITIES OF A POPULATION OF 50 OR MORE IN THE BIG TEN OIL AND GAS PRODUCING COUNTIES.

#### Assumptions:

1. The cities in the Big Ten Oil and Gas producing counties will not qualify for Energy Impact Grants.
2. The amounts to each county were calculated by:
  - a. Diving and viewing communities in the ten large producing oil and gas counties.
  - b. Talking to city officials.
  - c. Presenting and taking input from different groups.
  - d. Production in the county.
  - e. Studying budgets and five year needs projections.

<u>County</u>	<u>Amount for cities 50 or more population</u>
McKenzie	5 million
Mountrail	30 million
Williams	30 million
Dunn	20 million
Divide	13 million
Bowman	12 million
Stark	12 million
Billings	1 million
Burke	10 million
<u>Bottineau</u>	<u>7 million</u>
<b>Total</b>	<b>140 million</b>

2.4



## SURGE DOLLARS

### NON-BIG TEN COUNTIES AND TOWNSHIPS

#### Assumptions:

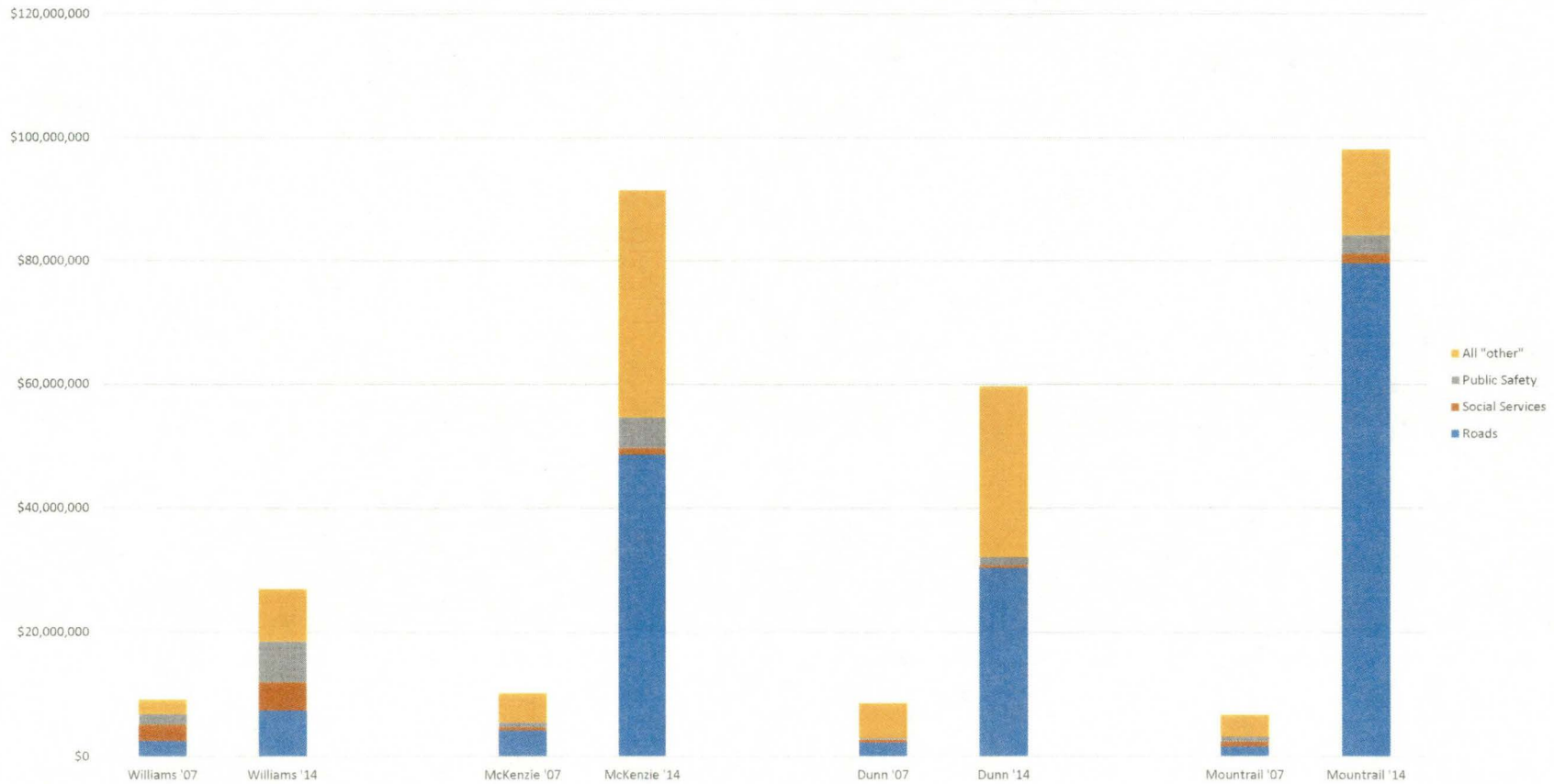
1. This includes all of the low producing counties, non-producing counties and the townships in those counties.
2. Dollars will be appropriated to each county by using the Upper Great Plains Transportation Institute's unmet need study.
3. Total amount spread over the 43 counties and the townships will equal 160 million.

2.5

10

	2007	2014	2007	2014	2007	2014	2007	2014
	Williams '07	Williams '14	McKenzie '07	McKenzie '14	Dunn '07	Dunn '14	Mountrail '07	Mountrail '14
<b>Roads</b>	\$2,551,000.00	\$7,394,000.00	\$4,208,000.00	\$48,584,000.00	\$2,281,000.00	\$30,364,000.00	\$1,619,000.00	\$79,593,000.00
<b>Social Services</b>	\$2,631,000.00	\$4,584,000.00	\$544,000.00	\$1,150,000.00	\$440,000.00	\$476,000.00	\$832,000.00	\$1,585,000.00
<b>Public Safety</b>	\$1,601,000.00	\$6,539,000.00	\$714,000.00	\$4,931,000.00	\$244,000.00	\$1,209,000.00	\$735,000.00	\$2,973,000.00
<b>All "other"</b>	\$2,377,000.00	\$8,445,000.00	\$4,716,000.00	\$36,811,000.00	\$5,615,000.00	\$27,608,000.00	\$3,513,000.00	\$13,938,000.00

## Top 4 Oil Producing County Budgets



9.8



SB 2103  
1-16-15  
# 3

Good Morning, Chairman Holmberg and Members of the Committee. My name is Nicole Poolman, representing District 7 - Bismarck and Lincoln - in the state senate.

You will hear today from many western leaders and citizens advocating for passage of the Surge Bill, but I wanted to be here to remind you that citizens all across our state are concerned about our neighbors in the West. I saw this first-hand during the last election cycle as I - like many of you, ran for re election - and spent a number of hours making phone calls to citizens in the Bismarck - Mandan area. I began my phone calls with a simple question: Is North Dakota headed in the right or wrong direction? Without fail, every single person said we were headed in the right direction, BUT they were concerned about western North Dakota. I made hundreds of calls, and Every. Single. Person. answered the same way.

The West needs to catch up, and with the recent drop in oil prices, we can seize this opportunity to do so. This is not the time for legislators across the state to ask, "What's in it for me and my community?" This is the time for us to collectively do what is best for the State of North Dakota. We need to invest in the West as they face their challenges now, so the West can help the rest of the state face challenges for generations to come.

**From:** Salwei, Steve S.  
**Sent:** Wednesday, December 03, 2014 1:28 PM  
**To:** Rosendahl, Darcy R.  
Henke, Ron J.  
**Subject:** Bid Vs. Eng. Estimate  
**Importance:** High

SB2103  
1-16-15  
#4

Chairman Holmberg

Darcy

Here is what I had starting back in November 2012. Before that point I had deleted them.

<u>Bid Opening</u>	<u>Engineers Estimate</u>	<u>Low Bid</u>
November 2012	\$110,491,446	\$97,125,176
February 15, 2013	\$68,863,771	\$65,421,029
March 15, 2013	\$75,044,680	\$69,615,911
March 22, 2013	\$68,107,222	\$64,463,570
April 5, 2013	\$48,298,334	\$44,977,806
April 19, 2013	\$89,491,897	\$85,456,071
April 26, 2013	\$31,025,481	\$25,813,185
May 3, 2013	\$4,077,055	\$3,919,320
May 17, 2013	\$113,895,212	\$112,933,580
June 7, 2013	\$59,959,562	\$50,993,127
June 21, 2013	\$12,049,769	\$11,783,204
June 28, 2013	\$71,594,344	\$70,279,889
July 1, 2013	\$1,855,289	\$2,434,739
July 12, 2013	\$3,957,993	\$4,656,633
July 19, 2013	\$5,374,953	\$5,227,863
July 26, 2013	\$1,229,287	\$1,557,137
July 31, 2013	\$6,143,254	\$11,965,000

As you can see up until the July Bid Openings the bids were lower than the Engineers Estimate.  
Let me know if you need anything else.

Thanks

Steve

4.1



SB 2103  
1-16-15  
#5

This is a wrong in the  
world that I would  
like to make right:

fix the  
gavel roads

SB 2103  
1-16-15  
#6

Mr. Chairman and Members of the Committee:

For the record I'm David Rust, Senator from District 2, which encompasses all of Burke and Divide Counties, Williams County (with the exception of most of Williston), and parts of Mountrail County including the city of Stanley.

I would like to address the sections dealing with funding going to schools. In particular, Section 1 subsection 3 starting on page 2 and lines 24 - 27 of page 5.

The 5% Gross Oil Production Tax has been in existence since the early 1950s. It is an "in lieu of" property tax with the proceeds split between the state and local political subdivisions. For most years that latter part was split between the county, schools, and cities.

Prior to the 2013 Session the split was 45% - county, 35% - schools in the county, and 20% - cities in the county.

HB 1358 of the 2013 Session took that 35% distributed to schools and changed it to 5% with the remaining percentages reallocated to the county, townships, and hub cities.

It was the intent of the bill to provide additional dollars to the local political subdivisions; never to "rob" from one and "give" to others. To keep school districts from being punished by the new formula, the following provision was inserted in HB 1358 to be paid by the 1% of the 5% that went off the top to the state:



"Allocate one million seven hundred fifty thousand dollars in each fiscal year to be added by the county treasurer to the allocations to school districts under subdivision c of subsection 4 for each county that has received five million dollars or more of allocations under subsection 2 during the preceding state fiscal year;" (See HB 1358--the 13.0134.10000 version of the 2013 Legislative Session)

The Senate and the Conference Committee pulled that provision from HB 1358 as passed by the House. That had a significant effect on schools.

There are two steps in GPT formula--1) under \$5 million, schools get 35% of the amount that goes to the county; 2) over \$5 million, schools get 5% of the amount that goes to the county.

Part A) below gives the amount that goes to schools in a county with \$1 less than \$5 million in GPT distributed to the county.

Part B) below shows the amount that goes to schools in a county with \$1 more than \$5 million in GPT distributed to the county.

**A) NDCC 57-51-15 Section 4:**

$\$4,999,999 \times 35\% = \$1,750,000$  goes to schools

Note: 75% is deducted from state aid (the next school year), so  $\$1,750,000 \times 25\% = \$437,500$  NET gain to schools

## B) NDCC 57-51-15 Section 5

$\$5,000,001 \times 5\% = \$250,000$  goes to schools

Note: 75% is deducted from state aid (the next school year), so  $\$250,000 \times 25\% = \$62,500$  NET gain to schools

**THEREFORE:** \$2 more in GPT to a county results in \$1,500,000 less going to schools, resulting in a **NET loss of \$375,000 to school districts' budgets** (after the state aid formula subtracts out 75% the following school year).

In order for the schools to be made "whole" by the current formula, \$156,250,000 in oil and gas production taxes must be "collected by the state from an oil-producing county"--resulting in a distribution of \$121,250,000 retained by the state and \$35,000,000 sent to the county for distribution to political subdivisions. Anything less than that amount results in school districts receiving fewer dollars than if the county's share were below \$5 million.

That simply does NOT make sense--that schools in a county which produces significantly more oil should get fewer dollars than schools in counties that produce less oil. Remember: These are dollars to schools "in lieu of" property taxes. That really needs to be corrected.

As I stated earlier, 75% is subtracted out of a school district's state aid. What really happened was, in the 2013-14 school year, that 75% was multiplied times a large GPT payment received the previous school year (2012-13) with a small GPT amount received the current school year (2013-14). The dif-



ference can be up to seven times more dollars received the previous year (which is subtracted out at 75% the following school year). That is a significant hit to the school district's budget and a bottom line that really can't be recovered as you are always a year behind in the state school funding aid formula.

The result is that school districts must go to their taxpayers to retrieve those "lost dollars."

That's not right--for the taxpayer. Not only must they put up with the negative aspects of the oil and gas industry, they must also pay more in taxes to account for a formula that penalizes school districts for increased oil and gas production in the county.

Four of the affected school districts are in my legislative district--Divide County (Crosby), Burke Central (Lignite), Bowbells, and Powers Lake.

The "Surge Bill" corrects the above issue by restoring those "lost dollars" in Section 1, subsection 3.

If the state wanted those dollars to be distributed via the state school aid funding formula which provides for "equity," the amount of dollars would need to be:

\$1,750,000 (amount per county in paragraph 2 above) X 10 (number of affected counties) X 2 (years in the biennium) OR \$35,000,000. Upon distribution to schools, the state's equity portion of the state aid funding formula would subtract out

75%, leaving only 25% going to the schools in those 10 counties.

$\$35,000,000 \times 25\% \Rightarrow \$8,750,000$ .

The amount in Section 3 of the "Surge Bill" calls for \$8,750,000 to be distributed. That's how that number was arrived at.

Page 5, line 24-27 of the "Surge Bill" states, "The funding provided to school districts in this section must be excluded from the calculation of state aid payments to school districts and school district ending fund balances....."

Why is that provision in there? Because the amount in Section 3 was reduced by 75% to begin with--**the 75% "equity" provision has already been applied.**

The real dollars lost was \$35,000,000 for schools in those 10 counties.

\$8,750,000 is \$35,000,000 less (75% of \$35,000,000)--the equity reduction.

The rationale of those portions of the "Surge Bill" (Section 3 and Page 5, line 24-27) is "apply the equity formula and call for \$8,750,000 to be distributed to schools" rather than "call for \$35,000,000 to be distributed and then apply the equity formula." It amounts to the same dollars!



Mr. Chairman and Members of the Committee, we urge you give HB 2103 a "Do Pass" including the \$8,750,000 for schools in the top ten producing counties of the state.

I know there are superintendents in the room who can give you the particulars of the negative effect on their school's finances as a result of the final passage of HB 1358.

I stand willing to try to answer you may have.

Mr. Chairman.

*City of*  
**WILLISTON**  
**NORTH DAKOTA**

P.O. Box 1306  
Williston ND 58802-1306  
PHONE: 701-577-8100  
FAX: 701-577-8880  
TDD State Relay: 711

SB 2103

*SB 2103*  
Hearing Date

Senate Appropriations Committee

January 16, 2015

Honorable Senator Ray Holmberg, Chairman

*# 7*

Chairman Holmberg and Committee,

Thank you Chairman Holmberg and Committee members. I am Brad Bekkedahl, Senator from District 1 and Finance Commissioner for the City of Williston. I stand before you to today to offer testimony in support of SB 2103, an appropriation bill to bring funding to address unmet infrastructure needs throughout all of North Dakota.

As the center of the Williston Basin and the Bakken formation, Williston has been privileged to be the hub location for over 500 oil service companies, including all 10 of the world's largest oil industry service giants. Williston also contains the vast majority of drilling contractors, fracking companies, completion tools businesses, and diversified trucking companies, along with the majority of their employee base. With this presence since 1951 and dominance in industry business locations, Williston began to feel the activity increase in 2006 from the first development in eastern Montana and the exploratory efforts beginning in North Dakota. Since this time, our community has been in perpetual catch-up mode in response to the accelerated drilling programs and industry growth. Our citizens invested in major infrastructure improvements to accommodate a population growth of 40% from our 2000 census level, but we surpassed all of that capacity by 2010. We have been the fastest growing micropolitan city in the United States for the last 3 years in a row, and judging by our building permit activity in 2014 of over \$500 million, we expect that to continue when the 2014 statistics are released by the US Census Bureau.

With my 19 years as Finance Commissioner, I have a great deal of history in local infrastructure development. This is a long and diligent process that follows a format that we believe brings the best results in terms of public information, bond financing, competitive bids, and quality construction results. The best formula for success is planning project development the year before the project constructs, including engineering and design. Then the project hearings may be held with project approval by the local political subdivision for bidding to be advertised in January, followed by opening and awarding the bids sometime by March 1<sup>st</sup> of the construction year. Delays to any part of this process have typically resulted in deterioration of the cost containment due to companies already having jobs lined up for the season, delayed commencement of the job, and in our short construction season, not getting completion of the project in that season. This means further community disruption over two seasons instead of one, higher costs through change orders, and in some cases I have seen, can also mean a degradation in the quality of the product delivered. Therefore, I would ask serious consideration and a Do Pass recommendation from this Committee for the Emergency Clause, to sustain our ability to get the best product at the best price for our infrastructure projects funded under SB 2103.

*2.1*



Relative to Williston and our current situation, this bill is critical to our community. As a City, we have always used the State funding provided for infrastructure to support the industrial, commercial, and residential development needs placed upon us by the growth of this industry so critical to North Dakota and the Country. That demand continues and due to our central location and the contraction of the drilling to the most productive and profitable areas around us, along with the dominant industry presence in our community, the current decline in oil prices is not expected to have as large an impact on us as other areas. We remain Ground Zero for Bakken development in North Dakota. Our current project list for 2015 totals \$85 million and our 2016 project list is \$153 million, for a 2015-2017 biennium total of \$238 million. This total does not include our Airport relocation need of \$178 million. Further details are available on our Capital Improvements Plan attached.

As a City, we take very seriously the considerations you have to make on these important funding issues. We also take very seriously our responsibility to participate in this phenomenal growth impressed upon us. To illustrate, I would like to discuss our debt situation and our local financial inputs to this growth. In 2011, Williston had total debt of \$35 million. As of 2014, that debt had reached \$323 million. It is anticipated that with our list of projects deferred due to funding limits and future projects scheduled for this biennium, that the serviceable debt for the City of Williston will be \$650 million at year end 2017. Relative to operating costs, the City has committed to increasing our property tax assessments 5%/year, local sewer rates by over 20%/year from 2015-2020, and our garbage fees by 7%/year as well. All of this is intended to help reduce our operating deficit that even with State Surge funding and formula change to 60% local/40% state is predicted to be over \$200 million by the year 2020. Without the Surge funding and GPT formula change this session, our estimated deficit by 2020 grows to \$519 million. We also have the highest local Sales tax rate in the State at 3% to support this growth. Our first penny of local tax is for infrastructure, and is fully committed until its current expiration date of June 30, 2020 to payments for our 2013-2015 capital improvements bond issue of \$100 million. We also have a second penny that our local citizens approved as a quality of life improvement tax to build our Park District Recreation Center. This world class facility has never had any State funding or Oil tax proceeds in its construction or financing. Our third penny of local sales tax was just approved by a County wide vote that dedicates 50% of its funding to County and small city Public Safety issues, and 50% of that tax to the City of Williston for Police, Fire, and Emergency Services funding. As a City we are currently in the process of staffing a full time Fire department, and constructing and equipping three new fire substations in our growth areas, as well as continuing to grow our police force and ambulance service personnel. I can assure you that we have used all of our resources, including bonding that requires using future revenues to pay back new debt for current infrastructure improvements, to respond to the needs placed upon us.

On behalf of the Williston City Commission and our Citizens, I appreciate the opportunity to speak in support of SB2103 before you today. Thank you for your attention and consideration and I ask you to support a Do Pass recommendation for this infrastructure funding bill critical to all of North Dakota. I would be happy to stand for any questions at this time.

Brad Bekkedahl

Finance Commissioner, City of Williston

7.2



SB 2103  
1-16-15  
#8



# WILLISTON

## ENERGY RELATED GROWTH IMPACTS

FUNDING NEEDS | 2015-2017

JANUARY 2015

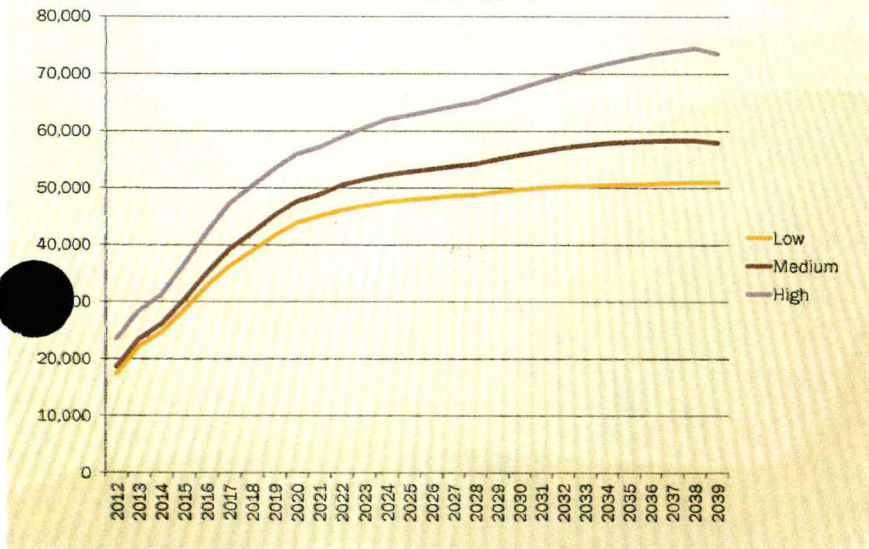
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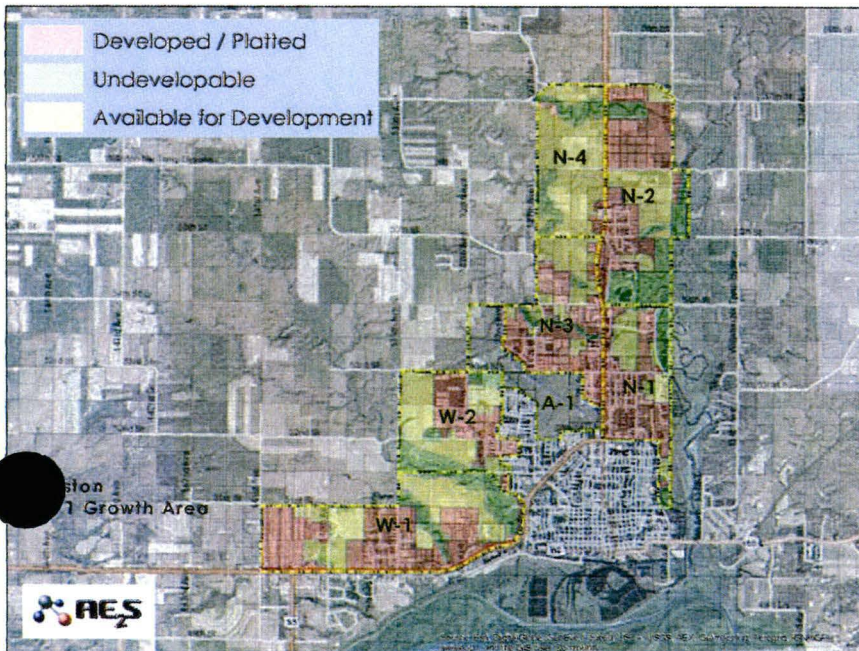
# 6 YEAR GROWTH PROJECTIONS

<b>2020 GROWTH PROJECTIONS</b>	<b>HOUSING UNITS</b>  <b>+15,400</b>	<b>POPULATION</b>  <b>=56,300</b>	<b>INFRASTRUCTURE MILES</b>  <b>+120</b>	<b>UTILITY ACCOUNTS</b>  <b>+4,000</b>
	<b>CURRENT NUMBERS</b>	<b>30,000 CURRENTLY ESTIMATED</b>	<b>190 MILES CURRENTLY MAINTAINED</b>	<b>6,000 ACCOUNTS IN 2014</b>

**Williston Region 2014**  
Housing Demand  
Permanent Housing Units



Source: NDSU Employment Housing and Population Projections – 2014 Shale Projection Webinar Series

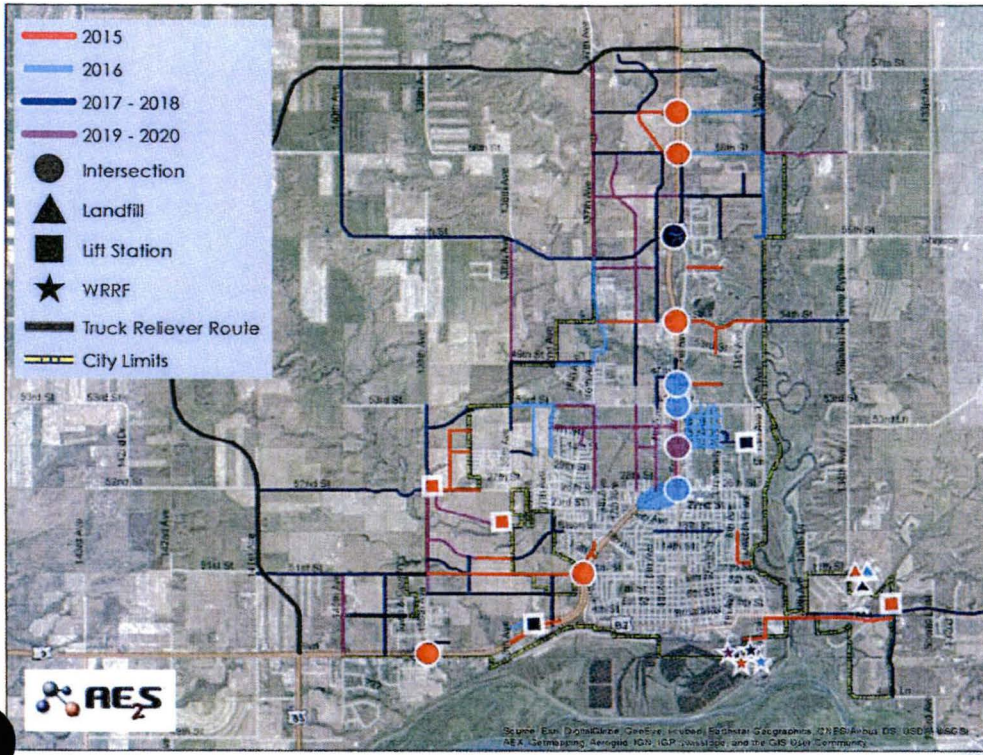


- By 2020 the Williston Region's (Williams, McKenzie, and Divide Counties) projected demand for housing is an additional 24,190 units (Williston will accommodate 63% of this demand).
- By 2020 the Williston Region's permanent population will grow by 50,760 (City projections indicate Williston will comprise 52% of the new population growth).
- Between 2010 and 2014, the City tripled in size growing from 4,781 acres to 14,167 acres.
- Since the start of the building boom in Williston, the City has platted/developed approximately 5,040 acres in its Tier 1 growth area. By 2020, an additional 3,900 acres will be needed for development to accommodate the growth of the community. This growth is expected to drive significant capital and operational needs for the City.

8.2



# CAPITAL IMPROVEMENTS SUMMARY



- Projected Capital Improvement needs for the next six years include trunk water, wastewater, stormwater, and transportation improvements. With major staff and fleet additions projected for the City, significant vertical infrastructure needs are also anticipated for public facilities such as City Hall, Fire Stations, and Public Works.

In total, \$1.04 Billion in capital needs have been identified for the City over the next 6-years.

## CAPITAL IMPROVEMENTS SUMMARY | 2015-2020

Category	Biennium		
	2015 - 2017	2017 - 2019	2019 - 2021
TRANSPORTATION	\$141,225,000	\$213,421,600	\$113,000,000
WASTEWATER	\$74,937,120	\$43,356,400	\$9,543,520
WATER	\$12,322,560	\$23,609,200	\$18,427,040
STORMWATER	\$23,376,000	\$8,386,000	\$4,000,000
SOLID WASTE	\$7,000,000	\$8,630,000	TBD
AIRPORT	\$178,351,000	\$51,394,500	TBD
PUBLIC BUILDINGS	\$57,165,000	\$50,805,000	\$6,500,000
<b>TOTALS</b>	<b>\$494,376,680</b>	<b>\$396,602,700</b>	<b>\$151,470,560</b>
	<b>2015-2017 CIP NEEDS</b>		

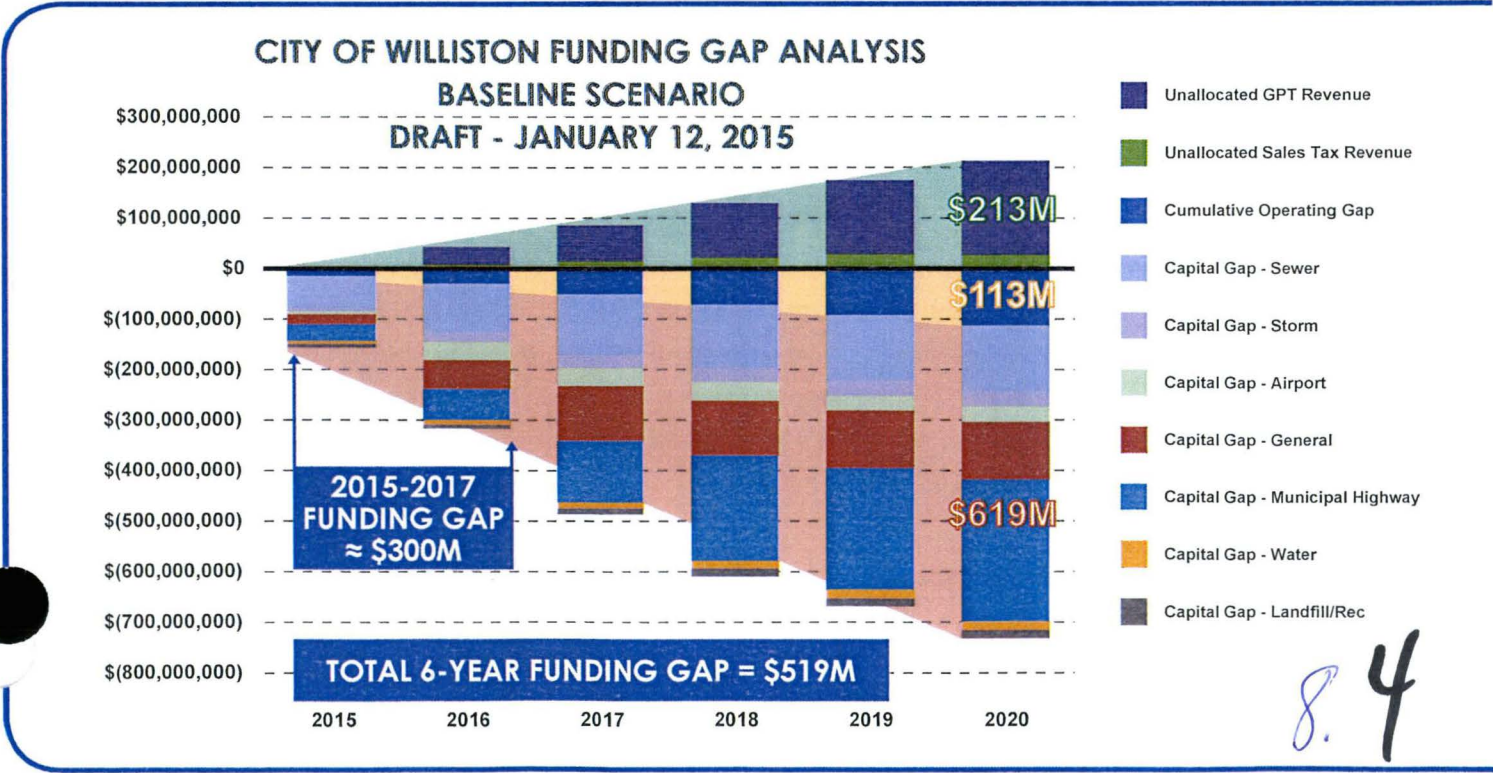
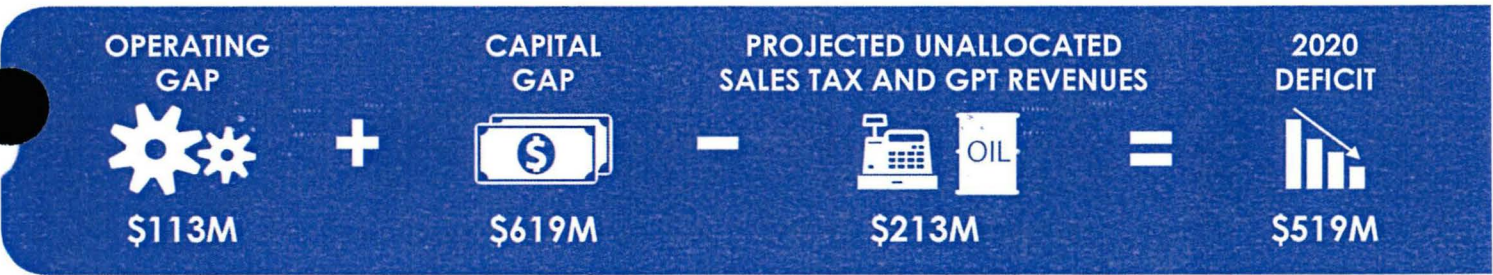
- Unprecedented growth is driving significant increases in capital improvements to support the booming energy industry in the Williston region.
- With this growth comes significant financial impacts.
- The 2015-2017 biennium accounts for approximately one-half (\$494M) of the total projected need.

8.3



# FINANCIAL GAP ANALYSIS FOR 6-YEAR CIP AND OPERATIONS PROJECTIONS

- Williston understands that it cannot rely solely on the State to assist with growth related impacts. Growth drives increased local revenues in many areas including property taxes, utility fees, building permit fees, and sales tax. To demonstrate how these revenues may grow and assist with identified needs, the City compiled a comprehensive revenue and expense model to determine the funding gap the City is faced with.
- To date, nearly all gross production tax revenues directed to the City have been used for infrastructure projects and have not been used to construct facilities needed for operations.
- Considering all modeled revenue and expense projections, the gap analysis indicates that **Williston will face a deficit of approximately \$519M by 2020**. This deficit includes:
  - An Operating Gap of \$113M
  - A Capital Gap of \$619M
  - \$213M of Unallocated Sales Tax and GPT Revenues can be applied to either capital or operating expenses based on further City funding strategy development. GPT projections are based on a \$50/barrel price of oil for the current biennium and \$60 and \$70/barrel for subsequent biennia respectively, and on the current 25% County/75% State split.

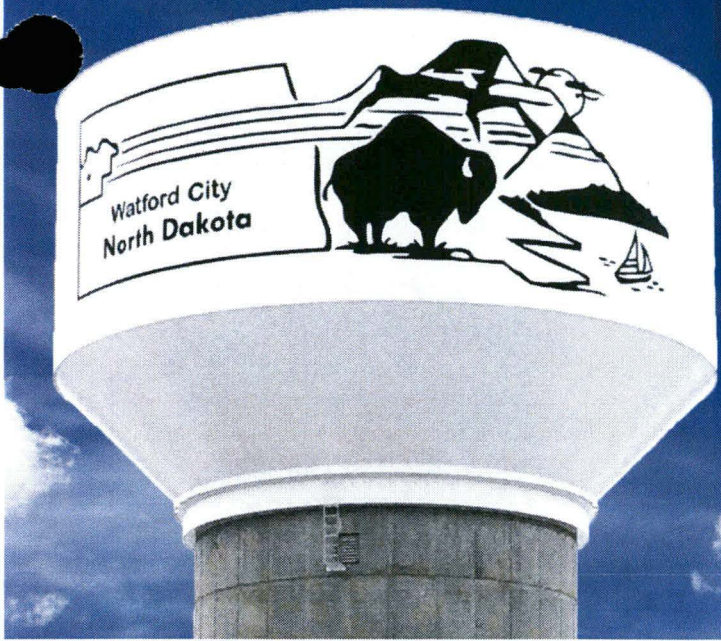


8.4



8.5





# ENERGY RELATED Growth & Impacts

## ! \$159 MILLION IN INFRASTRUCTURE NEEDS IN THE 2015-2017 BIENNIUM

### #1 Oil Producing County

- McKenzie County is the #1 oil producing county in the state; accounting for 34% of the State's oil production in October 2014 (Mountrail 2nd at 23% of oil production).
- 36% of drilling rigs in the state are located in McKenzie County.
- McKenzie County is ranked 1st in active wells, with 45% more wells than 2nd highest county (3,908 to 2,682 in Mountrail).
- In State FY14, McKenzie County oil production generated over \$446 M in GPT tax revenue, 33% more than the next closest county.

### Renewed Concentration & Continued Growth Resulting from Oil Production

- Recent developments in the energy markets have resulted in a concentration of energy activities in high producing areas like McKenzie County.
- As development continues, projections show Watford City nearly quadrupling available housing units.
- As a result, the City has put a renewed emphasis on constructing critical trunk infrastructure to service the growing community.

	TOTAL HOUSING DEMAND	
	Watford City Existing/Planned	Watford City Projected Need*
2014	2,500	6,542
2015	4,557	7,202
2016	6,342	7,826
2017	8,119	8,308
2018	9,100	8,638
2019	9,852	8,966

\*From Bangsrud/Hodur NDSU study for KLJ, using 80% of County totals

9.1



## Renewed Concentration & Continued Growth

- As a regional center for energy development jobs, people, and the demand for housing has been concentrated in Watford City.
- In response, Watford City has invested \$34.9 Million since 2011 in key trunk infrastructure to complement the millions of dollars in infrastructure being put in place across 16 developments in the region.
- As energy production has grown, the need for infrastructure has far outpaced this investment.
- Overall, the City is facing a critical **capital need of \$344 Million** over the next four biennia.

Watford City is in the top 20 percent for residential utility rates in North Dakota (communities under 5,000 people)

Debt per Capita: \$15,000\*

\*including pending loans

## Costs & Ability to Pay

- Developers and residents already pay a large share of costs associated with local infrastructure through utility rates, property taxes, upfront lot pricing, and rental rates.
- Rental rates on new construction are topping \$3,000 per month for a 2 bedroom apartment and topping \$4,000 per month for a 3 bedroom duplex unit.
- As the City looks to continue to build the critical transportation, utility, and public infrastructure to support growing developments throughout the city, they are left with few options and additional State funding is needed.

CATEGORY	BIENNIUM				TOTAL
	2015-2017	2017-2019	2019-2021	2021-2023	
Transportation	\$71,200,000	\$41,300,000	\$62,100,000	\$39,500,000	\$ 214,100,000
Public Utilities	\$77,800,000	\$10,900,000	\$3,900,000	\$ 7,600,000	\$ 100,200,000
Airport / Public Buildings	\$9,600,000	\$5,600,000	\$12,400,000	\$2,500,000	\$ 30,100,000
<b>TOTAL</b>	<b>\$158,600,000</b>	<b>\$57,800,000</b>	<b>\$78,400,000</b>	<b>\$49,600,000</b>	<b>\$ 344,400,000</b>





North Dakota Senate Appropriation Committee

Senate Bill No. 2103

January 16, 2015

# 10

Mr. Chairman and members of the committee, my name is Dennis Johnson and I serve as President of the Dickinson City Commission. I am here today to speak in support of Senate Bill No. 2103.

Dickinson is an Oil Hub City experiencing significant population growth. Dickinson is the nation's second fastest growing small city. NDSU, in the Dickinson Comprehensive Plan, forecasts the City reaching a permanent population of 38,600 by the year 2020. Exhibit "A" is Dickinson's population history and indicates Dickinson is on track to realize the NDSU projections. The City's current population is difficult to

estimate but based on housing construction, water consumption, solid waste disposal, and other factors, we estimate our current permanent population to be 28,000.

Exhibit A

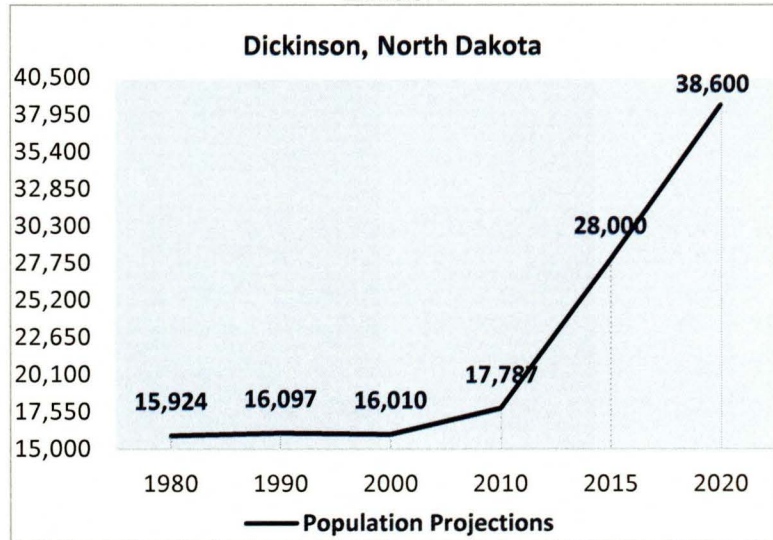
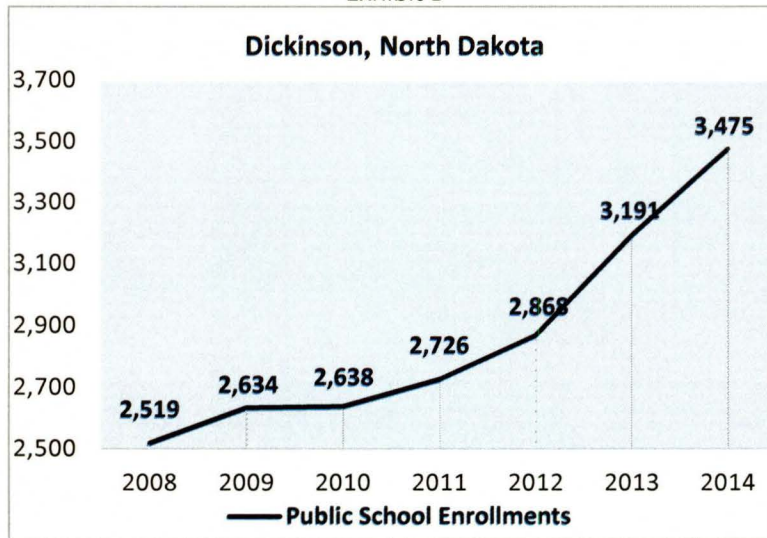


Exhibit B



Other statistics illustrating the community's rapid population growth are public school enrollments, live births, and passenger enplanements. These can be found in Exhibits "B", "C", & "D". Much of Dickinson's population growth has occurred since 2010. During that time, the City footprint despite the City's efforts to grow within its pre 2010 boundaries has grown 29% from 6,734 acres to 8,701 acres. School enrollments

have risen by 32%. Live births have increased by 73%. Passenger enplanements have grown 460%.

10. 1

City government is responsible for the health and safety of its residents. The City cannot ignore or defer making critical investments in infrastructure that insure the health and safety of its residents. Beginning in 2013 and ending in 2015, due to population growth, the City is making investments totaling \$228 million to its public infrastructure. (Exhibit "E") About \$112 million of the \$228 million is complete. The remaining projects are either under construction or in engineering. Not included in these amounts are 2016 projects that require funding this year for engineering and right of way acquisitions.

Not all the oil impact funds are spent on capital infrastructure projects. Dickinson allocates its oil impact monies to three areas:

1. General Fund (Fund annual shortfall of \$3,500,000).
2. Annual Debt Repayment (SRF loan annual payment of \$5,265,000).
3. Infrastructure Projects (Balance of oil impact funds).

Exhibit C

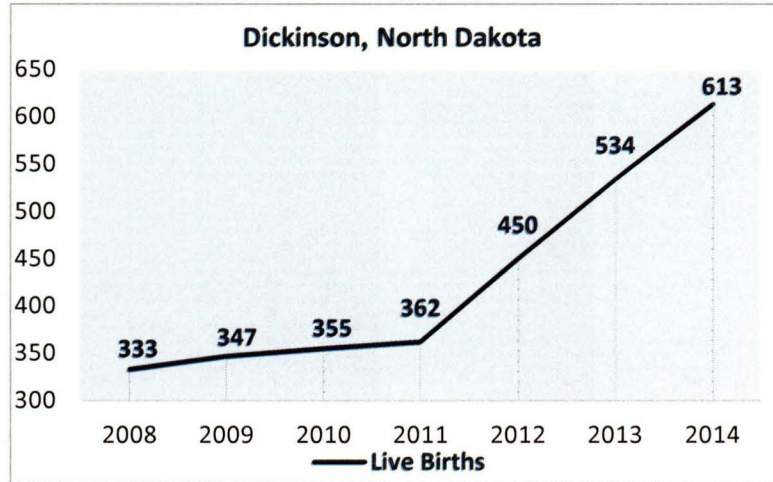


Exhibit D

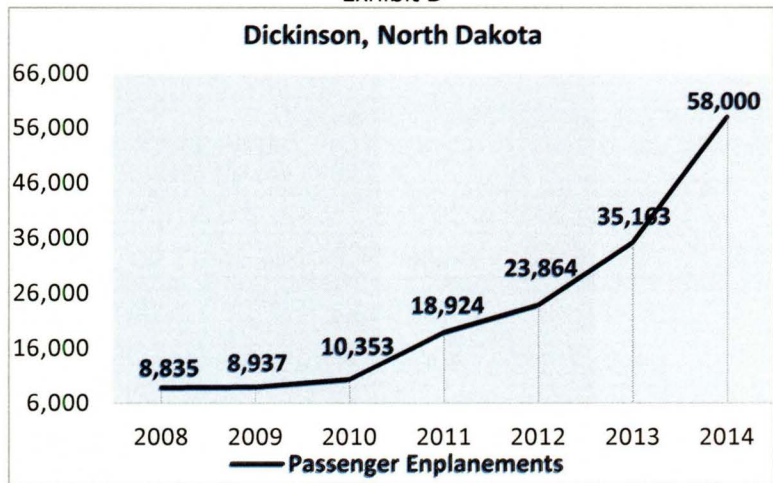


Exhibit E

Infrastructure Projects Dickinson, North Dakota		
City Structures	\$ 48,641,000	Public Works , Safety Center & WRCC
Waste Water Treatment	\$ 46,464,000	Mechanical Plant, Influent Pump Station
Waste Water Collection	\$ 38,257,000	Lift Stations, Force Mains, Pumps
Water Distribution & Storage	\$ 30,477,000	Water Pumps, Mains, & Storage
Transportation	\$ 46,212,000	Non NDDOT funded
Regional Landfill	\$ 8,350,000	Expansion
Equipment	\$ 4,383,000	
Other	\$ 5,867,000	Storm water, Railroad related
<b>SUBTOTAL</b>	<b>\$228,651,000</b>	

102



Exhibit F

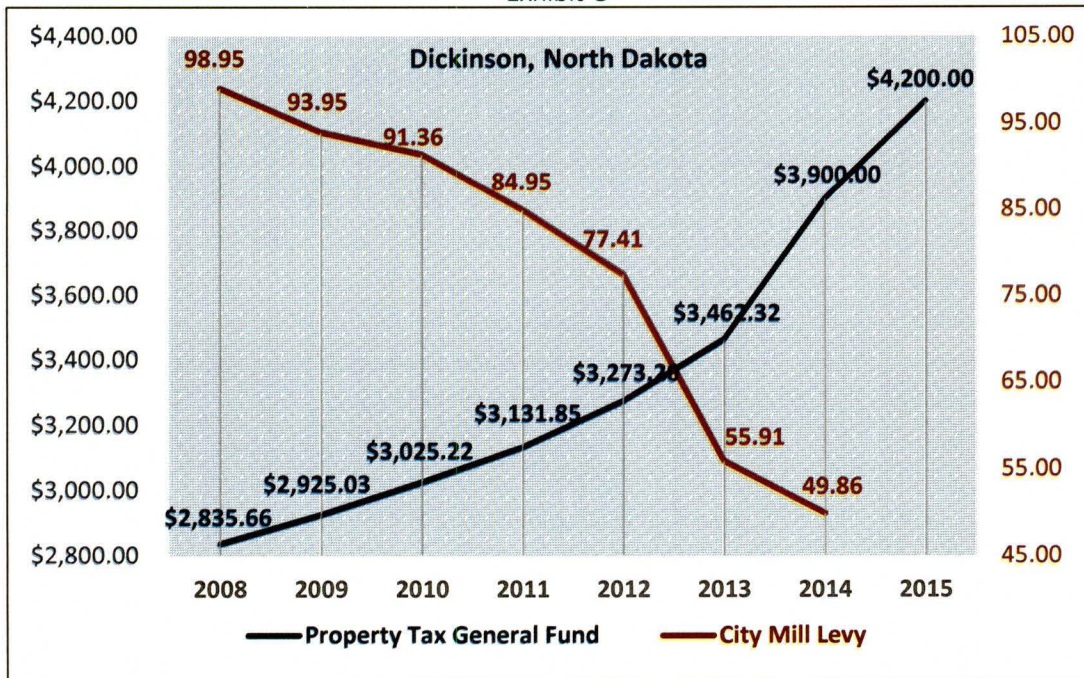
Source Of Funds Dickinson, North Dakota	
2013 Sales and Hospitality Revenue Bond	\$ 15,855,000
State Revolving Fund Loan #1	\$ 40,500,000
State Revolving Fund Loan # 2	\$ 41,624,000
Wells Fargo Bank Sales Tax Bond	\$ 965,000
Other Financing: Equipment	\$ 4,383,000
<b>TOTAL DEBT</b>	<b>\$ 103,327,000</b>
Oil Impact Funds Biennium Ending 6/30/13	\$ 12,300,000
Oil Impact Funds Biennium Ending 6/30/15	\$ 31,000,000
State Water Commission Grant	\$ 18,400,000
<b>TOTAL STATE OF ND IMPACT FUNDS</b>	<b>\$ 61,700,000</b>
Dickinson Sales Tax	\$ 10,000,000
<b>TOTAL SOURCE OF FUNDS</b>	<b>\$ 175,027,000</b>

Given the 2015 infrastructure projects, the 2016 projects required engineering and right of way acquisition, City general fund requirements, and debt service, Dickinson has an immediate short fall in excess of \$60 million.

Dickinson is home to many energy workers whose place of employment is outside the city limits. For example many of the Dakota Prairie Refinery employees will live in Dickinson but the refinery is located outside the city limits and will generate no property tax for the City. Residential property taxes by

themselves do not adequately support all the services required by their owners. The City of Dickinson will levy \$4.2 million for general fund property tax for 2015. Property tax currently funds only about 25% of the City's general fund expenditures. Exhibit "G" illustrates Dickinson's recent property tax history and mill levy. Dickinson attempts to limit its property tax growth to the tax collected from properties new to the tax rolls.

Exhibit G



10.3

Dickinson's 2015 infrastructure capital budget, to be fully funded, requires surge funds. Also without surge funding, the 2016 infrastructure projects will not be engineered or right of way acquired.

The State of North Dakota takes pride that its taxes and fees are low, that its annual budget has a surplus, that the State neither bonds nor borrows, and that its' several reserve funds have healthy balances. As a North Dakota citizen, I support the state's efforts to be fiscally responsible and financially strong.

The City of Dickinson, financially, is in a much different position that the State of North Dakota. Its reserves are being depleted and its debt and fees are increasing. City debt as shown in Exhibit "F" is \$103,000,000. At a population of 28,000, that is a per capita debt of \$3,678.

I urge you to act favorably on Senate Bill No. 2103.

10.4



Testimony to the Senate Appropriations Committee  
Chairman Holmberg  
Prepared by Chuck Barney, Mayor  
City of Minot  
[Mayor@minotnd.org](mailto:Mayor@minotnd.org)

SB 2103  
1-16-15  
#11

### SENATE BILL 2103

Chairman Holmberg, Committee members, my name is Chuck Barney and I am the Mayor for the City of Minot. I am representing the City of Minot to encourage funding of SB 2103.

With my written testimony, I have included a brochure titled "Growth and Energy Impacts" for the City of Minot. This document details how the City of Minot is being impacted by growth due to oil and gas development in North Dakota.

The City's capital improvement plan identifies over eight hundred million (\$800 M) in necessary improvements over the next five years.<sup>1</sup> The City's footprint has increased eighty-two (82) percent since 2006. With this increase has come enormous demand for water, sewer, and street infrastructure, which supports the energy industry by providing infrastructure for housing, and both energy related and support businesses.

The City has and continues to provide water on a regional basis to surrounding communities and water districts, including: Burlington, West River, Berthold, Mohall, Sherwood, North Prairie Rural Water, and North Central Rural Water Consortium. Each of these entities have seen tremendous growth related to the development of oil and gas in North Dakota. In order to continue to accommodate the growth in Minot, and the surrounding communities, we estimate the city will invest Sixty-Six Million (\$66 M) in water related infrastructure during 2015 and 2016. The ability to provide infrastructure for permanent housing for Minot and the

<sup>1</sup> This includes one-hundred eighty four million (\$184 M) for flood control projects.

11.1

impacted communities will provide a more stable workforce and better environment for all residents.

As both the geographic size and the population grow in Minot, the demands on the waste water system continue to increase. In addition, the City accepts significant amounts of waste water from western North Dakota. The City has treated its waste water through lagoons and a wetlands system; however, due to the increased demands, the current system can no longer be considered adequate. The increased volume of waste water from the City and the region is forcing the construction of a mechanical waste water treatment facility. The City is estimating approximately Forty-Seven and Half Million (\$47.5 M) in needed waste water infrastructure in 2015 and 2016. This is on top of what the City has put in the ground since 2011, which has caused the City of Minot to have the highest utility rates for all cities with a population over 5,000 in North Dakota.<sup>2</sup>

Storm water management has become one of the more serious issues facing the City. The Puppy Dog Coulee provides drainage for thousands of acres of land before flowing into Minot and passing through a large housing development located just west of Dakota Square Mall. The current capacity of this system is under-rated based on the growth in southwest Minot. Between the storm water management needs of downtown Minot and the Puppy Dog Coulee, the City is estimating expenditures of over Sixteen Million (\$16.4 M) for storm water management in 2015 and 2016.

In addition to demands on the City's utilities over the past five (5) years, traffic counts at major intersections have increased as much as seventy percent (70%). This is not unique to Minot. If a survey was taken of all towns from the Minot metro area west, I bet all the communities have seen a significant increase in the traffic in their communities. Major roadway

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<sup>2</sup> Based on AE<sub>2</sub>S 2014 Annual North Central Utility Rate Study.



improvements are necessary for access to a new hospital being planned on 37<sup>th</sup> Avenue Southwest. The City must replace the Oak Park Bridge and both the north and south bridges on Broadway. Overall the City plans on Sixty Eight Million (\$68 M) in road construction, repairs, and upgrades during 2015 and 2016.

During the last biennium the Legislature allotted Sixty Million (\$60 M) for airports in North Dakota. The Minot International Airport (MOT) was a recipient of funding from the Sixty Million (\$60 M), which facilitated the start of a new airport terminal and apron work at Minot International. However, looking into 2015 and 2016 the airport has approximately Thirty Million (\$30 M) in projects to fully complete the overall terminal project. The impact is not only to Minot. Looking at the November Boardings from the North Dakota Aeronautics Commission the boardings continue to increase year-over-year for all the western cities.

Minot, like other energy impacted cities, is struggling to keep up with its own facilities. The City is building a new fire station in southeast Minot; however, with continued growth, a fire station in northwest Minot is warranted. Also, City Hall will soon need to build or move to another facility. Currently City Hall shares space with the police department. The police department has grown due to increased crime and has run out of space to house basic administrative services and the detectives division.

Our landfill also needs to expand, but due to exorbitant land prices, the City cannot afford land to expand the landfill and will need to look for other alternatives. Again, the City's landfill is a regional landfill taking waste from surrounding communities.

An aspect of the growth that all the communities are experiencing is the inflated cost of building materials and labor. The City recently bid a project for downtown Minot and the bid came in almost thirty (30) percent higher than the engineering estimate. This happens time-after-

time. Adjustments are made to estimates to account for the increase cost of business in the energy region, but it never seems to be sufficient. Financial support is necessary for the communities in the energy-impacted area to ensure communities have the ability to provide for basic needs for the citizens.

In closing, the brochure provides the details of the City's infrastructure needs. As you review the Growth and Energy Impacts you will see the impact oil and gas development has and is having on the City of Minot. The impact is not isolated to any one city, but is impacting an entire region. Therefore, I encourage you to fund SB 2103.

I would also like to express the City of Minot's appreciation for the funding received during the last biennium.<sup>3</sup> Thank you for your time to listen to Minot's concerns on this bill.

---

<sup>3</sup> Page 12 of the brochure provides a brief summary of oil impact funding for funds received during the last biennium.

11.4





NORTH DAKOTA  
PETROLEUM  
COUNCIL

100 West Broadway, Ste. 200 | P.O. Box 1395 | Bismarck, ND 58501-1395  
701.223.6380 | ndpc@ndoil.org | www.NDOil.org

SB 2103  
1-16-15  
#12

**Senate Bill 2103**  
**Testimony of Ron Ness**  
**Senate Appropriations Committee**  
**January 16, 2015**

Chairman Holmberg and members of the Senate Appropriations Committee, my name is Ron Ness, president of the North Dakota Petroleum Council. Last year the North Dakota Petroleum Council represented more than 550 companies in all aspects of the oil and gas industry, including oil and gas production, refining, pipeline, transportation, mineral leasing, consulting, legal work, and oilfield service activities in North Dakota. I appear before you today in support of Senate Bill 2103.

Increasing funding to the impacted counties is our number one priority this session. Oil and gas development has meant billions of dollars and tens of thousands of jobs to our state over the past five years, but as you all know, it has also meant impacts. As prices drop and companies cut back, it is imperative that we take care of these impacted communities. Enabling these communities to catch up on critical infrastructure will make them whole and ensure they remain great places to live and work, but will also lay the groundwork for industry to ramp up again once prices rebound.

We urge a Do Pass on SB 2103. I would be happy to answer any questions.

12.1

SB 2103  
1-16-15  
#13

**Statement by Blu Hulsey**  
**Vice President of Government and Regulatory Affairs**  
**Continental Resources**  
**SB 2103**  
**January 16, 2015**

Mr. Chairman and members of the committee, my name is Blu Hulsey and I serve as Vice President of Government and Regulatory Affairs for Continental Resources, the largest leaseholder, driller and producer in the Bakken play. As one of the first companies to develop the Bakken, we have seen first-hand the incredible growth of this field and the extraordinary impact it has had on North Dakota – from Williston to Bismarck to Fargo. I appreciate the opportunity to address you today on the critical subject of infrastructure. Passing SB 2103 is crucial to achieving what's best not only for oil producing counties, but also for the entire state.

With one of the largest oil field in the history of the world, North Dakota has a monumental task at hand. We must develop the infrastructure necessary to ensure a bright future for oil and gas production and for the state. Spanning 120 miles east and west, Bakken production requires hundreds of miles of roads, waterlines, and pipelines to develop the field to its full potential. Right now we are producing over a million barrels of oil per day – and in order to sustain this level of production we must have adequate infrastructure in place.

The Bakken also requires infrastructure to support tens of thousands of new jobs, including permanent housing, city streets, sewer lines, medical services and other daily living essentials. Today the industry supports 72,000 jobs at an average annual salary of \$90,000 – almost twice as much as the North Dakota average but we must have adequate infrastructure in place to attract quality employees and contractors to fill these positions.

The effects of inadequate infrastructure are significant. Last August, Continental was forced to shut in 70 wells due to insufficient roads and resulting rain restrictions. In fact, Continental experienced 248 instances of downtime due to restrictions for the year, resulting in a total loss of \$7.5 million. That's a loss of nearly \$900,000 in tax revenue for the state – and that's just from one operator. In addition to the losses caused by road closures, our company spent over \$5 million on public road construction and maintenance in 2014.

The good news is our industry has provided more than enough tax revenue to support the infrastructure projects necessary for the oil and gas producing areas of the state. For every barrel of oil produced, 11.5 percent goes to the state. Oil and gas production taxes provide \$1 out of every \$2 of North Dakota's total revenue collections.

As we embark on 2015 – and a new oil price environment – we must remain focused on keeping the state and energy development moving forward. Appreciating the energy sector's contributions to this state and supporting the infrastructure necessary for oil and gas development has never been so important.

Thank you for the opportunity to testify before you today in support of SB 2103.

13.1



SB 2103  
1-16-15  
#14

Testimony of Jon Godfread  
Greater North Dakota Chamber of Commerce  
SB 2103 & SB 2126  
January 16, 2015

Mr. Chairman and members of the committee, my name is Jon Godfread, I am the Vice President of Government Affairs at the Greater North Dakota Chamber, the champions for business in North Dakota. GNDC is working on behalf of our more than 1,100 members, to build the strongest business environment in North Dakota. GNDC also represents the National Association of Manufacturers and works closely with the U.S. Chamber of Commerce. As a group we would prefer SB 2103 to SB 2126.

The GNDC supports this proactive legislation that will adequately provide the necessary funding to local communities across our state, but especially to those communities impacted by energy development in Western North Dakota. While this bill is targeted at expediting the funds to Western North Dakota it does give a shot in the arm to all counties across our state, we recognize that infrastructure is an issue that is statewide, and this bill seeks to provide more funds for public projects.

Now is the time to make this infrastructure investment in North Dakota, why we prefer SB 2103 to SB 2126 is simple. The oil and gas producing counties and those surrounding the impacted areas have come to legislature speaking with one voice. This plan has been in development since the middle of summer and has been vetted by those counties that have dealt with the greatest impact.

Over the past 3 session this body has addressed the needs of our oil and gas producing counties, each session having to deal with counties and communities on a case by case basis, often communities have pitted themselves against other communities in an attempt to secure more funding. SB 2103 seeks to end those battles, the legislature has asked for a unified plan, for the counties and cities to come in with a unified voice, and after months of work the end result is that unification and SB 2103.

As a business community we need adequate and well maintained infrastructure to ensure the movement of commerce and to keep our economy going. We understand that the business community has a great deal to gain from either of these proposals, but we also understand without a large investment into infrastructure projects across our state our economy will slow, revenue will be lost, and our continued forward movement will be altered.

Thank you for allowing me to testify, we would support a DO PASS recommendation on SB 2103. I would now be happy to attempt to answer any questions.

**Testimony SB 2103**  
**Senate Appropriations Committee**  
**January 16, 2015 (Harley E. Neshem)**

SB 2103  
1-16-15  
# 15

Mr. Chairman and members of the committee. First, I would like to personally thank you all for stepping forward to serve as members of the North Dakota State Legislature. Yours is an important part in making North Dakota the great state it is. I admire you for this but must say I do not envy you. I am proud of the fact my family has been here since the homestead days.

My name is Harley Neshem and I am president of Gratech Company, LLC of Berthold. We are a grading and aggregate contractor. Our company was founded in 1949 and has always been headquartered in our small town. I have personally been involved with road construction in North Dakota since 1970. During this time my company has had a hand in the building or rebuilding of over 700 miles of state highways along with hundreds of miles of county and township roads. We have also built numerous sewage lagoons, airport runways and shuttle train transload facilities for grain and crude oil.

We presently employ about 240 direct hires seasonally along with probably another 100 people indirectly through our subcontractors and suppliers. To give you some perspective, in 2010, a typical year for us to that time, we employed about 100 people. We have geared up to handle the increased workload which the Legislature has funded.

I have also served as president of the Associated General Contractors of North Dakota and currently serve on both the State and National Boards of Directors of our association.

As you might imagine, our association members support the proposed infrastructure investment included in both SB 2103 and in SB 2126 which I understand will be considered later today. As one working throughout North Dakota, I see the need for this investment every day. The need for infrastructure investment, not only in oil country but statewide, is undisputable.

I had the privilege of testifying for our industry during the last session when large increases

15.1



**Testimony SB 2103 - Page 2**  
**Senate Appropriations Committee**  
**January 16, 2015 (Harley E. Neshem)**

in funding, mostly for highways, was proposed and being considered by the 63rd Legislature. The question was asked whether the construction industry would be able to carry out the work that was contemplated under such a major increase in funding. Another question was would the state get good value for its dollar? My answer then was yes to both and I believe the results have borne that out. Despite a continuing wet weather cycle, including record rainfall in 2013 which shortened our work season by some two months or so, by the end of 2014 most project completion dates had been met.

As to whether the state got good value, I have observed that bids have tended to come in under the engineer's estimate and especially so on the larger projects over \$20.0 million. For example, during the calendar year just ended, 2014, my study of bids taken by the North Dakota Department of Transportation showed an overall average of 8.2% under their estimates.

This is in no small part due to the fact we contractors tend to go where the work is. A large number of out of state firms have been attracted to North Dakota because there is work here. I must say I would prefer that North Dakota based companies do it all but that is not possible given the immediate need. There is much competition for the work.

Our association does not have a position on the makeup of either SB 2103 or SB 2126. We leave that to this Legislature. We do, however, strongly support the emergency clause in both bills so projects can be let for bids as early in the cycle as possible.

It is easy to understand why one would support early release of these funds. The work season in North Dakota is short. But there is more to it than that. Public law stipulates that projects must be advertised 21 days before bids are opened. When bids are opened, it takes additional time to award the project and get a contract in place. Before work can begin, we must get environmental, archeological, fish and wildlife, State Water Commission clearances,

15.2

**Testimony SB 2103 - Page 3**  
**Senate Appropriations Committee**  
**January 16, 2015 (Harley E. Neshem)**

zoning variances and usually, utility relocations. So, even if you make emergency clause funds available in the next couple of weeks, at best we are looking at an April start of work. That would be fine, you might think, because that is the start of the construction season.

But there is another element to bid openings that hits my company and some others especially hard. Springtime load restrictions on roads makes the movement of heavy equipment prohibitive between approximately mid-March and mid-May. If we can move our most productive, yet heaviest, equipment before load restrictions are imposed we can reduce our costs and begin and complete projects sooner and more efficiently.

Also, our industry competes for labor with many others. Putting projects out for bid earlier allows us to put our crews together while the labor pool is larger than it will be later.

I know the price of crude oil and the slowdown in oilfield activity is giving you as Legislators much to think about. But there are some benefits to the current situation. One, of course, is that we have a chance to catch up with needed infrastructure repairs and improvements.

Another is that the price of fuel at the level it is means your construction dollar will go further. For example, my company and its subcontractors used approximately 1.5 million gallons of diesel fuel in 2014. With the price down about \$1.00 from last summer, it is easy to see another \$1.5 million of that money can go to improvements.

The early release of funding under the emergency clause will get projects let for bid earlier, will get projects completed earlier and more efficiently and economically. You will be helping us with our costs which means we can help you with your costs. We strongly urge your support.

Thanks very much for the opportunity to present these comments today. I will try to answer any questions you may have.

15.3



SB 2103  
1-16-15  
#16

## Testimony to the Senate Appropriations Committee

Prepared January 16, 2015  
Regarding SB 2103

Chairman Holmberg and members of the Appropriations Committee,

My name is Ron Anderson and I am a McKenzie County Commissioner. I also sit on the Oil and Gas Association's Board of directors. We are here today to express our strong support for SB 2103. Before I begin, I would like to sincerely thank the legislature for their efforts in the past for focusing on the unique needs facing not only the western part of our State but also the entire needs of our State due to this historic time of growth.

I know this committee already understands what we are facing out West. You have heard the stories and seen the pictures. What you might not be as familiar with is what has been done with the funds you have entrusted to us? In McKenzie County in 2014 we brought an additional 14 miles of our paved road up to 105,500 pounds at a cost of 28 million. We spent 10 million on our courthouse renovation with the rest in 2015.

If you will go to page 3 of the McKenzie County hand out you will see our six year plan.

Our 2015 schedule was made assuming 50 million from SB2103 and 70 dollar oil.

Obviously low oil prices will result in scaling back this schedule. Our priorities are ½ of the northern bypass (explain page 4), 13 million to begin building a 120 - bed jail to be completed in 2016, and additional road construction if there is anything left over.

16.1

The funds provided to us were critical. If those funds were not available, I can assure you the transportation network would have deteriorated even more than it is now. We all need that road network to work. NOT just Counties, Cities or Townships. NOT just farmers and ranchers. NOT just Industry but EVERYONE. Road funding is the foundation for all economic growth. We feel we have demonstrated good stewardship with the money previously provided and we will continue to ensure its proper use.

I also want to address some concerns I have heard in passing. Some have suggested maybe the West is not doing its fair share to support infrastructure development. That is completely false! First, I would like to remind those who have such thoughts that the legislature has removed our ability to tax the value of oil as the Gross Production Tax is a tax in lieu of property tax. But more significantly as the numbers below reflect, the western oil impacted counties indeed levy MORE road dollars than non-oil producing counties.

Total Road levies:

Top 10 Oil Counties average road levy:	28.84 mills
Rest of 43 Counties average road levy :	26.57 mills
All 17 Oil Producing Counties average road levy:	27.44 mills

16.2



Rest of 36 Counties average road levy:

26.78 mills

As you also all know, even to receive our allotted share of GPT we MUST impose the 10 mill levy rate. I know there are some who feel we do not have enough skin in the game.

The following is what McKenzie County and our cities have done:

- 1) McKenzie County School District #1 doubled the size of the elementary school in 2013.
- 2) They passed a 27 million dollar bond issue for the new high school in 2014.
- 3) Alexander School district also passed a bond issue in 2014.
- 4) McKenzie County School District #1 will have to add another elementary school in 2016.
- 5) We raised 5 million dollars locally for a new wellness center in 2012.
- 6) We are now raising 20 million dollars locally for a new medical facility that will include a new hospital with 10 emergency bays, a new clinic and a new skilled nursing home.
- 7) Watford City passed a 1 ½ percent sales tax last June

WE HAVE skin in the game. I am not mentioning this to complain but merely to suggest if anyone not living with the daily impact of thousands of 100,000 pound trucks running on narrow county roads thinks we are not doing our fair share they are gravely mistaken!

16.3

We also want the committee to know what we purpose going forward upon the passage of SB 2103. We fully agree with the "newer" model of using the Upper Great Plains Transportation Institute to develop a strategic plan to ensure road infrastructure meets long range planning goals. As you are aware UGPTI has conducted both regional and statewide road by road needs analysis. Those studies evaluated not only the road network but also well locations, pipeline corridors, rail locations and other distribution points. Using those resources we intend to bring the rest of our 130 miles of paved roads up to 105,500 pounds, plus pave some of our highly traveled gravel haul roads. As you can see we are committed to building a road network that is safe and reliable for everyone including future generations.

Finally, I CANNOT stress enough the importance of the emergency clause. Our needs are now! We cannot afford to lose even one construction season. The longer it takes to receive dollars, the longer it takes to bid the projects. This only INCREASES our costs at taxpayer's expense. We ask that you continue to support this immediate funding so we can begin carrying out our strategic plans so this important industry can continue to flourish and benefit us all.

Thank you for your attention to this matter and we respectfully ask this committee to give a unanimous do pass recommendation to SB 2103.

16.4



SB 2103  
1-16-15  
#17



# BUDGET & FINANCES

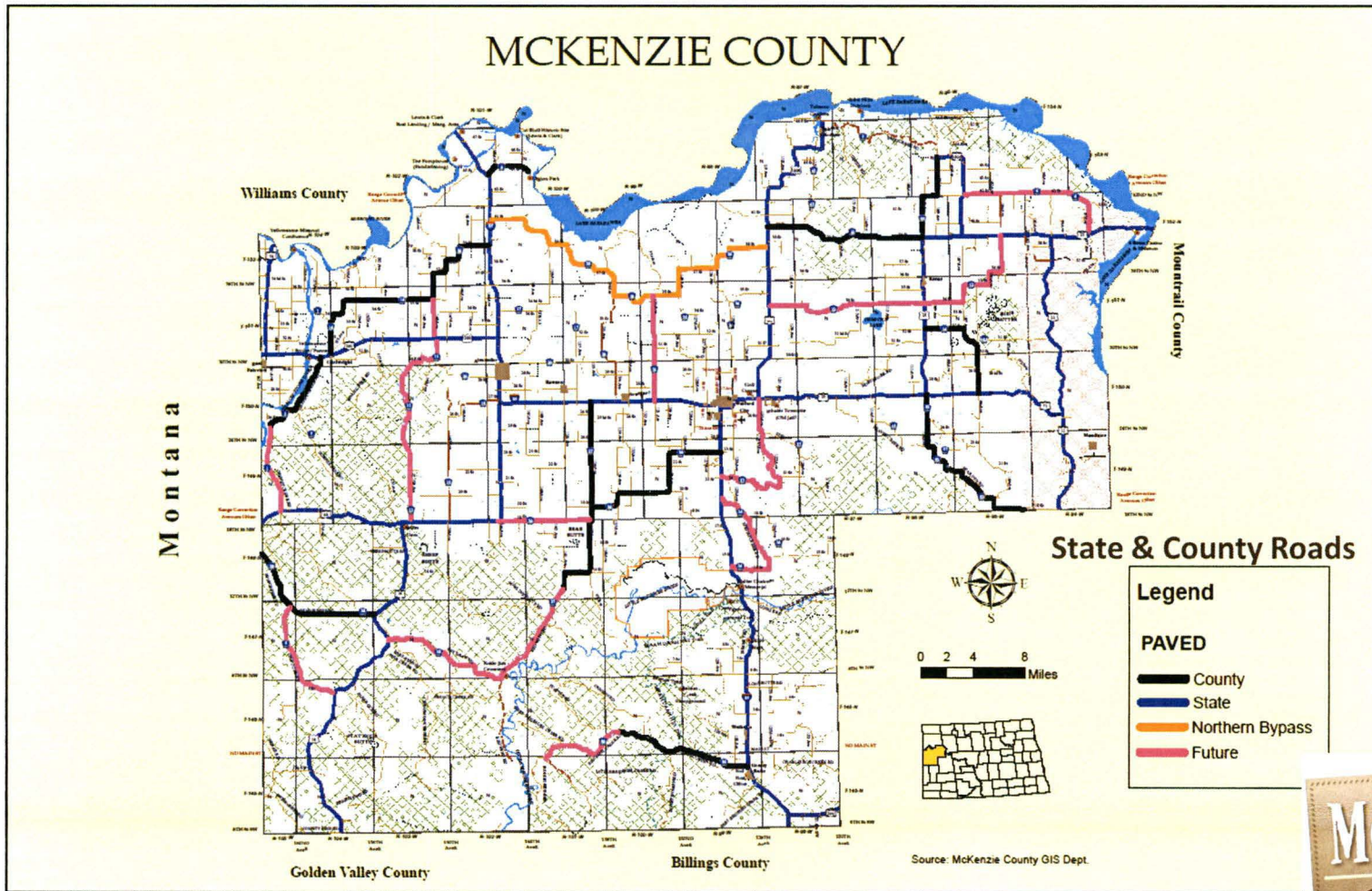
## 2014 - 2015

January 2015

17.



# ROADS TO UPGRADE TO 105,500# PAVEMENT



17.2



# COUNTY ROADS TO UPGRADE TO 105,500# PAVEMENT & COSTS



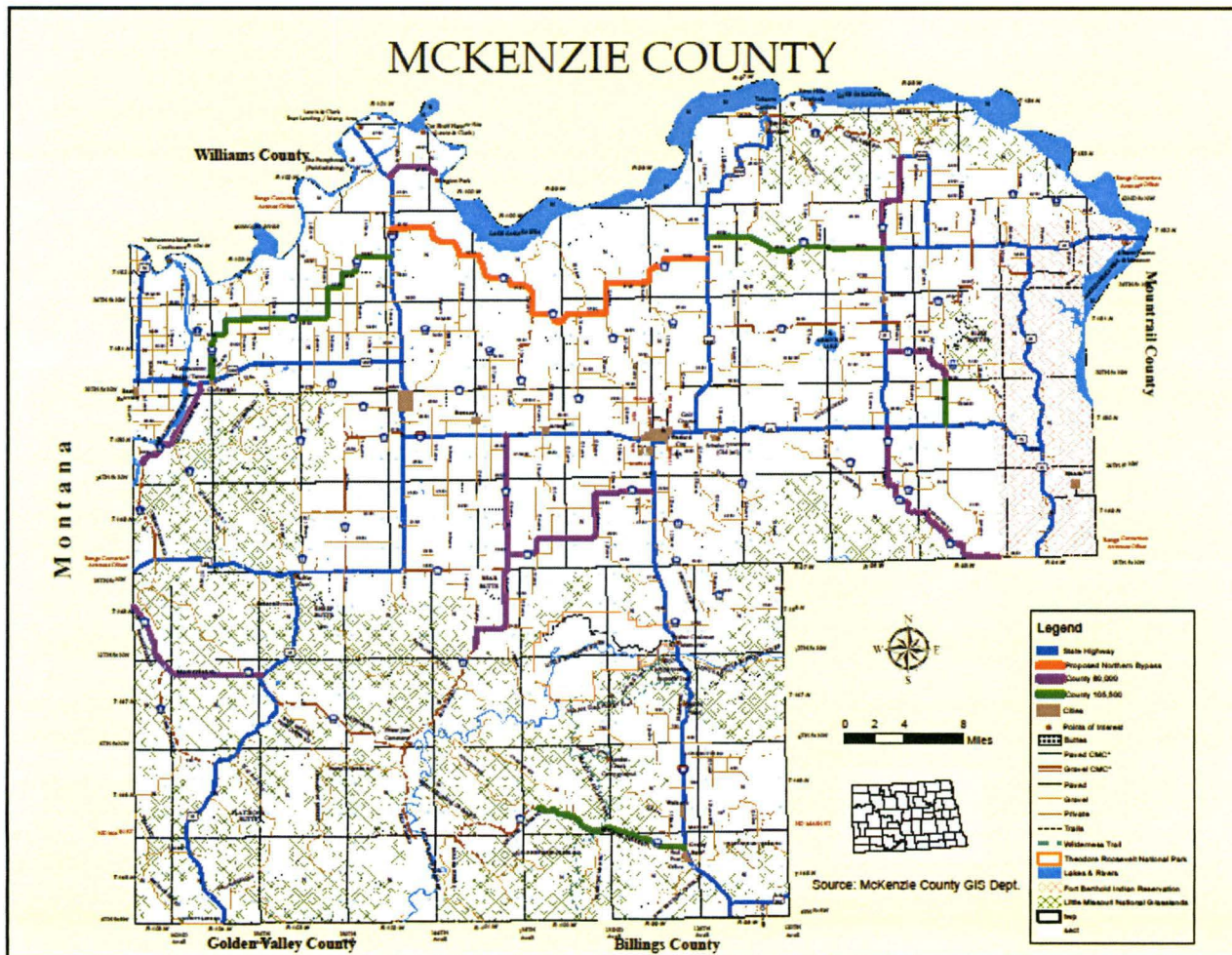
Year	County Route # (in order of priority)	Length	Current Weight Limitation	Estimated Cost to Bring Up To 105,500#	Annual Total
2015	Northern Bypass Ph1	14.0 miles	Gravel	\$ 47,271,311	
2015	53	5.6 miles	80,000# Paved	\$ 11,235,278	
2015	30	13.6 miles	80,000# Paved	\$ 27,276,887	
2015	30	7.1 miles	Gravel	\$ 15,713,086	\$ 101,496,562
2016	Northern Bypass Ph2	15.6 miles	Gravel	\$ 52,728,689	
2016	27	16.3 miles	80,000# Paved	\$ 32,568,497	
2016	12 Ph1	12.4 miles	Gravel	\$ 27,364,714	\$ 112,661,900
2017/18/19/20	31	8.0 miles	Gravel	\$ 17,634,246	
2017/18/19/20	55	7.5 miles	80,000# Paved	\$ 14,968,152	
2017/18/19/20	34	11.8 miles	Gravel	\$ 25,960,000	
2017/18/19/20	37	13.6 miles	Gravel	\$ 29,862,748	
2017/18/19/20	12 Ph2	10.9 miles	Gravel	\$ 24,006,544	
2017/18/19/20	6	14.2 miles	Gravel	\$ 31,344,929	
2017/18/19/20	27	8.7 miles	Gravel	\$ 19,165,694	
2017/18/19/20	1	14.1 miles	Paved/Gravel	\$ 28,240,000	(4 year total)
2017/18/19/20	38	21.4 miles	Paved/Gravel	\$ 44,958,208	\$236,140,521
		<b>194.8 miles</b>	<b>TOTAL</b>	<b>\$ 450,298,983</b>	

CR16 rebuilt in 2012 & 2013 – 21 miles – \$28 million  
 CR10 rebuilt in 2012 & 2013 – 12 miles - \$18 million  
 CR14 rebuilt in 2014 – 5.4 miles - \$10 million  
 CR53 rebuilt in 2014 – 8.4 miles - \$15 million

17.3



# PROPOSED NORTHERN BYPASS



17.4





# Why a Paved Northern Bypass

- **Safety**

- McKenzie County has led the state in fatalities the last 2 years
  - **18 Deaths in 2012**
  - **22 Deaths in 2013**
  - **23 Deaths in 2014**
  - *One county accounting for 20% of the deaths on North Dakota highways is unacceptable. Completion of the northern bypass route would help spread the traffic in the county.*

- **Efficiency for the Industry**

- This route is currently a gravel route that has been difficult for the county to maintain in reasonable condition.
- Paving this northern route shortens the commute from Williston to the Keene-Charlson and Ft. Berthold oil field by approximately 40 miles.

17.5

# PROPOSED NORTHERN BYPASS

## LENGTH AND ESTIMATED COST

### PAVED TO 105,500#

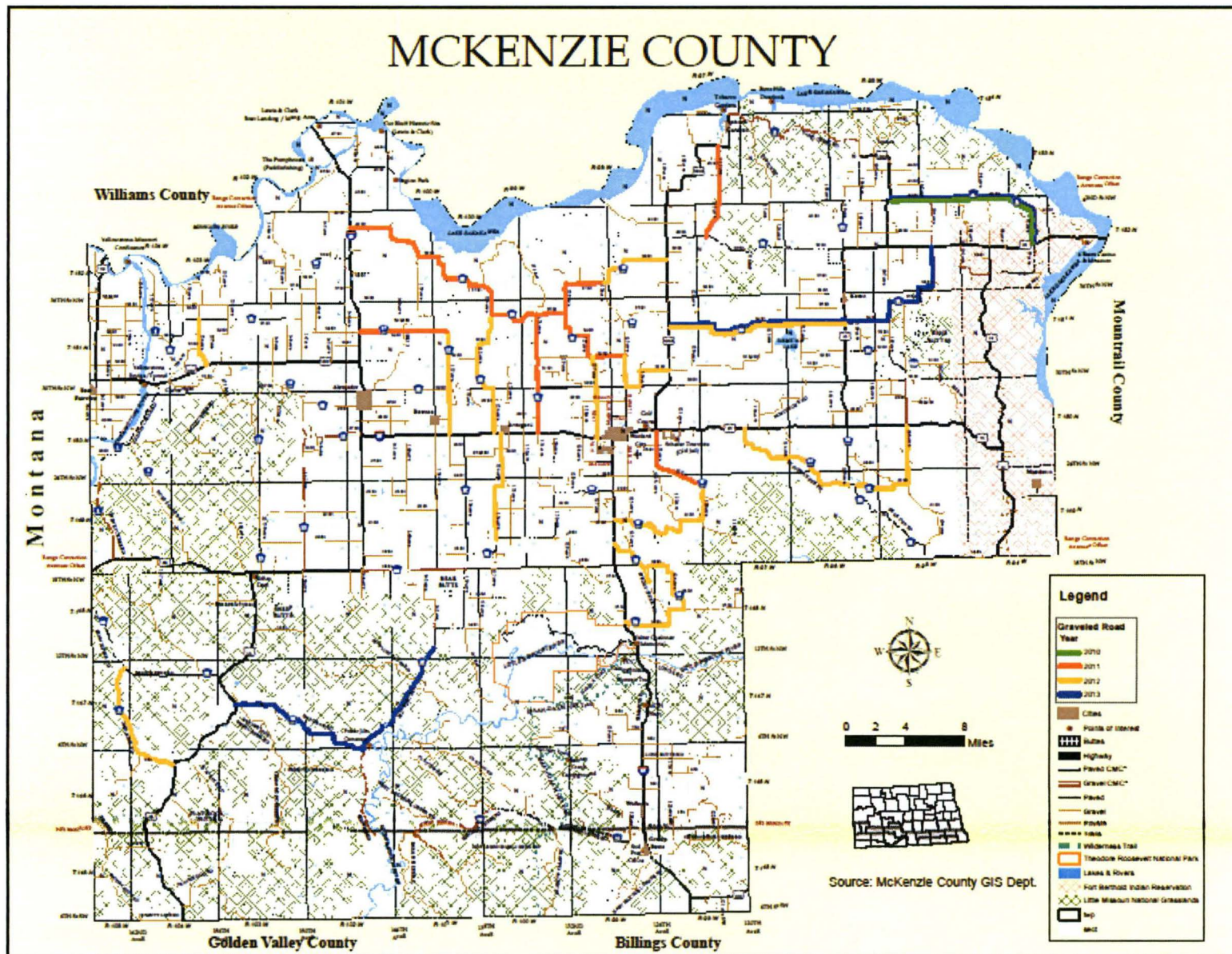
Items	Estimated Costs
32 Miles of Roadway	\$96,000,000
Right of Way	\$4,000,000
Total Cost	<b>\$100,000,000</b>

17.6





# GRAVELED ROADS



17.7



# COST TO GRAVEL ROADS

- McKenzie County currently maintains 1130 total miles of roads. (407 miles organized townships, 130 miles paved, and 593 miles county gravel roads).
- We currently award contracts annually to reshape and regravell a limited amount of county roads.
- Current cost to gravel one mile of road in McKenzie County is \$125,000/mile due to long distance to transport aggregate.
- **The cost to reshape and regravell 890 miles (1000 less 110 to pavement) of county and township roads would be \$111,250,000 over two bienniums.**

17.8





# ANNUAL COST FOR PAVED AND GRAVEL ROADS – over 3 Bienniums

Calendar Year	Upgrade Roads to 105,500# Pavement (Current Paved Roads)	Gravel & Reshape 890 miles of Gravel Roads	Annual Cost per Budget Year
2015	\$ 101,496,562	\$ 27,812,500	\$ 129,309,062
2016	\$ 112,661,901	\$ 27,812,500	\$ 140,474,401
2017	\$ 59,035,130	\$ 27,812,500	\$ 86,847,630
2018	\$ 59,035,130	\$ 27,812,500	\$ 86,847,630
2019	\$ 59,035,130	\$ 15,000,000	\$ 74,035,130
2020	\$ 59,035,130	\$ 15,000,000	\$ 74,035,130
<b>TOTALS</b>	<b>\$450,298,983</b>	<b>\$141,250,000</b>	<b>\$ 591,548,983</b>

17.9

# McKenzie County Capital Improvement Projects

- Employee Housing Projects - \$7,000,000
- 120 Bed City-County Law Enfcmt. Center - \$53,000,000
- Public Works Facility at new location - \$15,000,000

**CAPITAL IMPROVEMENTS TOTAL = \$ 75,000,000**

17.10



# McKenzie County 2014 Revenue & Expenditures

<u>Revenue - 2014</u>	
Gross Production Tax	\$ 64,469,948
Other County Revenue	46,787,186
HB1358 - NDDOT Road Funds	14,866,195
<b>Total Revenue 2014</b>	<b>\$ 126,123,329</b>
<u>Expenditures - 2014</u>	
Road Dept, Equipment, Payroll	\$ 6,698,838
Paved Roads to 105,500#	27,989,260
Gravel Road Maintenance	13,895,585
Capital Improvement Projects	13,246,364
All Other County Expenses	29,644,898
<b>Total Expenditures 2014</b>	<b>\$ 91,474,945</b>
<b><i>Net Difference (for 2015 Budget)</i></b>	<b><i>\$ 34,648,384</i></b>

17.11

# McKenzie County 2015 Budget

## 2015 McKenzie County Budget

<u>Revenue</u>	2015 Budget	Revised GPT
Gross Production Tax	\$ 63,000,000	\$ 35,000,000
Carry Forward Funds (General/Rd & Brdg)	65,000,000	65,000,000
Other County Revenue	31,070,878	31,070,878
Surge Funding	50,000,000	50,000,000
<b>Total Revenue 2015</b>	<b>\$ 209,070,878</b>	<b>\$ 181,070,878</b>
<u>Expenditures</u>		
Road Dept, Equipment, Payroll	\$ 12,689,359	\$ 12,689,359
Paved Roads incl. Northern Bypass Ph 1	101,497,000	101,497,000
Gravel Roads Maintenance	27,812,500	27,812,500
Capital Improvement Projects	22,000,000	22,000,000
All Other County Expenses	33,150,021	33,150,021
<b>Grand Total Expenditures</b>	<b>\$ 197,148,880</b>	<b>\$ 197,148,880</b>
<b>Difference</b>	<b>\$ 11,921,998</b>	<b>\$ (16,078,002)</b>

17.12



# Other County Expenses

<u>Other County Expenses</u>	<u>2014</u>	<u>2015</u>
Social Services	\$ 1,149,896	\$ 1,663,749
Water Resource District	2,074,216	4,765,723
Weed Control	332,475	454,920
Employee Insurance	1,657,169	3,328,000
Planning & Zoning Dept.	1,321,091	1,008,218
Sheriff Dept/Jail	4,930,580	6,781,294
Landfill Operations	6,550,607	3,564,562
Subtotal	18,016,034	21,566,466
All Other Departments	11,628,864	11,583,555
Total Other Expenses	\$ 29,644,898	\$33,150,021

17.13

# DUST CONTROL

McKenzie County has been applying Magnesium Chloride ( $MgCl_2$ ) to control dust on some of the Gravel Roads since 2008.

- **2009** → 387,000 gal, 55 miles, **\$471,465**
- **2010** → 872,000 gal, 124 miles, **\$1,062,494**
- **2011** → 1,614,300 gal, 230 miles, **\$1,921,759**
- **2012** → 2,875,000 gal, 408 miles, **\$2,426,676**
- **2013** → 1,980,000 gal, 355 miles, **\$2,208,111**
- **2014** → 2,500,000 gal, 350 miles, **\$2,543,490**
- **2015 Budgeted** → **\$3,500,000**

17.14  
McKENZIE  
COUNTY



# WEATHER RELATED ROAD RESTRICTIONS

The McKenzie County Commissioners will consider closing all county non-paved roads to all traffic exceeding 20,000 lbs. GVW, during a rain event in which there is more than ½ inch of rain across the majority of the county lasting more than 3 hours. The Board Chairman will make the determination, with consultation from other Board Members, the County Engineer, Road Superintendent, the DES Coordinator, and the Sheriff's Department. The roads will remain closed for a 24 hour period, at which time the situation will be re-evaluated. Updates will be posted on McKenzie County's website:

(<http://county.mckenziecounty.net/DepartmentsDisplay/Un-paved-Road-Restrictions>), 660KEYZ Radio, and the McKenzie County Sheriff Department's Facebook page.

We would appreciate any help we could get from the oil companies in shutting down all gravel, scoria and water hauling during these events.

17.15



SB 2103  
1-16-15  
#18

Testimony in Support of SB2103

I am Daryl Dukart, Dunn County Commissioner; on behalf of my fellow commissioners we support SB 2103 for the needed Surge Funding. Today you have heard and will hear many views for the abundant need for this bill and to get these resources out to local governments as quick as possible. We have watched energy develop and grow in western North Dakota. Especially in the four major counties of oil and gas production, along with the major cities in these highly developing areas, we understand the values of this great industry and what it has provided for North Dakota.

From the eastern likes of Fargo and Grand Forks and moving west, these areas host many of the businesses who supply labor, materials, or services to the industry. These areas are also home to some of the workforce used in the industry as well as the area school systems educating additional children. Yes, we agree the impacts are felt all over the state in many areas and we all must acknowledge the benefits we have received from this industry. North Dakota is number one in many areas in today's US economy. The oil and gas industry has helped build the states durable financial coffers, add a large number of employees, create record levels of production and extraction tax dollars, collect new record sale tax levels, and much more.

Where do these statements take us to? They take us back to North, Central, and Western North Dakota which are the key areas generating many of these funds. The infrastructure needs are still countless in many areas. Many items have already been completed yet the items list of what needs to be done next is plenty. Oil prices have declined a little and the challenges are great in how the energy companies will continue to move forward with development. The same types of challenges remain for the western counties and cities as we continue to try to provide a better quality of life, safer road ways, better education systems, build EMS system to serve public needs, improve housing availability, provide greater public safety, and improve water, sewer and gas lines for public use.

As I have said to many of you over the summer of 2014 in your visits to western North Dakota, as a rancher I must take care of the herd, provide the necessary base infrastructure to allow them to produce and deliver to me the income necessary to sustain our ranch. We are talking about the CASH COW for North Dakota in today's oil industry as it continues to be developed and grow in western North Dakota. It will continue long into the future as a main source of revenue for our state and its people.

Please help support SB 2103.

Daryl Dukart

Dunn County Commissioner

Cell 400-6145

daryldukart@ndsupernet.com

18.1



This page will give you some idea of the long range plans Dunn County has been working on for road developments which is only going to happen if the surge moneys are awarded and a extraction tax formula change happens: At this point all of the 2015 project have engineer's assigned and are either in the process of advertising for bids or will be completed and ready for bidding by the last half of February 2015. The road projects planned for 2015 and 2016 will make them all carry loads of 105,500-- allow for 45-55 MPH on paved roads-- will increase safety for the oil industry, agriculture, tourism and public travel. These paved roads will also help relieve traffic on highway 200 and highway 22 and will be change from gravel or scoria surface to pavement which cuts dust control cost that is near the 2 million dollar mark annually. Please remember as you review this that Dunn County has a budget of 13 million just for general maintenances of the 1200 plus miles of county roads it services above these estimated cost for the projected road improvements. Roads selected for pavement have 300 vehicles or more on them per day.

**2015 PROPOSED ROAD PLAN**

	<b>PROJECT</b>	<b>MILES</b>	<b>ESTIMATED COST</b>
1	South Heart Phase II -pave	12	\$16,800,000.00
2	Tank Battery/Gas Plant - pave		\$6,000,000.00
3	Wannamacher (19th Phase II) - gravel	7	\$5,000,000.00
4	101st Ave SW (Dunn Center South)- pave	9	\$12,600,000.00
5	Houghton Road- gravel	2	\$825,000.00
6	28th St (Weiler) -scoria		\$600,000.00
7	Lynch Box Culvert (95th)		\$650,000.00
8	97th Ave (Hwy 200 - 11th St)- gravel	6	\$2,000,000.00
9	1st St NW (95th -93rd)- gravel	2	\$750,000.00
10	Kovash Rd Extension- gravel	3.5	\$1,400,000.00
	<b>TOTAL</b>		<b>\$46,625,000.00</b>

**2016 PROPOSED ROAD PLAN**

11	23rd/24th grade/-pave		\$5,800,000.00
12	2nd St SW between 113th -110th	2.5	\$1,300,000.00
13	South Heart Completion - pave	8	\$12,800,000.00
14	101st Ave SW Completion--pave	9	\$16,000,000.00
15	12th St SW to SH Road - pave	8.5	\$14,000,000.00
16	24th St - pave	9	\$12,000,000.00
	<b>TOTAL</b>		<b>\$61,900,000.00</b>

**2 YEAR TOTAL**

**\$108,525,000.00**

Over the past three years our county has donated some 3.2 million dollars to 3 fire districts, 3 ambulance departments, community build project, day care center and the Dunn County airport authority. Reason for the donations is to help support infrastructure growth without asking for or adding property tax cost to our county patrons. The funds used for these types of donation come from our federal royalties fund dollars.

Testimony to the Senate Committee  
On SB 2103 and SB 2126  
January 16 2015

SB 2103  
1-16-15  
# 19

Mr. Chairman, members of the Committee.

Thank you for the opportunity to speak in favor of these two bills this morning.  
I'm Dan Kalil, Williams County Commissioner.

I was looking for that famous story about William Wrigley Jr. the gum maker, and advertising genius, you know the one, about being on a train with the smart new accountant who suggested they cut back on advertising to save some money during the forgotten depression of 1907. Mr. Wrigley replied "young man how fast is this train speeding along?" "Full speed sir, 65 miles per hour," was the accountant's answer. "So why does the fireman keep shoveling the coal?" asked Mr. Wrigley. Of course you all know the answer, to keep that train hustling along.

I couldn't find that particular story, but I did find an even better quote from that same man who also owned the Chicago Cubs and wished he owned the Bison.

Tell 'em quick, and tell 'em often!

The proposed "Jump Start" and "Surge Funding" is extremely important to our effort to build and rebuild our public services in Williams County.

Like the other "Big Four" counties we've got challenges and we've got projects. Projects ready to go.

\$80M in road reconstruction this year alone, as many of them up to 105-5 as we can.

"Outer space" issues, we're out of space. 2009-138 employees, 2015- 263 employees. That increase means a need for 30,000 square feet of additional office space.

Lack of Courtroom space for more Judges, 13 month delays for criminal trials, 2 years for civil trials. (that's a lot of time to put your marriage back together) Justice delayed is Justice denied.

Lack of jail space. As many of you know we built a new Law Enforcement Center and Jail in 2008. It was designed and built to take care of our needs for fifty years. 5 five years later it's full, we're three to a cell and three to an office in the LEC. We need another 128 beds yesterday. We're back to letting people walk, and they're walking back to Louisiana and not walking back for trial. Or they're out breaking into farm shops and selling our tools over the state line.

19.1



Early last fall Williston Rural Fire Chief David Benth called me, completely demoralized and defeated like all of his 19, now 16 volunteers, 3 had just quit. Worn out, burnt out, tired and getting old, with no young guys coming up the ranks. Just like every other emergency services provider up there in our area. The year before last Williston Rural Fire answered 227 calls. Some of those guys were driving their Fire trucks to work each day. The Chief had just received word from the Energy Impact Office on their latest grant request. There was \$4M available in that go round, Williston Rural put in for everything they needed, \$4.1M. They got nothing. Think for a moment how that must have felt.

There is a long history up in the northwest corner of taking care of ourselves, last fall my great childhood friend Williston Mayor Howard Klug and I, along with Sheriff Busching and a lot of other very good help, went back to the voters and asked for a penny, countywide. Once again, our County, our community, said yes we will support our public safety agencies. They said we can't wait for the state, the need is now, the needs are great, the need is urgent.

This sales tax will be evenly split between the City of Williston and all of the other Emergency Service providers in the County. Fire, Ambulance, Law Enforcement, and to help us build more cells. Williams County right now is reallocating funds to provide our own "jump start" to those agencies immediately.

I've been in public service up there since 1988, for 27 years I've been saying "it's just us and us" (the cities and the county) last fall in the Wildrose Fire Hall I heard Mayor Klug tell the people assembled there, "it's just us and us". And it is.

We take care of our own, but we can't take care of it all. We have an opportunity right now, this is the moment, this is exactly the right time, to invest and reinvest, to keep shoveling the coal into that boiler, to keep the economic engine running that's powering our great state and the rest of the country.

We all know that time without money is wasted time, wasted opportunity. Carefully, cautiously, conservatively, working together we are making progress

The Bank of ND and the Commerce Department have helped us fill some big gaps. We've seen the worst, we're looking at the better, we're going for the best.

Ladies and Gentlemen, thank you for all of your hard work on our behalf, your support and your service to all of us in ND. The State we **get** to live in.

I'm here to answer any questions you may have.

19.2





**Legend**

- State Highway
- Township Paved Road
- County Paved Road
- County Gravel Road
- Graded Gravel Road
- Gravel Road
- Low Maintenance Road
- Prairie Road
- Railroads
- Oil & Gas Wells
- Airport
- Marsh or Wetland
- River
- Streams
- Sections
- City Limits
- Natl. & State Parks

**Williams County Highway Project Map**

DISCLAIMER: All dimensions, descriptions, measurements, boundaries and data contained in this nonstandard document are included for general information only. No warranties or covenants are made or given by Williams County. Any user must confirm the accuracy of the same with official records, and/or by survey.

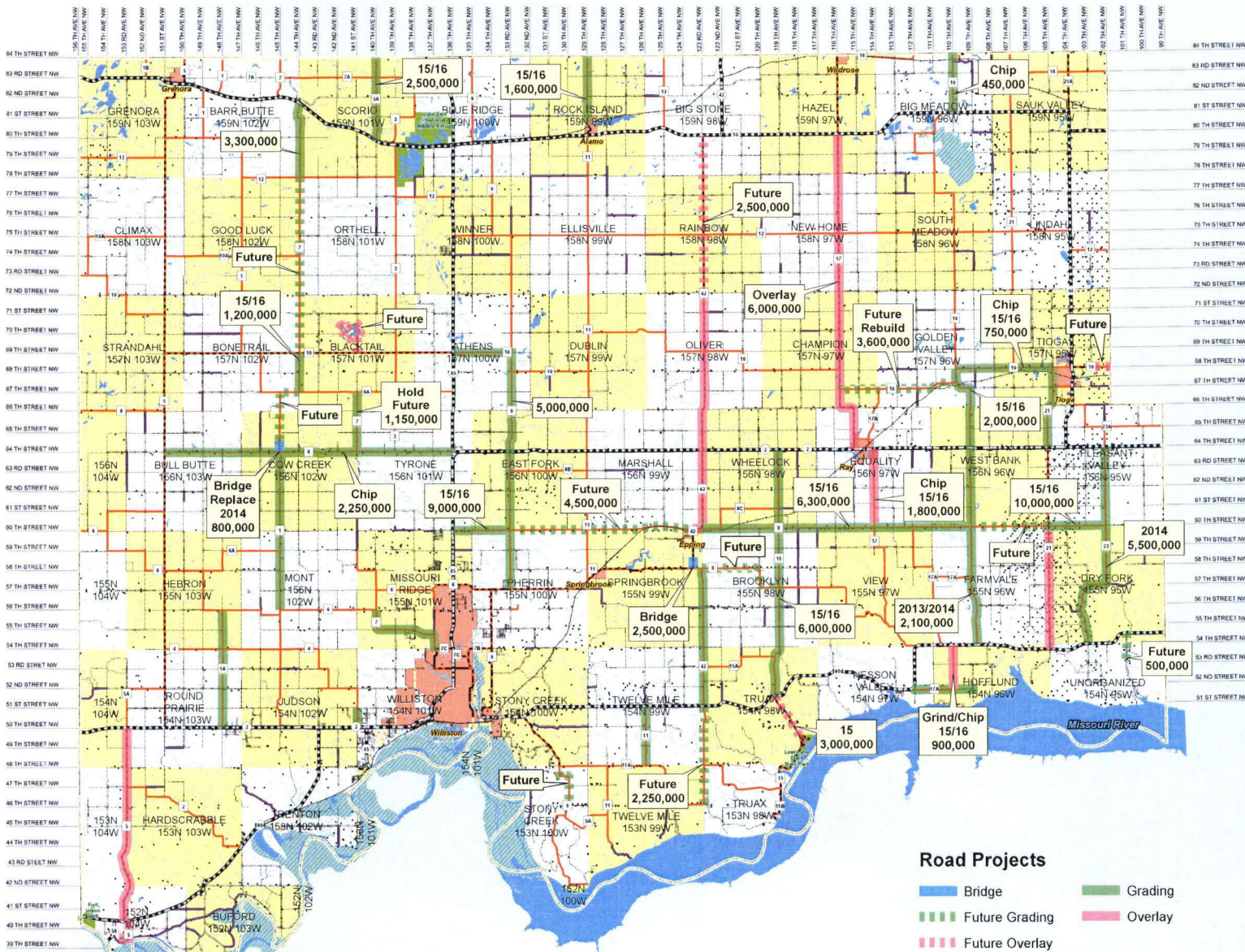


NTY  
12/29/2014



**Road Projects**

- Bridge
- Grading
- Future Grading
- Future Overlay
- Overlay



AP-3



January 16, 2015

The Honorable Senator Ray Holmberg

Appropriations Committee

Re: Support for Senate Bill 2103

SB 2103  
1-16-15  
# 20

**Mr. Chairman Holmberg and Members of the Committee:**

Thank you for the opportunity to speak in support of Senate Bill 2103.

My name is Steve Holen and I serve as the President of the North Dakota Association of Oil and Gas Producing Counties, and I am also a Superintendent of McKenzie County School District. Being a resident of Watford City I have had the opportunity to see on a daily basis the impacts and needs of the community from the rapid growth that has and continues to occur. As the President of the Oil and Gas Counties I have also seen the impacts throughout Western North Dakota.

This past year the Association took on the task of working with our members to determine the impacts and needs throughout the region. A report was compiled that showed the impacts and dramatic increases in community budgets, staffing, economic activity, school enrollment. The report also showed the amount of infrastructure improvements needed to support the development underway, as well as future development of housing, retail, industrial and city services. It is from this report that as an Association we worked with community leaders and legislators to determine an effective way to meet the needs of Western North Dakota. That effort has led us to where we are today, and why I stand before in support of Senate Bill 2103, or the "Surge" bill.

This bill will provide needed and necessary dollars to the impacted communities to work towards meeting the infrastructure needs that they have. This bill provides the communities an opportunity to move forward and catch up on projects that have been held back because of the uncertainty of funding due to the sunset provision in House Bill 1358 from last session.

I also want to touch on the necessity of the emergency clause and seeing this bill pass promptly. Each community has projects that are ready to go for construction as soon as possible, and knowing that they have the funds available to advertise and bid those projects early in the season to secure contractors

20.1

and lower cost is imperative to maximize the dollars and the construction season. I have seen how the delay in bidding can effect not just the ability to see the project completed but also the cost of that project. Thus, seeing this bill approved with the emergency clause is a key to supporting the infrastructure development in Western North Dakota.

One point to be made is that no matter the price of oil, each of the communities face significant infrastructure needs just to meet the current development that has occurred over the past several years.

In closing I would again stress my support and the Association of Oil and Gas Producing Counties support for Senate Bill 2103, but also the emergency clause and an expedited process to approve the bill.

Thank you for your consideration.

20.2



SB 2103  
1-16-15  
# 21

Testimony to the

**Senate Appropriations Committee**

Prepared January 16<sup>th</sup>, 2015

By Mark A. Johnson, CAE – Executive Director  
North Dakota Association of Counties

**RE: Senate Bill 2103 - "Surge" Infrastructure Funding**

Senator Holmberg and members of the Senate Appropriations Committee, I am Mark Johnson, Executive Director of the North Dakota Association of Counties, and on behalf of county officials from across the state, I wish to go on record in solid support of this one-time, immediate funding proposal for local infrastructure.

The Legislature has been wise in its past efforts to address local infrastructure needs, and county government is extremely grateful.

This funding, and its proposed early release, will again allow counties across the state to get a much needed boost to secure cost-effective road projects to this upcoming construction season.

We would like to recognize the tremendous work done by the Legislative sponsors of this bill - to travel the state, research the needs, and incorporate the most recent and most relevant data; to ultimately craft a proposal that is reasonable, well-balanced but very significant.

Our eastern county officials understand and support the tremendous needs of the west, while our western officials acknowledge that our robust farming economy has created challenges throughout the state. At our annual convention these officials came together to provide their solid and unanimous support for this funding.

You have heard the story from the west, and now I would ask your indulgence to have one county commissioner to speak on behalf of the rest of the state – Cass County Commissioner Chad Peterson.

21.1

Testimony to the  
Senate Appropriations  
January 16<sup>th</sup>, 2015  
Chad Peterson, Cass County Commissioner

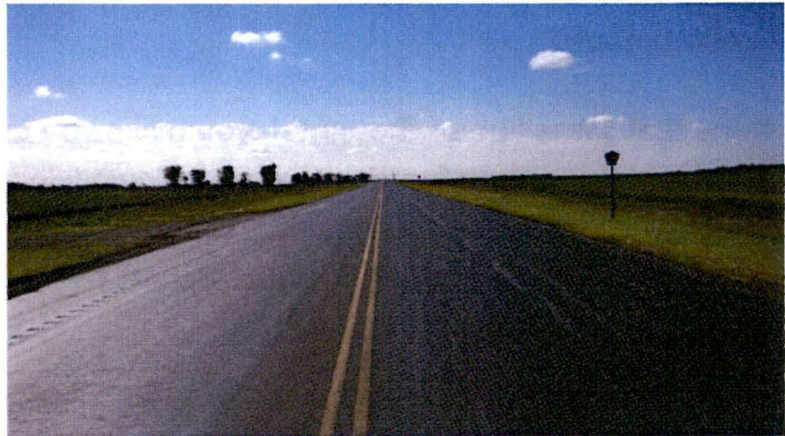
SB 2103  
1-16-15  
#22

### Regarding: Senate Bill 2103 - "Surge" Infrastructure Funding

Senator Ray Holmberg and Senate Appropriations members, I'm Chad Peterson a Cass County Commissioner. I'm here to speak in support of Senate Bill 2103.

We are grateful for the funds the legislature has spread to non-oil counties. Over the 2013-2014 biennium Cass County received \$12.5 million in SB 2176 or HB 1358. We have been able to do much needed work with those dollars.

I've included some pictures of projects we completed the last two years. All paved roads and new bridges in Cass County are rated for 105,000 pounds and include edge line rumble strips as an added safety feature.



Cass County has 628 miles of roadway, 518 bridges of which 241 span 20 feet or greater. 40% of our structures were built prior to 1960.

Continued funding at the current 2013 Legislative Session rate will allow Cass County to annually overlay 18.7 miles, reconstruct 3.6 miles of road, replace three bridges, and complete 7.5 miles of gravel road construction.

22.1



Here's a look at just our local needs over the next two years, according to the Upper Great Plains Transportation Institute Report:

- Cass County Unpaved Road Needs from 2015-2016: \$26.8 Million
- Cass County Paved Road Needs from 2015-2016: \$14 Million
- Cass County and Township Bridge Needs from 2015-2016: \$2.4 Million (does not include minor structures)
- Over the next 20 years our projected need stands at \$420,000,000.

Cass County has developed a master plan for our roads and bridges over the next five years. This approach helps ensure we have highway and bridge projects ready for timely bidding and should save us money in the long run. This master plan assumes a continued \$6 million per year state revenue stream from 2015-2019. Additional state funding would help get us closer to where we actually need to be as noted above.

Along that same line of thought, I would like you to consider investigating consistent, long term funding that will allow all local leaders to proactively plan for new road projects and schedule on-going maintenance. This long term funding approach will more efficiently utilize dollars as they become available and allow local leaders to plan accordingly.

In Cass County, we appreciate that SB 2103 spreads road funding across the state. We support the need for additional funding for our neighbors in the West as we recognize they are seeing incredible impact and need assistance now. That said, over time we hope that the state can do even more to improve roads in other areas. While we and many of our neighbors don't have oil in our backyard, we do have agriculture, manufacturing and commercial activity. The city of Fargo issued \$1 billion in building permits in 2014. Like our friends out west, our population is also increasing. According to the US Census, Cass added almost 13,000 people from 2010 to 2013 and is showing no sign of slowing down.

Again, we support of Senate Bill 2103 and we are grateful for the funds the legislature has shared with non-oil counties.

22.2

January 16, 2015

Senate Appropriations  
SB 2103

SB 2103  
1-16-15  
# 23

CHAIRMAN HOLMBERG (G. LEE) AND MEMBERS OF THE COMMITTEE:

For the record my name is Blake Crosby. I am the Executive Director of the North Dakota League of Cities representing the 357 cities across the State.

I am testifying in favor of SB 2103. At the business meeting at the annual conference of the North Dakota League of Cities in Minot in September of 2014; a resolution was unanimously passed supporting the "surge bill" as presented by cities in the oil and gas producing counties.

There was recognition of the effect the oil boom had on cities in the oil patch and the need to provide adequate funding to catch up on vital infrastructure needs in the next construction season-- i. e. on an emergency clause basis.

We urge you to quickly pass SB 2103 and remind you that there is a 21 day bidding process once bids are let. To delay this funding not only risks missing the 2015 construction season, but if we should be fortunate enough to have an early spring, we will have road restrictions to contend with as well.

On behalf of the League, I urge a Do Pass for SB 2103.

THANK YOU FOR YOUR TIME AND CONSIDERATION. I will try to answer any questions.

23.1



Jay Elkin Testimony  
Senate Appropriations Committee  
Brynhild Haugland Room  
January 16, 2015  
8:00 a.m.

SB 2103  
1-16-15  
#24

Chairman Holmberg, Members of the Senate Appropriations Committee, for the record my name is Jay Elkin. I am a farmer from Taylor, North Dakota; I am also a member of the Stark County Commission and a former member of the North Dakota Grain Growers Association Board of Directors. I am here in strong support of Senate Bill 2103.

SB 2103 has appropriately been called the "Surge" funding bill; we in western North Dakota have experienced a "surge" in energy activity in our region. That energy activity, which we welcome, has created a host of infrastructure needs that warrant and deserve our state legislature's immediate attention. The Bakken oil boom has been fast and furious; it caught local, state and federal decision-makers completely off guard. Road, city, county, township and school infrastructure needs all must be addressed; SB 2103 is a proactive approach by the state of North Dakota in addressing those infrastructure needs on an immediate basis. It is important that we plan for the future, but the future is now in the western oil patch.

Mr. Chairman, members of the Senate Appropriations Committee, as a farmer from Taylor, North Dakota I experience the immediate infrastructure needs every day. Drive down my roads or the roads of my oil patch neighbors; I can tell you first hand that moving my grain and moving my equipment on the existing road system is a disaster. Every farmer in the Bakken region absolutely hates moving farm equipment down these roads and they all have numerous horror stories to tell. Simply put, nearly every road in the Bakken is inadequate to safely handle the volume and weight of the traffic and then when farm equipment is added to the mix the results are chaotic at best.

Our State highways are extremely important for getting farm commodities to market; however every commodity truckload starts out on a county road and the county road system in western North Dakota is in shambles despite efforts to shore up the local road budgets. Roads that in the past supported 40 to 55 mile per hour traffic are now reduced to traffic speeds of 20 miles per hour or less; they are oftentimes without gravel and are either extremely muddy or extremely dusty. As an aside the dust issue continues to present extremely high crop production losses for the region.

24.1

As a County Commissioner I can tell you Stark County needs \$12.9 million in road projects today just to maintain the Dickinson area roads; that does not take into account needed improvements to the road system. My neighbors and I can't farm without adequate roads, the energy industry cannot produce without adequate roads and those adequate roads are needed now. You cannot provide this road infrastructure without the necessary funding and that funding is made available on and immediate basis in SB 2103.

The infrastructure needs in western North Dakota don't begin and end with roads; it's the needs of the people that use those roads that become the priority. As a parent, I know first-hand of the infrastructure needs of our schools. Our youth are our future and they are an investment that we as a state need to protect. Providing our students with the schools they need are assets that will pay dividends long into North Dakota's future.

Our cities need the support of SB 2103 as well. I shop in Dickinson and my neighbors patronize the cities across the Bakken region. We depend on those cities to provide us with the goods and services necessary not only to conduct our businesses but to support our daily lives. It is of the utmost importance to our citizens that we give our region's cities the means necessary to address their needs. Success in the region is built in part on the success of our cities.

Finally in order to maintain our infrastructure we must give law enforcement the means necessary to protect it. State truck regulatory in the Bakken region is woefully inadequate; this further taxes local and county law enforcement to help meet the needs. This spreads resident and infrastructure protection dangerously thin. When we just consider the \$845 million dollars of investment contained in SB 2103 it is vital that we provide law enforcement the tools on the local and state level to allow them to do their jobs. I can tell you in Stark County alone we have over \$2 million in law enforcement and courthouse security needs that should be addressed today; we simply don't have the means necessary to address those needs.

Chairman Holmberg, members of the Senate Appropriations Committee, I realize that everyone's needs are great and everyone's needs are immediate. That said, western North Dakota has been very patient in waiting for our needs to be addressed. The future is today, and the needs are now. The measure before you is a giant first step in investing in North Dakota's infrastructure; I respectfully request your favorable consideration of SB 2103 and I am open to any questions. Thank you.

24.2



JB 2103  
1-16-15

TESTIMONY TO SENATE APPROPRIATIONS COMMITTEE # 25

January 16, 2015

Doug Graupe

Chairman, Divide County Commission

Mr Chairman, members of Senate Appropriations Committee, my name is Doug Graupe and I am Chairman of the Divide County Commission. I am here to encourage the adoption of the Surge bill.

Divide County is like the middle child as we are number five in oil production. We produce approximately 1.25 million barrels of oil per month which is not as much as the big four Counties but is equal to the oil produced by the number 6 and 7 oil Counties combined. We have a very significant amount of salt water produced in our wells, approximately 3 million barrels per month. Coupled with the oil production that amounts to approximately 4.25 million barrels hauled by truck. We also have more than 80 gravel pits in the County. Much of this gravel leaves the County but is hauled on County roads. The Divide County gravel crushing budget in 2007 was \$161,000 and in 2014 was in excess of \$1 million. Semi-trucks throw the gravel from the road or pulverize it. This makes it necessary to apply gravel yearly. Divide County also spends more than \$1 million annually on dust control.

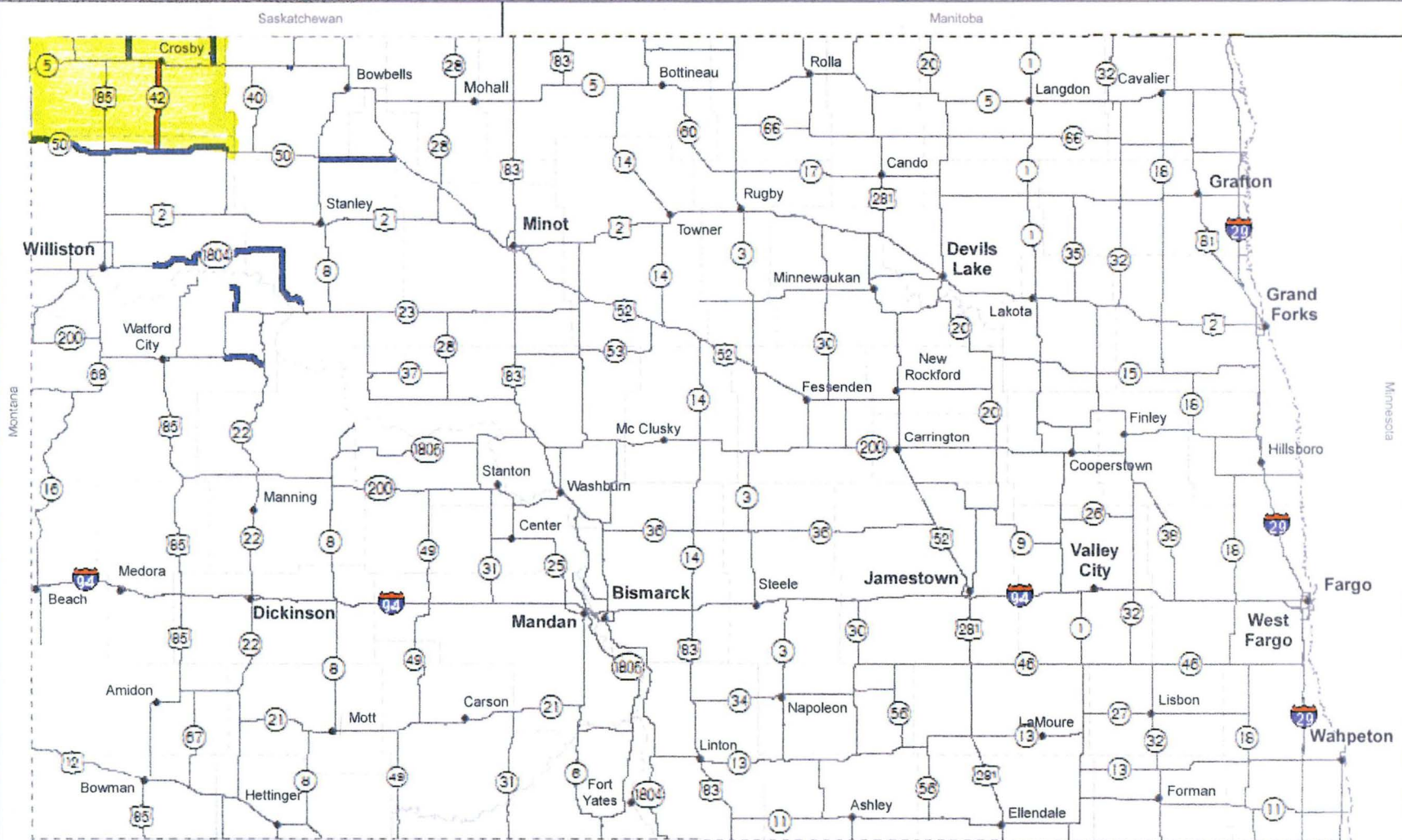
I have enclosed a NDDOT map showing that Divide County has the only year around 6 ton restricted State highway in North Dakota. You will also note that the only year around 8 ton restricted State highways in North Dakota are all in the northwest part of the State. One of them runs along the southern border of Divide County. We have increased the number of maintainers by 50% and because of the State restricted highways found it necessary to dedicate several of these maintainers full time to blade County roads adjacent to those State highways. All of these costs place a severe strain on our County budget.

Many other oil Counties have similar stories and it is important to have this bill pass so we can bring our County roads up to standards that allow heavy oil trucks to use them without placing the burden on County budgets. Our County engineers have estimated that it would cost more than \$222 million to bring Divide County roads up to the 105,500 lbs. weight requirement to handle this truck traffic. I applaud Senator Wardner for proposing the Surge Bill.

Thank you. I will be glad to answer any questions that you may have.

25.1

# Current North Dakota Load Restrictions



Order 2014-21 Effective 07/09/2014 07:00 AM CT

Date Published: 07/08/2014 11:30 AM

25.2

Interstate System	by Legal Weight	8 - Ton	7 - Ton	6 - Ton	5 - Ton
Single Axle	20,000 lbs	16,000 lbs	14,000 lbs	12,000 lbs	10,000 lbs
Tandem Axle	34,000 lbs	32,000 lbs	28,000 lbs	24,000 lbs	20,000 lbs
3 Axle Group or more per Axle	17,000 lbs	14,000 lbs	12,000 lbs	10,000 lbs	10,000 lbs
Max. Axle Group	48,000 lbs	42,000 lbs	36,000 lbs	30,000 lbs	30,000 lbs
Gross Weight	105,500 lbs	105,500 lbs	105,500 lbs	80,000 lbs	80,000 lbs

Call Highway Patrol for vehicle size/weight and permits.  
 Call 511 for enroute information  
**Phone #'s (701)**

HP Permit Office	328-2621	Minot	857-8925
NDDOT Office	328-2545	Dickinson	227-6500
Bismarck	328-6950	Grand Forks	787-6500
Valley City	845-8800	Williston	774-2700
Devils Lake	665-5100	Fargo	239-8900



Testimony to the Senate Appropriations Committee  
Chairman Ray Holmberg  
Gary Weisenberger, Mayor  
City of Stanley  
[fritz@gooseneckimp.com](mailto:fritz@gooseneckimp.com)

SB 2103  
1-16-15  
# 26

Senate Bill 2013 2103

Chairman Holmberg and members of the Senate Appropriation Committee, my name is Gary Weisenberger and I am the Mayor of Stanley.

Stanley was one of 1<sup>st</sup> cities impacted by "The Boom", with oil development commencing in the Parshall Field southeast of Stanley in 2007. Since that time, the City of Stanley, while welcoming the opportunity for economic development, has also dealt with the pains of growth. We have annexed a total of 1,353 acres to accommodate that growth in the past 6 years, processing 823 building permits in that same period. Our population, 1270 in 2008, now stands at 3512 in 2015--almost tripled, and that does not include Target Logistics approximately 400 bed facility or the folks living in two new hotels, with approximately 150 beds that are always full. We now have our third new hotel under construction. These facilities are using our water, sewer, etc. but are not considered part of our population.

In 2005-2006 we had 340 students in K-12. In 2014-2015 that number has doubled to just over 700 students. Both our grade school and high school have built on and are working on future expansions. Our city sales tax, at just over \$200,000 in 2008 was \$2.5 million in 2014. We currently have a 1.5% city tax with 1% to EDC & Parks and .5% to the hospital. Our city employees have increased 125% in 7 years -- especially public works and law enforcement. We have built two 4-plex's for city staff.

We have been doing projects non-stop since the beginning, but cannot see an end yet. With a 304 acre annexation west of town comes a whole new area with needs for sewer, water, streets, and storm water drainage. We are working with developers that are not concerned with the price of crude right now and are going forward with their plans. A refinery project has been announced for our area as well. They are in the 2<sup>nd</sup> stage of developing a 20,000 gallon/day diesel fuel facility.

We have issued 7.4 million in special assessment bonds since 2008, which brings me to a point I wish to make today about the oil and gas distribution formula. We cannot bond against a revenue stream with an expiration date in law. Currently, that revenue stream expires on June 30, 2015. I know you will likely pass a new distribution formula, but the bond markets need more than that. That is why this Surge Bill is so important to us in 2015. We need this Surge Bill enacted into law before March 1 as a remedy to our inability to bond against an expiring distribution formula. I ask that you consider that fact as you look at the big picture throughout this legislative session.

We had Vanguard come in 2014 and do a complete assessment of every residential home and every commercial building in Stanley. Some of the older homes in town tripled in assessed value because of the market values. We had a packed public meeting because of this issue. Tax statements have gone up every year because we have to raise the assessed value to keep up with market values. We cannot put too much more on our citizens' plates. That is where the Surge Bill would really help: to catch up some with our growing needs without having to ask the residents to help fund it all.

We will use this money wisely. In 2015 alone we have \$6.2 million in water, waste water, and storm water projects. We have \$4.8 million lined up in transportation projects and \$2.5 million in facilities. We need your help and we need it soon.

Thank you for your time today and your stewardship. I'd be happy to answer any questions.

26.1



SB 2103  
1-16-15  
# 27

SEVERAL FACTORS HAVE CONTRIBUTED TO THE SITUATION INCLUDING A 100% POPULATION INCREASE SINCE THE 2010 CENSUS, THE ANNEXATION OF 1,353 ACRES SINCE 2008, AND 823 BUILDING PERMITS HAVE BEEN ISSUED SINCE 2009.

# IMPACT OUR COMMUNITY

## FAILING & INSUFFICIENT INFRASTRUCTURE PLAGUING STANLEY

The City of Stanley functions as an integral municipality to the oil and gas industry in northwest North Dakota. This quaint community is located in the heart of the Bakken region in Mountrail County between Minot and Williston, along US Highway 2. Stanley has had the pleasure and discomfort of experiencing exponential growth since 2008. The impacts on the City are staggering current funding sources severely inadequate in comparison to the need.

The City has been impacted in all aspects of public service including but not limited to; public utilities, City administration facilities, transportation, hospital and emergency services, and parks and recreation. In addition, workforce challenges such as increased wages, providing non-traditional benefits like affordable housing, and expenses related to recruitment and retention of capable staff, add to the financial challenges facing the community.

Prior to the start of the oil boom in 2008, the City of Stanley experienced little to no growth and had adequate infrastructure and public services to provide for the health, welfare, and safety of the community. However, with the rapid growth over the last few years and projections of extensive continued growth,

providing new infrastructure to meet the demand and maintaining the deteriorating infrastructure that wasn't constructed for the high usage currently being experienced, has become increasingly difficult.

Because of the excessive demand, the City of Stanley utilizing its own resources, cannot adequately provide necessary services to its residents.

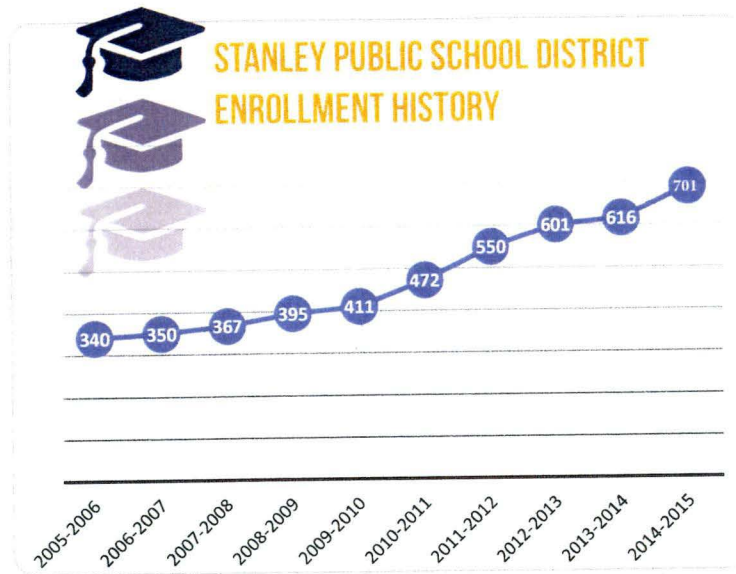


In order to fully understand the impacts on the City, existing and projected needs, and anticipated local income, Stanley has embarked on a considerable amount of proactive strategic planning and analysis. From that planning, a comprehensive list of essential needs and associated cost estimates has been developed. The City's desire to address these needs includes a combination of investments in the current infrastructure and the construction of new facilities and infrastructure that will provide the services necessary to keep the community surviving. Needs include maintenance and development of adequate and safe transportation corridors, water resources that provide sufficient capacity for a safe water supply along with community fire protection, lagoon systems that address the current system which is near capacity, public facility upgrades, landfill capacity solutions, and employee housing. The investment for these essential City of Stanley needs over the next eight years totals **\$120,900,000.**

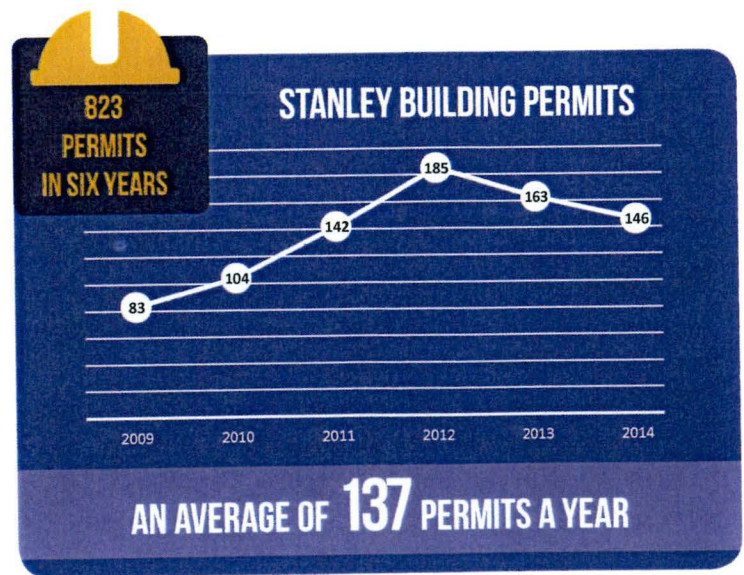
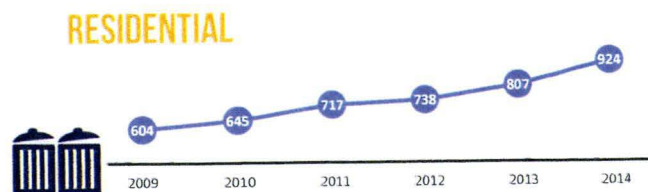
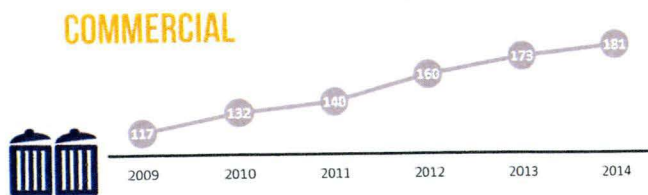
27.1



# EXPERIENCING UNPRECEDENTED GROWTH



**ALL OF THAT**  
CAUSES A LOT OF THIS



THE NUMBER OF CITY EMPLOYEES INCREASED **125%** OVER THE PAST SEVEN YEARS, SEEING PARTICULAR GROWTH IN PUBLIC WORKS AND LAW ENFORCEMENT.

27.2





## CITY WATER METERS/USERS

RESIDENTIAL HAS RISEN FROM **604** IN 2009 TO **970** IN 2014

COMMERCIAL HAS RISEN FROM **117** IN 2009 TO **161** IN 2014

## CITY SALES TAX

2008	\$217,137.99
2009	\$303,702.37
2010	\$421,844.62
2011	\$747,636.76
2012	\$1,166,808.50
2013	\$1,540,223.07
2014	\$2,570,801.42

INCREASED BY OVER  
**2.3 MILLION**

## LAND



ANNEXATION AREA (ACRES)  
AVERAGING **193** ACRES PER YEAR

**1353**  
ACRES  
IN SIX YEARS

### COMMERCIAL UTILITY RATES

	WATER	BASE RATE	SEWAGE	LAGOON FEE	ST. LIGHTS	SERVICE FEE
2007	\$6/1,000G	\$22.50	\$1.50/1,000G OR MINIMUM \$5.00	\$1.50	N/A	\$1.00
2008	\$6/1,000G	\$22.50	\$1.50/1,000G OR MINIMUM \$5.00	\$1.50	\$1.50	\$1.00
WATER RATE INCREASED TO \$7/1,000 GALLONS IN AUGUST 2008						
2009	\$7/1,000G	\$22.50	\$1.50/1,000G OR MINIMUM \$5.00	\$1.50	\$1.50	\$1.00
2010	\$7/1,000G	\$11.25	\$1.50/1,000G OR MINIMUM \$5.00	\$1.50	\$1.50	\$1.00
2011	\$7/1,000G	\$11.25	\$1.50/1,000G OR MINIMUM \$5.00	\$1.50	\$1.50	REMOVED
2012	\$7/1,000G	\$11.25	\$1.50/1,000G OR MINIMUM \$5.00	\$1.50	\$1.50	N/A
2013	\$7/1,000G	\$11.25	\$1.50/1,000G OR MINIMUM \$5.00	\$1.50	\$1.50	N/A
2014	\$7/1,000G	\$11.25	\$1.50/1,000G OR MINIMUM \$5.00	\$1.50	REMOVED	N/A

### RESIDENT UTILITY RATES

	WATER	BASE RATE	SEWAGE	GARBAGE	LAGOON FEE	ST. LIGHTS	SERVICE FEE
2007	\$6/1,000G	\$17.00	\$1.50/1,000G OR MINIMUM \$5.00	\$13.00	\$1.50	N/A	\$1.00
2008	\$6/1,000G	\$17.00	\$1.50/1,000G OR MINIMUM \$5.00	\$13.00	\$1.50	\$1.50	\$1.00
WATER INCREASED TO \$7/1,000 GALLONS IN AUGUST 2008							
2009	\$7/1,000G	\$17.00	\$1.50/1,000G OR MINIMUM \$5.00	\$15.00	\$1.50	\$1.50	\$1.00
2010	\$7/1,000G	\$8.50	\$1.50/1,000G OR MINIMUM \$5.00	\$15.00	\$1.50	\$1.50	\$1.00
2011	\$7/1,000G	\$8.50	\$1.50/1,000G OR MINIMUM \$5.00	\$15.00	\$1.50	\$1.50	REMOVED
2012	\$7/1,000G	\$8.50	\$1.50/1,000G OR MINIMUM \$5.00	\$15.00	\$1.50	\$1.50	N/A
2013	\$7/1,000G	\$8.50	\$1.50/1,000G OR MINIMUM \$5.00	\$15.00	\$1.50	\$1.50	N/A
2014	\$7/1,000G	\$8.50	\$1.50/1,000G OR MINIMUM \$5.00	\$15.00	\$1.50	REMOVED	N/A

GARBAGE RATES INCREASED TO \$24 IN SEPTEMBER 2014



## SPECIAL ASSESSMENT BONDS

ISSUE DATE	PURPOSE	INTEREST RATE	FINAL MATURITY	PRINCIPAL AMOUNT OUTSTANDING
2008	WATER AND SEWER	4.00-5.40%	05/01/24	400,000
2009	STREETS	2.00-4.25%	05/01/24	440,000
2010	STREETS, WATER AND SEWER	0.80-3.60%	05/01/25	1,335,000
2011	WATER AND SEWER	3.789-3.885%	03/24/40	994,193
2011	STREETS, WATER AND SEWER	0.75-3.25%	05/01/26	3,215,000
2012	REFUNDING OF 2006 ISSUE	0.85-1.65%	05/01/21	375,000
2014	STREET IMPROVEMENTS (THIS ISSUE)	2.00-3.00%	05/01/29	660,000

**\$7,419,193**  
**TOTAL**

↪ **WHAT WE'VE DONE.**  
**WHAT WE STILL NEED.** ↩

## FIVE YEAR CAPITAL IMPROVEMENTS PLAN

2015-2017 BIENNIUM  
**\$29,520,000**

2017-2019 BIENNIUM  
**\$28,570,000**

	WATER	WASTE WATER	STORM WATER	TRANSPORTATION	AIRPORT	FACILITIES	TOTAL
2015	\$3,460,000	\$2,100,000	\$700,000	\$4,800,000		\$2,500,000	\$13,560,000
2016	\$1,160,000	\$9,000,000		\$4,800,000		\$1,000,000	\$15,960,000
2017	\$1,160,000	\$4,500,000		\$3,300,000		\$5,500,000	\$14,460,000
2018	\$1,160,000	\$5,000,000		\$3,300,000		\$4,650,000	\$14,110,000
2019	\$1,160,000	\$1,000,000		\$3,300,000		\$9,900,000	\$15,360,000

27.4



Testimony to the Senate Appropriations Committee  
Chairman Ray Holmberg  
Dan Uran, Mayor  
City of New Town  
[dan.uran@sendit.nodak.edu](mailto:dan.uran@sendit.nodak.edu)

SB 2103  
1-16-15  
# 28

Senate Bill 2013<sup>2103</sup>

Good Morning, Chairman Holmberg and members of the Senate Appropriations Committee. My name is Dan Uran, Mayor of New Town.

New Town is located right between two of the most productive oil fields in the Bakken: the Parshall field to the east and the Nesson Anticline to the west.

Included in the materials provided by the Association of Oil and Gas Counties, you will find materials specific to New Town, We have provided our growth statistics along with our 5-year capital plan, which includes a list of specific projects and maps identifying where those projects will take place within our city.

Let me talk about our growth. Traffic counts through our small town have more than doubled since 2006. Robust oil activity has substantially increased other activity as well. We now average about 118 building permits per year and we have annexed over 1000 acres to grow our town. Our school enrollment has increased from 696 student in 2010 to 878 heading into next year. In 2010, our population stood at 1925 people. We now have a town with over 3000 people and growing. A new truck reliever route around the north side of town opens up new areas for housing and commercial development.

Will any of this slow down because of a decrease in oil prices? We don't think so. We understand that the most productive oil fields around us will continue to be attractive for drilling, even with low oil prices. There is a tremendous amount of infield drilling that will take place in the years ahead. While the pace may ebb and flow, the growing demands on our infrastructure will remain strong.

We are asking that you pass SB <sup>2103</sup>2013 "as is" and get the proposed funds out the door as quickly as possible.

During the 2015 construction season, the City of New Town will use these funds to support the following infrastructure projects: over \$10 million in water transmission piping, over \$14 million in sanitary sewer projects, and over \$2 million in street improvements and extensions. The specifics are in the exhibits shared with you earlier.

If these funds are committed early, we can get started and make 2015 a productive year for our capital improvements.

Thank you for your time. I would be happy to address any questions.

28.1





**Heart of Lake Sakakawea**  
**The City of New Town**

SB 2103  
 1-16-15  
 #29

COMMUNITY NEEDS INCLUDE MAINTENANCE AND DEVELOPMENT OF ADEQUATE AND SAFE TRANSPORTATION CORRIDORS, WATER RESOURCES THAT PROVIDE SUFFICIENT CAPACITY FOR A SAFE WATER SUPPLY, COMMUNITY FACILITY UPGRADES, AND LAGOON SYSTEM UPGRADES

# IMPACT NEW TOWN

## NEW TOWN'S DETERIORATING AND INADEQUATE INFRASTRUCTURE NEEDS YOUR SUPPORT

The City of New Town, one of the critical cities in the heart of the oil and gas industry, located in Mountrail County on ND Hwy 23, has experienced monumental growth since 2008. Due to the extensive oil and gas development in the region, New Town has been impacted in all aspects of public service including but not limited to; public utilities, City Administration facilities, transportation, emergency services, and parks & recreation. Additionally, the community has experienced substantial challenges related to affordable housing and staffing. The City of New Town has sufficiently provided for the health, welfare and safety of its residents up until the past few years at which time demand for critical services exponentially outnumbered the resources available. The discovery of the Bakken oil play has changed everything and providing new infrastructure and maintenance of the deteriorating infrastructure to meet the current demand has become increasingly difficult. Because of the disproportionate demand, the City of New Town can no longer single-handedly provide adequate services to residents.

In addition to the need for infrastructure upgrades and additions, New Town has experienced challenges with increasing costs of services, materials and workforce. The combination of an increasing number of projects along with substantial increases in project costs has further decreased the City's ability to fund projects for improvements.

The City has proactively been planning for its future through the development of a Capital Improvements Plan. New Town's desire is to invest in the current infrastructure, and construct new facilities and infrastructure that will provide the necessary services to adequately serve their residents. A comprehensive list of essential needs and associated costs has been developed. Community needs include maintenance and development of adequate and safe transportation corridors, water resources that provide sufficient capacity for a safe water supply, community facility upgrades, and lagoon system upgrades. The investment in these essential City of New Town needs throughout the next eight years totals \$93,020,000.

### FIVE YEAR CAPITAL IMPROVEMENTS PLAN

2015-2017 BIENNIUM  
**\$52,620,000**

2017-2019 BIENNIUM  
**\$28,900,000**

	WATER	WASTE WATER	STORM WATER	TRANSPORTATION	AIRPORT	FACILITIES	TOTAL
2015	\$10,720,000	\$14,350,000		\$2,150,000			\$27,220,000
2016	\$7,000,000	\$5,300,000		\$3,100,000		\$10,000,000	\$25,400,000
2017	\$3,500,000			\$3,100,000		\$7,300,000	\$13,900,000
2018	\$1,000,000	\$1,600,000		\$3,100,000		\$9,300,000	\$15,000,000
2019	\$1,000,000	\$1,600,000		\$3,100,000		\$5,800,000	\$11,500,000

29.1





## Heart of Lake Sakakawea The City of New Town

## IN THE MIDDLE WITH NOWHERE TO GROW

### PROJECTED POPULATION INCREASE

	2010	1925	+
PEAK	2011	2087	162
	2012	2249	162
	2013	2652	403
	2014	3021	369
	2015	3362	341
	2016	3681	319
	2017	3959	278
	2018	4216	257
	2019	4465	249
	2020	4708	243
	2021	4940	232
	2022	5168	228
	2023	5391	223
	2024	5578	187
	2025	5738	160
	2026	5781	43
	2027	5821	40
2028	5878	57	
2029	5949	71	
2030	5981	32	
2031	6027	46	
2032	6085	58	

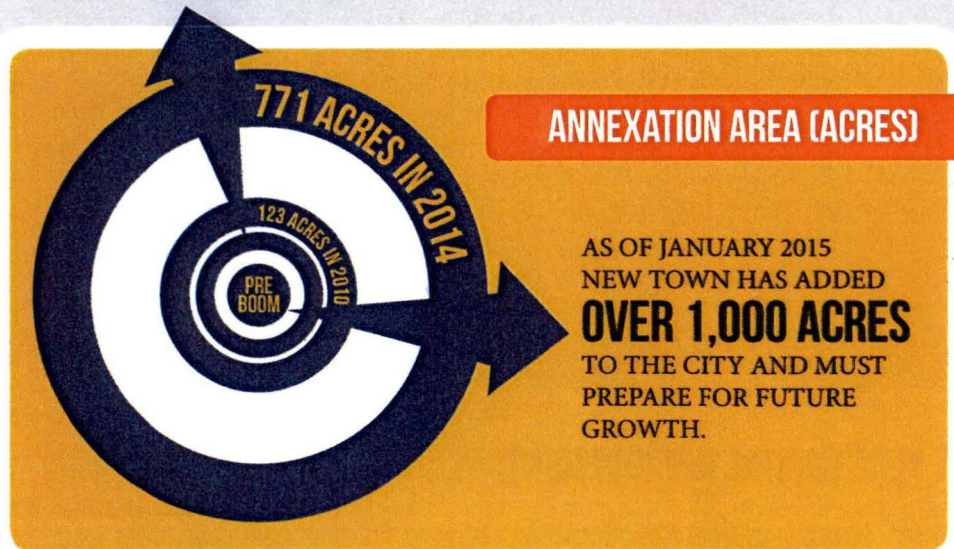


### TRAFFIC COUNTS ND HIGHWAY 23 AT NEW TOWN

2006 - 4,500	2010 - 7,380
2007 - 5,300	2011 - 8,460
2008 - 5,490	2012 - 10,365
2009 - 6,460	2013 - 9,430

### PUSHING THE LIMITS

UNPRECEDENTED POPULATION  
GROWTH LEADING TO INCREASED  
LAND AND INFRASTRUCTURE NEEDS



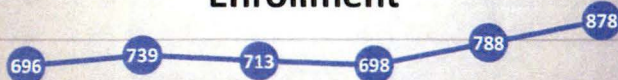
### ANNEXATION AREA (ACRES)

AS OF JANUARY 2015  
NEW TOWN HAS ADDED  
**OVER 1,000 ACRES**  
TO THE CITY AND MUST  
PREPARE FOR FUTURE  
GROWTH.

THAT'S AN AVERAGE OF **189**  
ADDITIONAL RESIDENTS PER YEAR



### New Town Public School District Enrollment



2010-2011 2011-2012 2012-2013 2013-2014 2014-2015 2015-2016



### New Town Building Permits



2012 2013 2014

AVERAGING **118** BUILDING PERMITS EACH YEAR (2012-2014) *29.2*



Testimony to the Senate Appropriations Committee  
Chairman Ray Holmberg  
Shane Hart, City Councilman  
City of Parshall  
[shaneh@restel.com](mailto:shaneh@restel.com)

SB 2103  
1-16-15  
# 30

<sup>2103</sup>  
Senate Bill 2013

Good Morning, Chairman Holmberg and members of the Senate Appropriations Committee. My name is Shane Hart a Councilman from the City of Parshall.

The City of Parshall has experienced tremendous growth due to activity in the Bakken Oilfield. We have distributed some exhibits with this testimony and you can see some of the facts highlighted there. In 2008 the City of Parshall reviewed 7 building permits and in 2014 we reviewed 47 building permits. Our city has expanded from 335 acres to 2000 acres in that period of time. We currently have developers looking to build a 400 room motel, 240 apartment units and add a restaurant. Our RV Park has 114 lots and houses families in travel trailers and motorhomes. Our school enrollment has increased and the school considers all students living in RV's as homeless. We have tripled our city employment and need to hire more, but we are limited by housing. We need to build housing in order to attract the workers that our city and area employers need to hire.

This increase in building activity is going to be hampered by the City's current waste water lagoon system. It is at max capacity! Due to FAA regulations the City of Parshall is not allowed to increase the size of the current lagoon because it sits too close to the Parshall Airport. The City is in need of moving it to an acceptable location and the costs in that are over \$10 million! Again, these housing and commercial projects will not happen without building a new waste water lagoon. (Refer Exhibit 1 & 1A, and Exhibit 4).

We also don't expect much slowing of this infrastructure demand, even with low oil prices. One of the most productive fields in the Bakken shares our city name: "The Parshall Field". Everything we are hearing about oil prices tells us that drilling will concentrate, no recede, from the most productive fields. With a tremendous amount of infield drilling nearby for years to come, we need your help and the dollars proposed in the Surge funding.

If you pass this bill as proposed, we can deal immediately with our lagoon system, launch significant utility upgrades and address a number of issues with our local streets. We have much do and request that you pass this bill as proposed and early in this session.

Thank you for your time. I would be happy to address any questions.

30.1

# City of Parshall

Box 159, Parshall, N.D. 58770-0159  
Phone 862-3459

**MAYOR**

Kyle Christianson

**AUDITOR**

Kelly Woessner

**CITY ATTORNEY**

William Woods

**COUNCIL MEMBERS**

Pem Hall

Shane Hart

Tom Huus

Robert Morenski



Equal Opportunity  
Housing and  
Employment

## Exhibits

- Waste Water Expansion Project – refer to cost analysis Exhibit 1 & Sewer trunk lines projection in Exhibit 1A
- Street and Utility Projects – refer to Cost Analysis Exhibit 1 & City street schedule map showing projects and years Exhibit 2
- Annexed Property for the City of Parshall – Showing growth of the City from 335 acres to 2000 acres and aerial coverage of current territory referencing Current lagoon size and location of City Airport Exhibit 3
- Building Permit Reviews – from 2008 to 2014 Exhibit 4
- Parshall Swimming Pool – Parks and recreation needs significant upgrades or complete replacement for the upcoming year to be able to be opened. Exhibit 5

30.2



# City of Parshall - 5 year Infrastructure Improvements Estimates

	Water	Waste Water	Storm Water	Transportation	Airport	Facilities	Total	
2015	\$215,900	\$9,947,700	\$863,600	\$2,590,800	\$233,750	\$1,791,378	\$15,643,128	2015-16 Biennium
2016	\$135,180	\$405,540	\$540,720	\$1,622,160	\$600,000	\$4,600,000	\$7,903,600	\$23,546,728
2017	\$95,770	\$287,309	\$383,078	\$1,149,234	\$200,000	\$300,000	\$2,415,390	2017-18 Biennium
2018	\$257,620	\$772,860	\$1,030,480	\$3,091,440	\$130,000	\$125,000	\$5,407,400	\$7,822,790
2019	\$258,846	\$3,976,538	\$1,035,384	\$3,106,152	\$125,000	\$114,200	\$8,616,120	2015-2019
								\$39,985,638

City of Parshall  
 Exhibit # 1

30.3



**Legend**

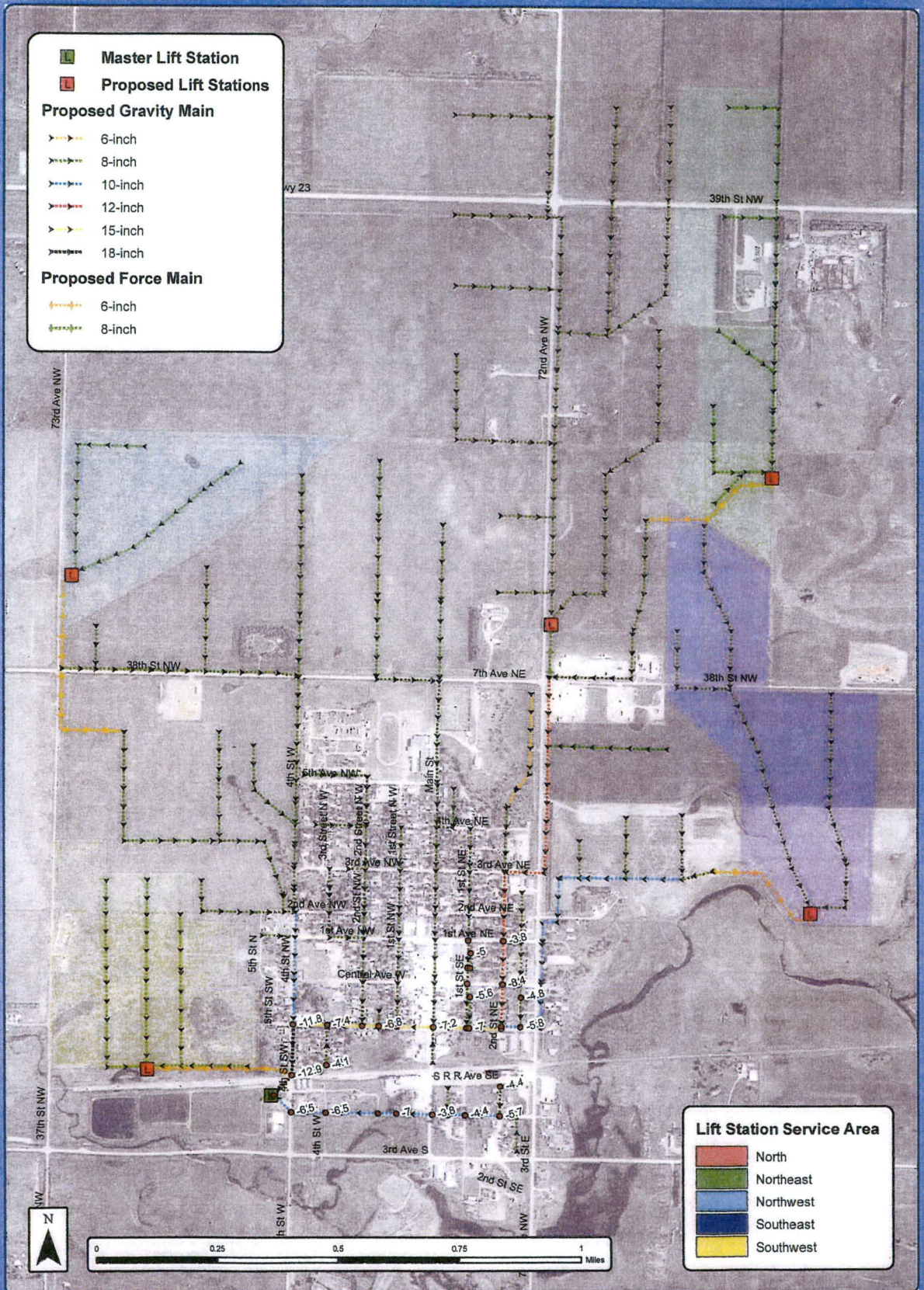
- Master Lift Station
- Proposed Lift Stations

**Proposed Gravity Main**

- 6-inch
- 8-inch
- 10-inch
- 12-inch
- 15-inch
- 18-inch

**Proposed Force Main**

- 6-inch
- 8-inch



**Lift Station Service Area**

- North
- Northeast
- Northwest
- Southeast
- Southwest

**City of Parshall Wastewater Planning  
PROPOSED SYSTEM IMPROVEMENTS**



30.4



City of Parshall 2015-2019-2020 Street Improvements 2019/2020/2021

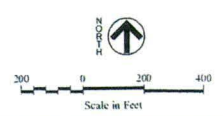


- LEGEND**
- PREVIOUSLY COMPLETED STREET & UTILITY IMPROVEMENTS
  - 2015 STREET & UTILITY IMPROVEMENTS
  - 2015 WASTEWATER IMPROVEMENTS - PHASE I (NOT SHOWN)
  - 2016 STREET & UTILITY IMPROVEMENTS
  - 2017 STREET & UTILITY IMPROVEMENTS
  - 2018 STREET & UTILITY IMPROVEMENTS
  - 2019 STREET & UTILITY IMPROVEMENTS
  - 2019 WASTEWATER IMPROVEMENTS - PHASE II (NOT SHOWN)

30.5



**AES 2015 - 2019 UTILITY CIP OVERVIEW  
CITY OF PARSHALL, ND**

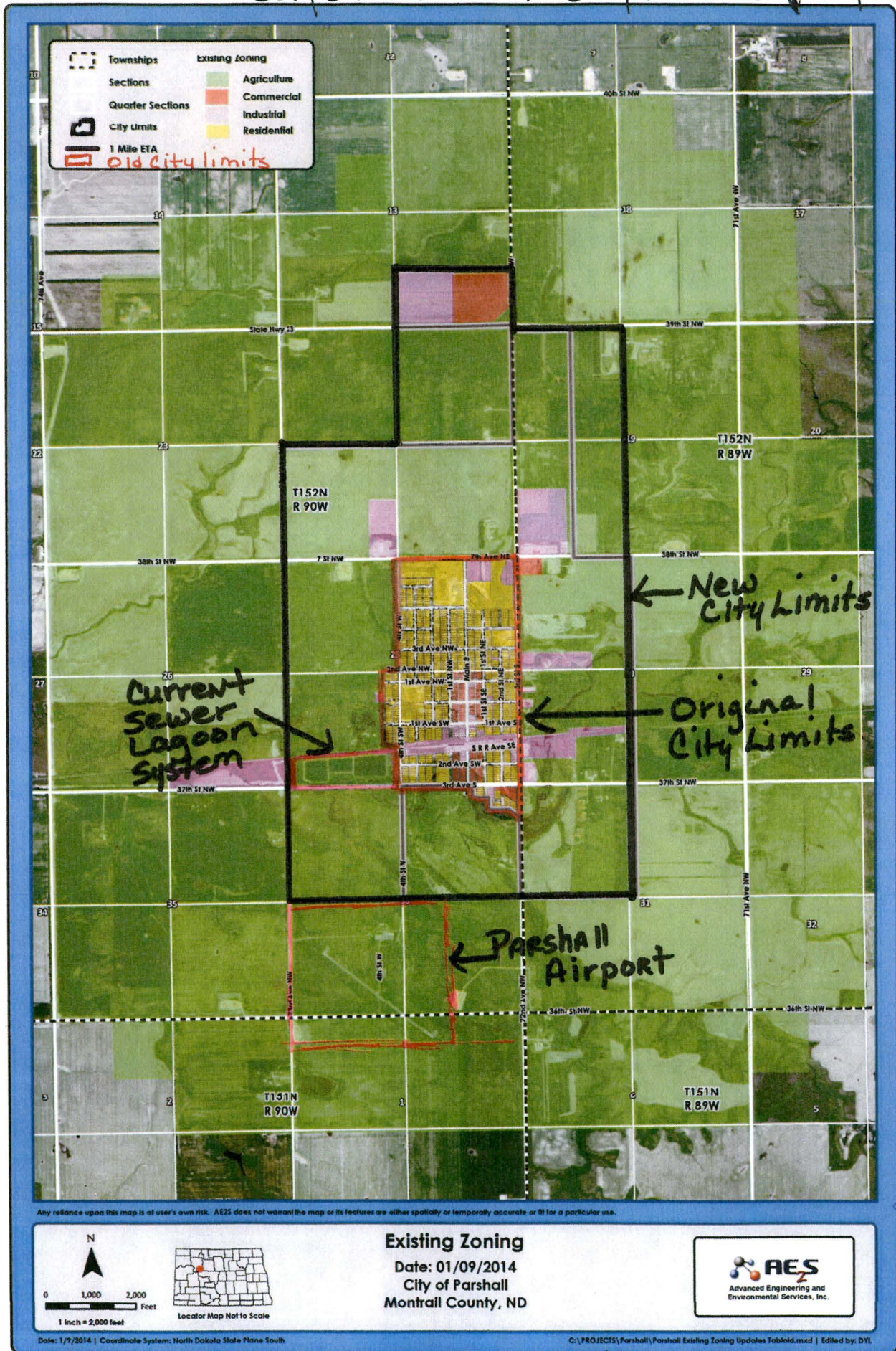




01-14-2015

Exhibit #3

# City of Parshall City Limits (Original + New)



30.6

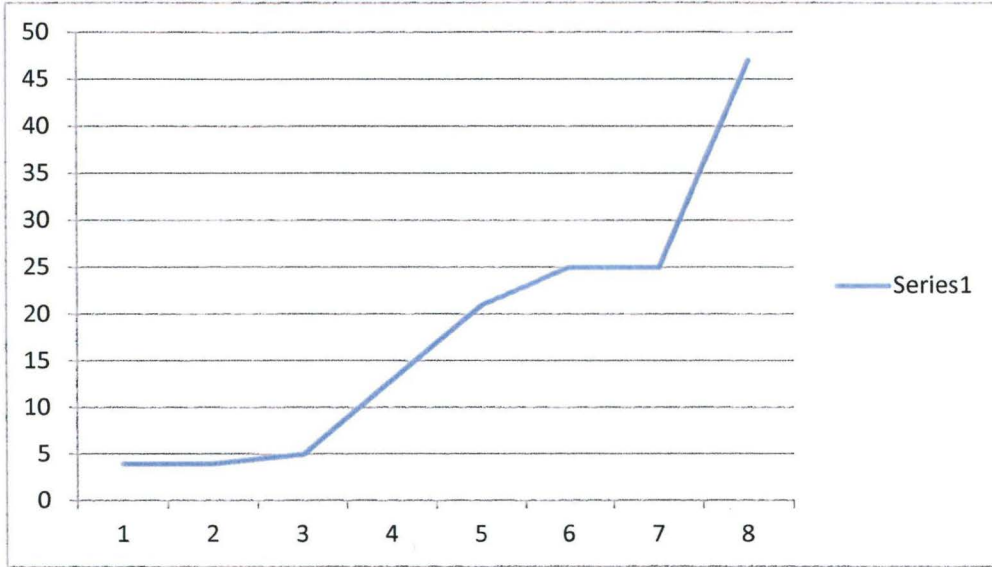
Kelly Woessner City Auditor



Exhibit 4

City of Parshall  
Building Permits

YEAR	# of Permits filed
2007	4
2008	4
2009	5
2010	13
2011	21
2012	25
2013	25
2014	47



30.7



Parks & Recreation  
Needs significant  
upgrades.





Exhibit 5



6

3019



Exhibit 3

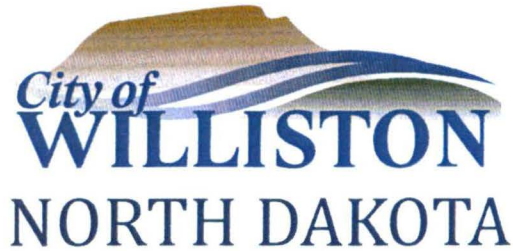


NO  
TRESPASSING  
WHEN POOL IS CLOSED  
ALL VISITORS MUST  
BE ACCOMPANIED BY  
AN ADULT

10

30-10





SB 2103  
1-16-15  
# 31

P.O. Box 1306  
Williston ND 58802-1306  
PHONE: 701-577-8100  
FAX: 701-577-8880  
TDD State Relay: 711

SB 2103

Hearing Date

Senate Appropriations Committee

January 16, 2015

Senator Ray Holmberg, Chairman

Chairman Holmberg and Senate Appropriations Committee Members:

Thank you for your past support of Williston. I am Howard Klug, President of the Williston City Commission. I stand before you today to seek your support of SB 2103. The timely approval of one of this bills is extremely important as Williston prepares for a full construction season due to our unprecedented growth.

In the past year as I ran for office and during my six month tenure as Mayor my message has been the same; 'Invest in us now and we will provide a base for an industry that will benefit North Dakota during the next forty years.'

As business people, we have to realize that now is the time for us to catch up. We need to invest for the future of North Dakota. That commitment will show outside investors that we are preparing for growth for years to come.

Now is the time to invest. Five years ago Williston's new waste treatment plant was projected to cost 65 million dollars. At that time, Williston didn't have the ability to borrow or bond for the project. Last year when the state funding finally gave us the ability to fund the project inflation raised the project to 105 million dollars.

Attached to my written testimony is a report summarizing Williston's estimated debt and capital improvement projects for 2015. I would like to highlight two projects and why they are important. The extension of 11<sup>th</sup> Street West will provide an east west connection through the City of Williston. This connection will allow our emergency personnel a direct route to the road that leads to our new high school. The extension of 26<sup>th</sup> Street will provide sewer, water and additional access to our new high school area. When the 26<sup>th</sup> Street project is finished, I have a developer's commitment to build affordable housing along that corridor. These projects are well thought out, they work together, and they are vital to Williston's growth.

Signs of Williston's growth are everywhere. Williston has been named the fastest growing micropolitan community for the past three years and in 2014 it led the state in construction activity as over \$500 million in permits were filed with our building department.

31.1

As of the third quarter of 2014, Williston had almost \$2.7 billion in taxable sales and purchases. By the end of 2014, Williston's 1 cent sales tax generated over \$15 million for the City and the state's five percent sales tax on Williston's taxable sales and purchases produced more than \$75 million for North Dakota. Unfortunately, Williston has a large and growing debt of about one-third of a billion dollars; we anticipate being closer to a half billion dollars in the next two years due in part because of our airport expansion/relocation project.

I believe Williston has in the past and is currently operating in a fiscally responsible manner. We are committed to taking on our share of infrastructure projects and if there is a test for having 'skin in the game,' there is no question that Williston has passed it – with flying colors.

I strongly urge you to approve SB 2103 as quickly as possible so Williston and others can utilize the 2015 construction season to the best of our abilities. I stand ready to answer any questions you may have for me today.

Sincerely,

Howard Klug  
President Williston City Commission

Attachments

31.2



City of Williston  
 2015 CIP Project Summary  
 January 2015

No.	Project Description	Estimated Cost	Remarks
1	11th Street/US 2&85 Intersection--Ph II	\$2,578,000	City's cost to support NDDOT SOIA Project
2	11th Street (US 2&85 to 32nd Ave W)	\$7,450,000	
3	11th Street (32nd to 139th Ave W)	\$8,958,000	
4	High School Development Area	\$19,536,000	Opens 320 Acres to single family development near proposed High School
5	58th Street/US 2&85 Intersection	\$2,320,000	City's cost to support NDDOT SOIA Project
6	58th Street (US 2&85 to 16th Ave W (REC Rd))	\$5,222,800	
7	58th Street (US 2&85 to W Br Rd & Univ Ave)	\$8,120,000	
8	16th Avenue West (50th to 58th Street)	\$5,275,440	
9	West Williston Drainage - Phase II	\$5,151,000	City's cost to support NDDOT SOIA Project
10	E Highland Drive (8th Avenue to E Dakota Pkwy)	\$500,000	Requested by Williston State College
11	East Valley Rail Lift Station Over Sizing	\$606,720	
12	Landfill Improvements	\$5,500,000	
13	Public Works Facility Expansion	\$6,250,000	Master planning, site acquisition and construction commitments
14	City Hall Facility Expansion	\$5,150,000	Master planning, site acquisition and construction commitments
15	2015 Street Rehabilitation	\$2,325,000	
16	2015 Water Main Replacement	\$1,590,000	
17	Airport Drainage Ditch Analysis	\$75,000	
18	32nd Avenue Trail (26th St to Golf Course)	\$330,000	
19	Rural Subdivision Water & Sewer Improvements	\$2,800,000	
		\$89,737,960	

### **11<sup>th</sup> Street Projects:**

The \$2.6 Million 11<sup>th</sup> Street/US Highway 2 & 85 intersection improvement project is the second phase of a NDDOT SOIA highway intersection improvement project. Phase II will complete north south traffic routes on the west side of the highway which will reduce volumes of traffic that now need to access the highway.

The \$7.45 Million 11<sup>th</sup> Street project will complete 11<sup>th</sup> Street going west from the highway to 32<sup>nd</sup> Avenue West. This project will establish a new east west traffic route to the rapidly growing areas west of town including a direct route for fire, ambulance and other first responders from this area to the hospital and fire station.

The \$8.95 Million 11<sup>th</sup> Street project would continue 11<sup>th</sup> Street going west from 32<sup>nd</sup> Avenue for an additional mile and would complete a direct east west connection from the City to the new West Truck Route that is currently under construction.

### **High School Development Area:**

This \$19.5 Million project would bring water, sewer and street systems to the new High School that is to be built on the northwest edge of town. This project will install the backbone infrastructure necessary to support about 250 acres residential development. This is enough area for approximately 1,000 single family homes.

### **58<sup>th</sup> Street/US Highway 2 & 85 Intersection Improvements:**

NDDOT has rated this intersection as having the fourth highest crash severity in the state. In response NDDOT is proposing to install permanent Traffic Signals with SOIA Funds. The \$2.3 Million would be used to install water and sewer systems associated with this project and to construct bulb outs at this intersection. This project will be the first of several projects along 58<sup>th</sup> Street that will establish a new east west route through the northern portions of town and a direct route to the proposed location of the new Air Port.

### **16<sup>th</sup> Avenue West:**

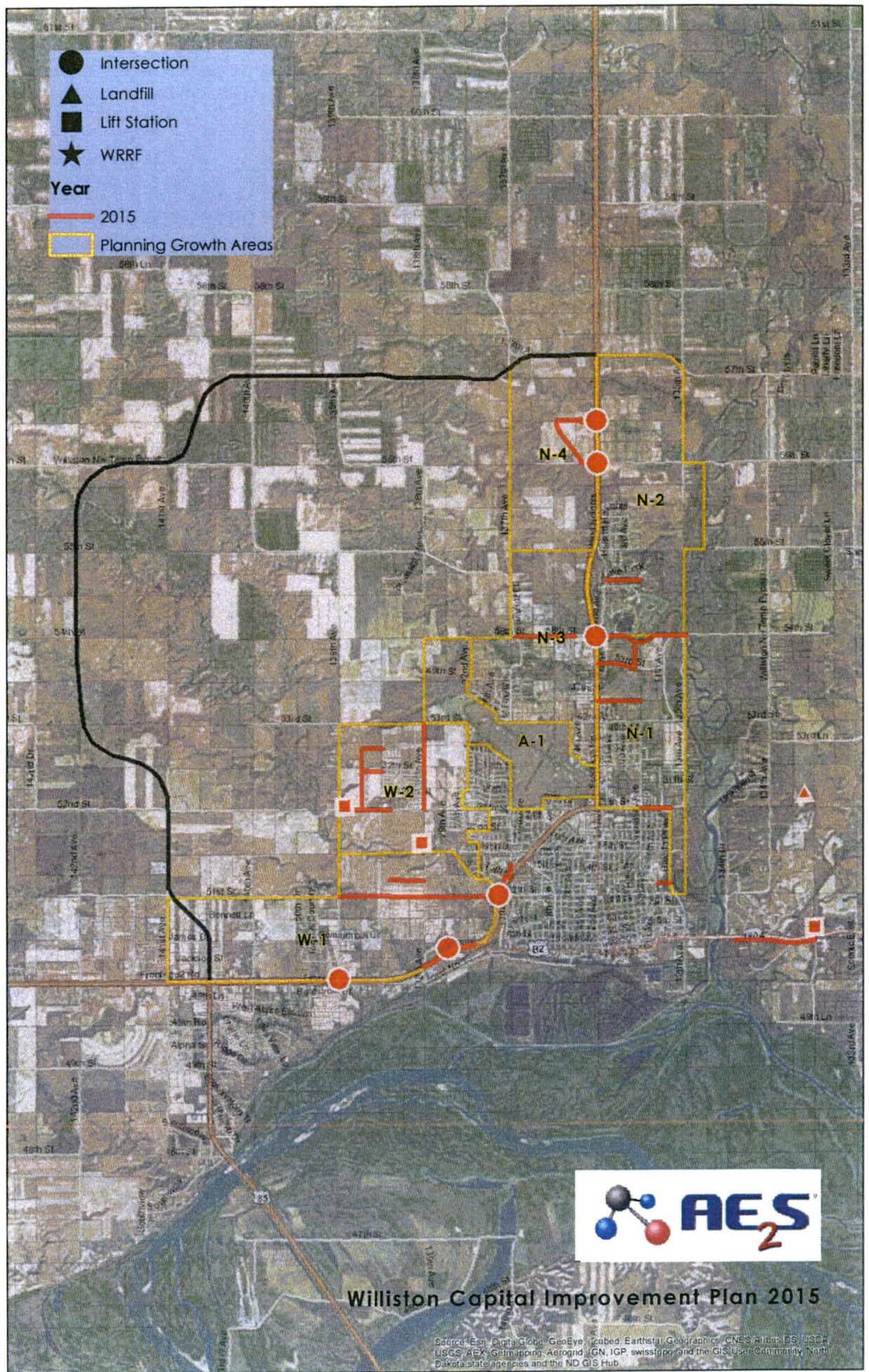
This \$5.3 Million project is the second of a three phase project reconstructing the roads to a heavy industrial area located in the northwest portion of the City. The new road systems will not be subjected to reduced load limits in the spring time.



- Intersection
- ▲ Landfill
- Lift Station
- ★ WRRF

**Year**

- 2015
- Planning Growth Areas



**Williston Capital Improvement Plan 2015**

Source: Esri, DigitalGlobe, GeoEye, iCubed, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aergrid, IGN, IGP, swisstopo, and the GIS User Community, North Dakota state agencies and the ND GIS Hub

31.5





SB2103  
1-16-15  
# 32

Senate Appropriations Committee  
SB 2103  
January 15, 2015

Chairman and members of the Senate Appropriations Committee:

My name is Kayla Pulvermacher and I am testifying on behalf of the members of North Dakota Farmers Union. We are in favor of both senate bills 2103 and 2126.

Our members have consistently asked for infrastructure needs to be a high priority during legislative sessions. Agricultural producers utilize our state's roads to move their commodities from farm to market. These two bills would ensure that a significant injection of dollars would be put to work quickly.

There are great advantages to both bills, which are also their key differences. While we support the infusion of dollars that SB 2126 creates, we favor their expedited use by sending it directly to political subdivisions of both oil producing and non-oil producing counties as seen in SB 2103.

Both are exceptional bills aimed at creating a solution to our significant infrastructure needs, and we are hopeful that a final bill that contains pieces of both bills will result.

Thank you for the opportunity to testify. I can take any questions that you may have.



**RAY, NORTH DAKOTA**  
**By: Kenneth Munson, City Commission President**

Date: January 16, 2015

# 33

North Dakota has boasted the country's most robust economy over the past five years; according to a report in Forbes Magazine, <http://www.forbes.com/places/nd/>.

Roads once used for local and agricultural purposes are now servicing the oil industry. Traffic volume along Highway 2 that runs through the center of town has increased dramatically, the number of people relocating to the area has skyrocketed and demands upon the city's infrastructure have overwhelmed the outdated system.

Over the past five years, Ray as well as other small communities, experienced drastic changes that, as many experts have stated, could not have been predicted nor planned for. Therefore, the city chose to be fiscally responsible in allocating its limited resources to the most vital of needs. Furthermore, Ray has not allowed development to come in to town without adequate infrastructure in place or an established plan and funding to do so.

What has Ray accomplished since 2011?

	<u>Est. Capital Cost</u>
• Established a Police Department	\$ 150,000
• Published a Land Use Comprehensive Plan	\$ 100,000
• Waste water treatment system capacity increase by 3.5 times	\$ 2.3 million
• Water main replacement and upsize	\$ 2.5 million
• Sewer main replacement and upsize	\$ 2.3 million
• Street maintenance plan and first round of improvements	\$ 0.5 million
• Triple the size of the public works department	\$ 250,000

It has taken four years to perform this work due to funding constraints. Ray is proud of maintaining a balanced budget, while keeping the community safe and operational. However, the water and sewer rates are at a maximum and the street maintenance costs have had to take a back seat to water and sewer improvement projects.

What does Ray need to do in the next two years?

	<u>Est. Capital Cost</u>
• Repair 23 blocks of water mains due to several complaints of rust colored water	\$2.5 million
• Construct a new elevated storage tank	\$3.9 million
• Repair 17 blocks of sewer mains	\$2.6 million
• Rehabilitation and maintenance of streets	\$4.8 million

As an example of street improvement deficiencies, the City of Ray has attempted to fund a street improvement project to better support an oil housing project that moved to the area since 2011. This project is still not complete and each year maintenance for basic access to almost 50 homes continues to be a burden on local taxpayers.

The City of Ray will need to fund nearly \$10 million dollars of improvements just to provide basic services to the community. This includes reliable, clean and safe drinking water, wastewater collection and street and drainage improvements.

According to surveys in the city's 2015 Comprehensive Plan, 73% of residents have stated that the quality of life in Ray has declined, due to faulty roads and sidewalks, and lack of retail and affordable housing.

There are many challenges ahead, If we are to accept and believe that North Dakota will continue to be an economic powerhouse, then towns of all sizes must be included in playing a role in that creation. In turn, they should receive their fair share of the revenues generated.

This fair share will help Ray in many areas including:

- Improve and upgrade undersized/underfunded infrastructure including, water, sewer and streets
- Ease the financial burden of assessments on taxpayers
- Help maintain a strong school system
- Increase community safety for residents and those traveling through the area
- Funding projects that will help create a foundation for future community growth
- Help city leaders attract more businesses

By helping the city of Ray, we send a clear message that we are going to build a better future for everyone in the state for generations to come.

We do not want to throw Ray a life raft to keep afloat, we want the tools to build a structure that will keep us sailing far into the future.



SENATE APPROPRIATIONS COMMITTEE

SB 2103

1-16-15

34

SENATE BILL 2013

2103

Submission by

BAKKEN HOUSING COMPANY

January 16, 2015

We are a real estate development company and have been active in the City of Williston for 4 years. I would like to tell you about the challenges we have faced specifically caused by under-funding to cities for their infrastructure.

I will give you two examples:

Right now, we are in the final stages of completing a 168-unit apartment complex called *Eagle Crest*, which includes one very important element—34 subsidized/affordable rental units.

Two years ago, in order to build this project, we needed a major arterial street extended, bringing City services past our property. But the City had a backlog of street construction so they could not extend the sewer, water and other services with this particular street for 2-3 years.

As everyone knows, there has been a great need for rental accommodation in Williston—particularly for *affordable* rental units—so we undertook the City's work ourselves and extended the street, at considerable expense. Had we not done so, there would have been a 3-year delay in providing these affordable units. As it is, the project cost increased significantly, contributing to the noted high cost of housing for workers in the Bakken.

The provision of capital for backbone infrastructure accelerates the production of affordable accommodation in particular, and in general, increases property tax receipts by cities and school districts.

34.1

Example # 2: Recently, we master-planned 640 acres—within Williston’s city limits—which we call *Hawkeye Village*.

We are proceeding with development of one quarter-section of that property for a range of uses that the City of Williston needs: housing of all types—including subsidized rental accommodation—plus office space and retail shops.

However, for a large portion of the property, we will have to wait for the City to construct a major arterial street through the neighborhood.

Let me be clear about one thing: we are not expecting the City to construct the streets and services *within* our 160 acre development—we will be spending over \$4.5 Million on completing that *internal* infrastructure ourselves. And that includes extending one of the City’s major *collector* streets. We just need the major arterial streets completed.

When cities are behind on infrastructure construction it delays developers like us and ultimately costs more to develop property—which is then reflected in the end price of housing and other components of a development.

There are many challenges in developing in the Bakken—construction financing being a major one—but the biggest *immediate* problem is the provision of city infrastructure.

Without that *backbone* infrastructure, building projects will lag by 2-3 years and costs will go up. By boosting infrastructure in targeted areas, you will accelerate development, and, of course, rapidly increase the tax base for everyone’s benefit.

**BAKKEN HOUSING COMPANY**

George Kropinski

John T. Sessions

Co-Manager

Co-Manager

(604) 644-8866 Cell

(206) 979-5646 Cell

34.2



## ATTACHMENTS

### ***EAGLE CREST APARTMENTS***

3710 – 26<sup>th</sup> Street West, Williston, ND

168 apartment units, comprised of:

134 market rate units and 34 subsidized/affordable units

### ***HAWKEYE VILLAGE***

The SE ¼ of Section 16, Williston, ND

160 acres of mixed use development, consisting of:

168 single family homes

80 townhomes and twin homes

700 apartments (market rate and subsidized)

30 acres of commercial/retail land

37 acres of parks and open space

# EAGLE CREST

APARTMENT HOMES

WILLISTON, ND



*whitehillstudio.com*

THE FIRST HOMES WILL BE AVAILABLE  
FOR OCCUPANCY IN AUGUST, 2014

## The Bakken's Finest Apartment Community

LOCATED ON 26TH STREET WEST, ADJACENT TO HARVEST HILLS

*34.4*

ENJOY A NEW STANDARD OF LIVING — ON WILLISTON'S WEST SIDE



## GENERAL FEATURES

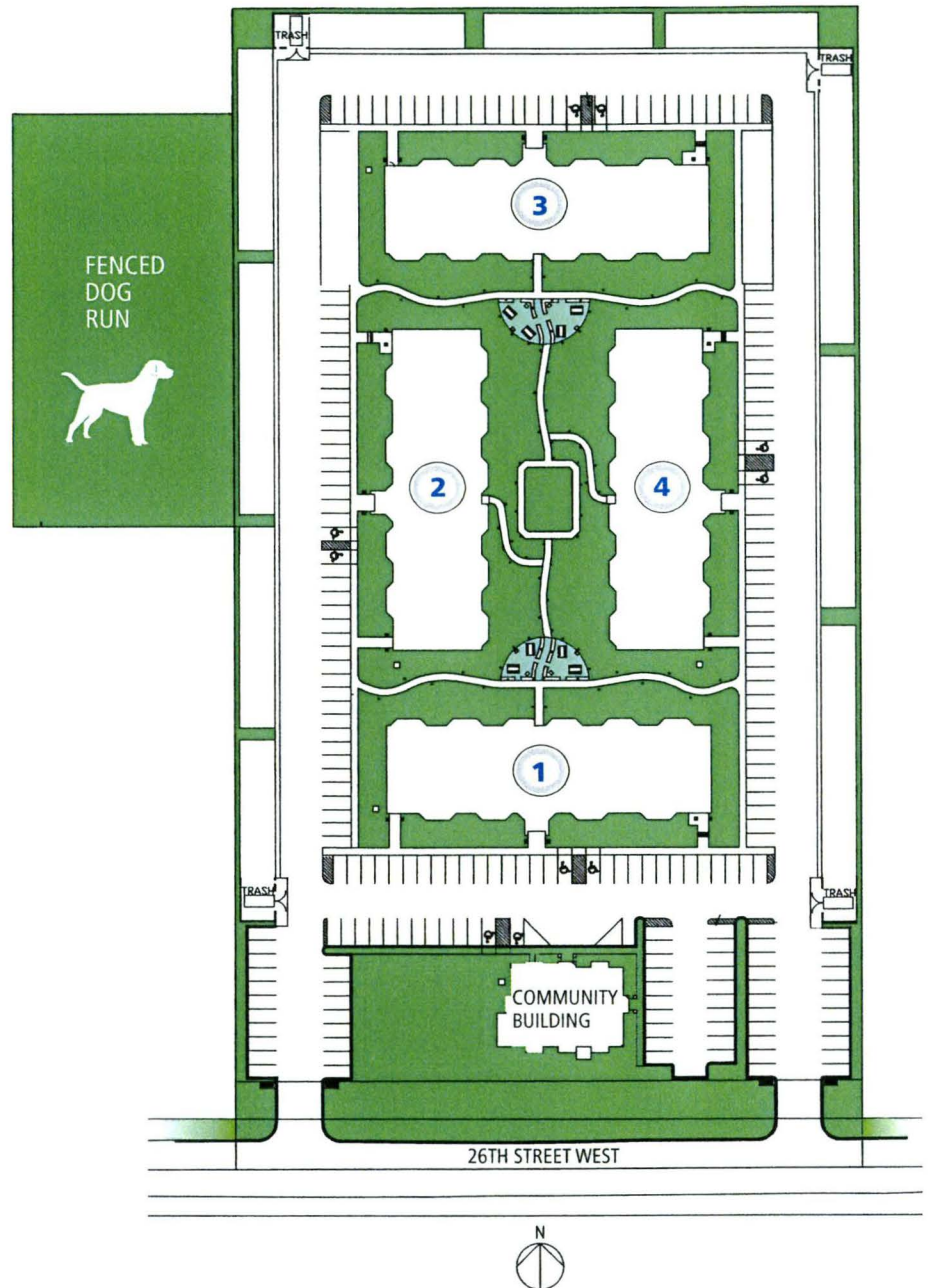
- High Quality Construction and Finishes
- Excellent Views
- Special Attention to Soundproofing
- Elevators in each Building
- Building Security System with Controlled Access
- Free Cable and High-Speed Internet Access
- Pet-Friendly for Dogs and Cats (sensible restrictions apply)
- Private, One-Acre Dog Park
- Individual Garage Parking Available for Most Homes
- Truck-Friendly, with 9-foot high Garage Doors
- Additional Surface Parking with Plug-ins for Block Heaters
- Exceptional Landscaping (with over 100 new trees being planted)
- Fully-Equipped Exercise Room in each Building, Featuring Quality Precor Equipment:
  - Treadmill, Elliptical, Upright & Recumbent Bikes, Multi-Gym, Stretch Master, Free Weights, Exercise Mats, Stability Balls, Flat Screen TVs.
- Locker Room in each Building containing:
  - Full-height Vented Lockers, complete with individual Electrical Outlets for Boot Dryers
  - Commercial-Grade Washer/Dryer
  - Washroom

## COMMUNITY AMENITIES

- Exceptional Landscaping
- Outdoor BBQ Areas with Picnic Tables
- Kids Playground Equipment
- Private, Fenced Dog Park
- Plenty of Visitor Parking

## SITE LAYOUT

Enjoy the campus-style layout with garages on the perimeter and well-landscaped green space in the central courtyard, enhancing privacy between the buildings. The formal gateway entrances, the Community Building and the private, fenced dog park complete the attractive and practical site features.



**Bakken**

**Housing Company**

www.EagleCrestApartmentHomes.com

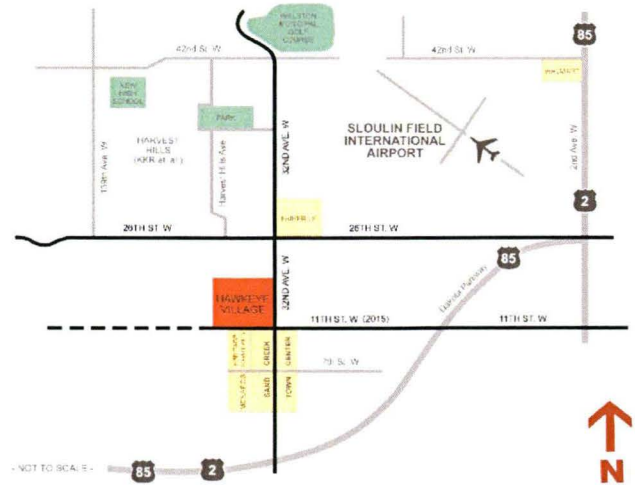
34.5



# HAWKEYE VILLAGE

# LOCATION

Hawkeye Village is located in the Sand Creek neighborhood on Williston's west side, situated midway between Highway 2/85 and 26<sup>th</sup> Street West — a major arterial leading to the new truck bypass.



34.6

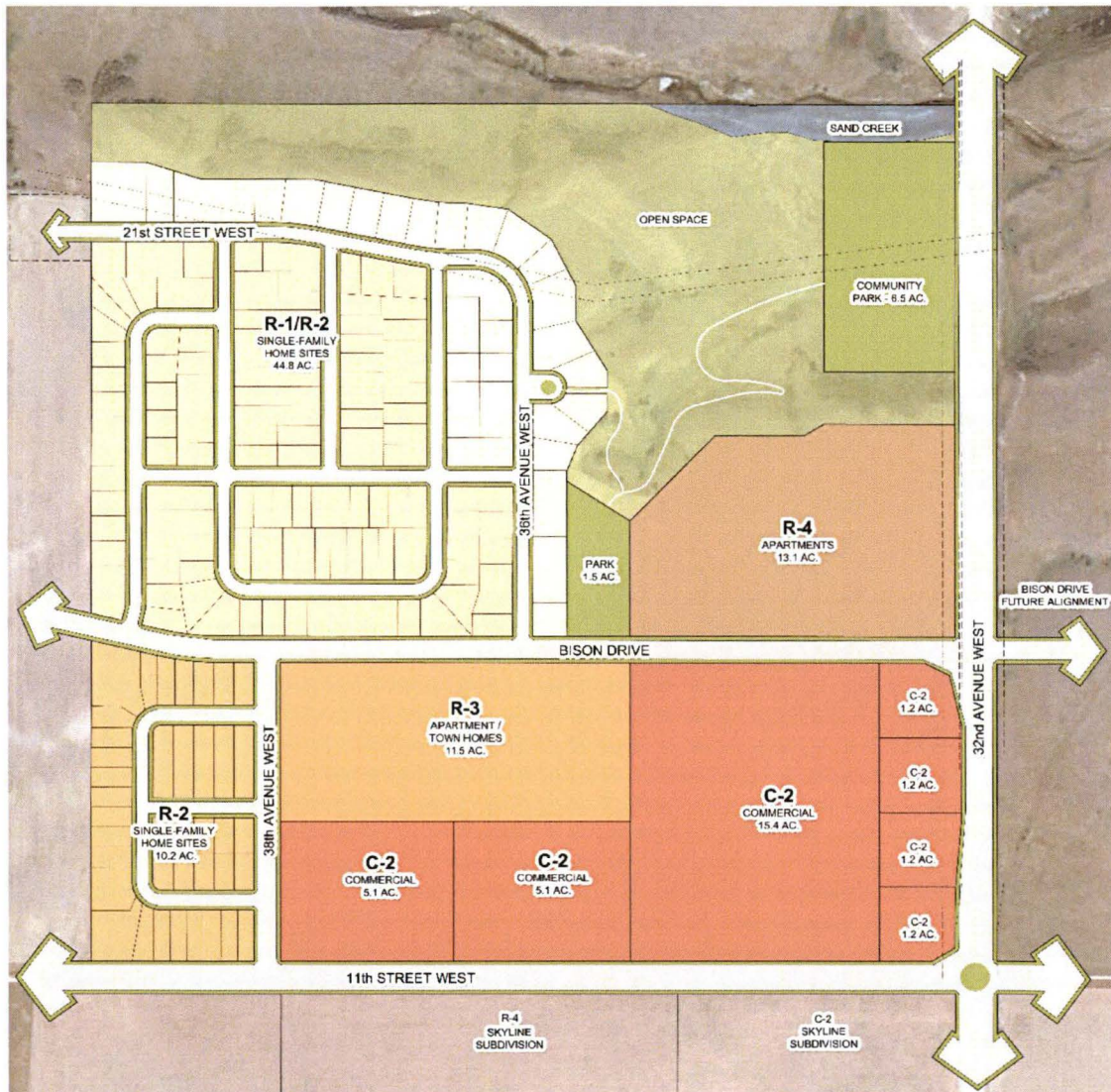


# HAWKEYE VILLAGE

# SITE DEVELOPMENT

## Land Use Plan:

The development plan for Hawkeye Village comprises a compatible mix of residential (from single-family to high-density apartments) and commercial (retail/office) uses. A major amenity will be the large amount of parkland and open space. The plan below illustrates the array of uses (note the small "trailhead park" in the center of the development, which leads to over 37 acres of community parks and open space).



R-1	Single-Family	44.80 ac.	168 lots
R-2	Townhome/Twinhome	10.20 ac.	80 units
R-3	Apartments	11.56 ac.	255 units
R-4	Apartments	11.51 ac.	300 units
R-4	Assisted Living	1.80 ac.	60-bed facility
C-2	Commercial	15.34 ac.	Large Format Retail
C-2	Commercial	5.12 ac.	Medium Format Retail or Strip
C-2	Commercial	5.12 ac.	Office or Retail
C-2	Commercial	4.95 ac.	Four individual retail lots
P	Park	37.25 ac.	Parks & Open Space

34.7

Testimony in Support of SB 2103  
Kelly M. Armstrong

SB 2103  
1-16-15  
# 35

In April of 2006 a horizontal test well was drilled in Mountrail County. Shortly thereafter the Parshall 1-36H came online and the North Dakota Shale revolution began.

Since that time our state has seen unprecedented economic growth. Backed by strong Ag prices and a transcendent oil and gas development play, North Dakotans have seen wages grow, unemployment shrink, and insulation from the worldwide economic recession.

All the while our communities in western North Dakota have been besieged by growth. The strains on local roads and infrastructure cannot be overestimated. Communities that were dealing with out migration and shrinking populations now faces massive infrastructure projects for which they cannot support at the local level. The local taxing structures are simply not designed to handle such explosive growth.

And that is where 2103 comes in. At its heart, this is a local roads and infrastructure bill.

It is a way for this body to recognize the challenges these communities face and provide much needed funding quickly so that these communities can take full advantage of the 2015 construction season and to finally begin to get ahead of the infrastructure challenges they are faced with.

The two major factors that can curtail the energy industries continued success in North Dakota are price and infrastructure. While we cannot do anything about price as it is set at an international lever, we can and must deal with the infrastructure problem to ensure continued economic success for our state.

This strategic investment for infrastructure improvements in our local communities is a smart investment for North Dakota. Local Ag producers will benefit, the oil and gas industry will benefit. And the communities across the region will have a fighting chance to get out ahead of the significant challenges they face.

35.1



SB 2103  
1-16-15  
#36

Senator Holmberg and members of the Appropriations Committee. For the record, my name is Jason Kersten and I am the Superintendent of the Bottineau and Newburg United Public Schools. I am here in support of SB 2103.

In the last session, HB 1358 changed the GPT formula for school districts receiving Oil and Gas Revenue. In looking at the bill, I believe it seemed like it was favorable to the school districts receiving Oil and Gas Revenue. In reality, there was an unforeseen problem for some districts. The unforeseen problem was the loss of GPT funds due the 5% change after the first \$5 million oil and gas revenue. This affected some schools in the first year of the biennium and in my case the change is affecting my districts in the second year of the biennium. I would like to share the numbers for my two districts. In the 2013-14 school year, the Bottineau District received \$1,357,334.24 in Oil and Gas Revenue and Newburg United received \$116,535.23 in Oil and Gas Revenue. This past year, Bottineau County reached the \$5 million dollar threshold. This now triggers the school districts into the 5% bracket of the GPT formula. In visiting with the county auditor when doing our 2014-15 budget, I am estimating the Bottineau School District will receive \$185,800 in Oil and Gas Revenue and Newburg United will receive \$20,000 in Oil and Gas Revenue. This means Bottineau will receive \$1,171,534.24 less money in Oil and Gas Revenue from the previous year while Newburg United will receive \$96,535.23 less money in Oil and Gas Revenue from the previous year. Again, I would like to stress this is an estimation at this time. The drop in Oil and Gas Revenue is also going to affect the funding we receive from the state. Currently, 75% of our Oil and Gas Revenue is deducted from our State Aid Payment. The Oil and Gas Revenue from the previous year (2013-14) is used to determine the amount deducted. In the 2014-15 school year, my districts will not

only receive less dollars in Oil and Gas Revenue, but will have 75% of last year's Oil and Gas Revenue deducted from our 2015-16 State Aid Payment. In my mind, this is a double whammy for my districts and any other districts in our county as well as some other schools in the Oil and Gas Region.

In closing, I do not believe legislators realized the affect the change in the GPT would have on some of the school districts in the Oil and Gas Producing Counties. SB 2103 would give one time money for this unforeseen problem. I ask for your support for SB 2103. Thank you for your time and the job each of you do for the citizens of North Dakota. I would answer any questions at this time.



January 21, 2015

#1

PROPOSED AMENDMENTS TO SENATE BILL NO. 2103

Page 1, line 2, after the semicolon insert "to provide for an appropriation to the department of transportation for state highway projects; to provide for a transfer;"

Page 1, line 7, replace "\$845,000,000" with "\$836,250,000"

Page 1, after line 22, insert:

"Major roadway construction or reconstruction projects provided funding under this subsection must comply with the American association of state highway transportation officials pavement design procedures and the department of transportation local government requirements. Upon completion of a major roadway construction or reconstruction project, the roadway segment must be posted at a legal load limit of 105,500 pounds [47853.993 kilograms]."

Page 2, remove lines 29 through 31

Page 3, remove lines 1 through 7

Page 3, line 8, replace "4." with "3."

Page 3, line 20, after the period insert "Major roadway construction or reconstruction projects provided funding under this subsection must comply with the American association of state highway transportation officials pavement design procedures and the department of transportation local government requirements. Upon completion of a major roadway construction or reconstruction project, the roadway segment must be posted at a legal load limit of 105,500 pounds [47853.993 kilograms]."

Page 3, line 21, replace "5." with "4."

Page 4, line 13, replace "6." with "5."

Page 5, line 12, replace "7." with "6."

Page 5, after line 30, insert:

**"SECTION 2. TRANSFER - STRATEGIC INVESTMENT AND IMPROVEMENTS FUND TO HIGHWAY FUND.** The director of the office of management and budget shall transfer the sum of \$300,000,000 from the strategic investment and improvements fund to the highway fund during the period beginning with the effective date of this Act, and ending June 30, 2015.

**SECTION 3. APPROPRIATION - DEPARTMENT OF TRANSPORTATION.** There is appropriated out of any moneys in the highway fund in the state treasury, not otherwise appropriated, the sum of \$300,000,000, or so much of the sum as may be necessary, to the department of transportation for the purpose of construction and maintenance of state transportation infrastructure, for the period beginning with the effective date of this Act, and ending June 30, 2017. The funding provided in this section may be applied to engineering, design, and construction costs incurred on related projects as of January 1, 2015. The funding provided in this section is considered a one-time funding item."

Renumber accordingly

**STATEMENT OF PURPOSE OF AMENDMENT:**

This amendment:

- Removes a subsection to provide a distribution of \$8.75 million to school districts;
- Adds two new sections to provide for a transfer of \$300 million from the strategic investment and improvements fund to the highway fund and to provide one-time funding of \$300 million from the highway fund to the Department of Transportation for the construction and maintenance of state transportation infrastructure; and
- Requires counties to construct major roadway projects to a posted legal load limit of 105,500 pounds if the county uses funding received in this bill for a major roadway project.



SB2103  
2/11/15

# 1

**Kadrmass, Chris J.**

**From:** Shawn Kessel <shawn.kessel@dickinsongov.com>  
**Sent:** Saturday, February 07, 2015 1:24 PM  
**To:** Delzer, Jeff W.  
**Cc:** Kadrmass, Chris J., Dennis Johnson  
**Subject:** Information Requested  
**Attachments:** hml carlson ltr.pdf; delzer request 2.pdf  
**Categories:** Red Category

Chairman Delzer.

Thank you for contacting the City of Dickinson to learn more about the manner in which we have spent much needed in-lieu of property tax funding and how we plan to spend "surge" funds. The vast majority of the information you have requested has been presented in the form of testimony or in a letter sent by Commission President Johnson to House Majority Leader Carlson dated February 3, 2015. I have attached both documents for your immediate reference.

As I understand "surge" funds these funds are intended to be used for one-time funding of infrastructure projects to allow us to "catch up" or deal with energy impacts that have already occurred in the community. Our use of "surge" funding would be to further the cause I just summarized by constructing new infrastructure to support the existing population and development occurring today for market occupation in 2015. The last page of the letter to HML Carlson contains a list of "shovel ready" projects we need to bid as soon as possible to ensure their timely completion and achieve the best bid results. The \$54.4 million listed on that page does not include the additional \$16 million needed to complete those projects using city sales tax funds and other sources of revenue or the \$50 million in 2016 projects President Johnson mentions in the HML Carlson letter. His 2016 list does not include a \$10 million expansion of our waste water treatment facility if population growth maintains at current levels or \$6.9 million in design and right of way acquisition expenses.

Contained within Presidents Johnson's testimony is Exhibit G. This exhibit shows the revenue produced in the general fund along with the mill levies charged since 2008. Our philosophy has been to lower mills as assessment values increase to provide a stable property tax burden for existing residents. We add revenue due to new construction coming onto the tax rolls. This philosophy supports the state's philosophy of lowering the overall property tax burden and the investments you have made.

We do not intend to use "surge" funding for operational expenses or debt relief. The formula change from 75% State/25% Local to 60% Local/40% State would help defray expenses related to the burgeoning debt load taken on by the city in 2013 and 2014. This \$100+ million in additional debt taken on in these two years will require annual debt payments of around \$8 million. These additional capital and debt expenses do not begin to encapsulate the total cost of energy impacts. Operational expenses have also increased dramatically due to extra staff (police, fire, permit issuance, planning/zoning, water, waste water, streets, landfill, etc.), higher total compensation (wages and benefits), and equipment needs to mention a few of the additional costs.

I believe the only question I have not yet answered is the building permit values in 2014. I am penning this email on Saturday morning and do not have access to building permit staff. I can tell you that as of the October 2014 we had approximately 207 million in new permits issued according to the Stark County "Economy at a Glance" newsletter. I apologize for not having more current information available at my fingertips - I thought I should provide you this response as early as I could so you could have it in preparation for the upcoming committee hearing. I can provide this to you in a subsequent email.

Shawn Kessel, ICMA-CM

City Administrator

9 2nd Street East

Dickinson, ND 58601

701 456-7744

**2013 *Best Small Town*** ranked by **Livability.com**

**2013 2<sup>nd</sup> Fastest Growing Micropolitan in the USA** per US Census



February 3, 2015

Mr. Al Carlson  
Majority Leader House of Representatives  
State Capital  
600 East Boulevard  
Bismarck, ND 58505

Dear Majority Leader Carlson:

It was nice to visit with you yesterday evening at Southwest Night for the Legislature. We appreciate your attendance. Per your request, enclosed is a list of infrastructure projects for the City of Dickinson. The listed projects are a running summary since 2012 of projects due to the oil impact. They are either complete, in construction, engineered, or about to be released for engineering. Below are tables detailing the City's use of funds and its source of funds.

**USE OF FUNDS  
(2012-2015)**

Transfer to City General Fund	\$ 7,400,000
Debt Service	\$ 5,300,000
Infrastructure Projects (City Financial Responsibility)	\$228,651,000
Engineering & Right-of-Way Acquisition of 2016 Projects	\$ 16,000,000
<b>Total Use of Funds</b>	<b>\$257,351,000</b>

**SOURCE OF FUNDS  
(2012-2015)**

2013 Sales and Hospitality Revenue Bond	\$ 15,855,000
State Revolving Fund Loan #1	\$ 40,500,000
State Revolving Fund Loan #2	\$ 41,624,000
Wells Fargo Bank Sales Tax Bond	\$ 965,000
Equipment Financing	\$ 4,383,000
<b>Total Debt</b>	<b>\$103,327,000</b>
Oil Impact Funds Biennium Ending 6/30/2013	\$ 12,300,000
Oil Impact Funds Biennium Ending 6/30/2015	\$ 31,000,000
State Water Commission Grant	\$ 18,400,000
<b>Total State of ND Oil Impact Funds</b>	<b>\$ 61,700,000</b>
Dickinson City Sales Tax	\$ 10,000,000
<b>Total Source of Funds</b>	<b>\$175,027,000</b>

The City of Dickinson has an immediate unfunded shortfall of \$82,324,000. Without the \$55 million of Surge Funding, the City will be required to increase its debt to \$185,000,000. I expect, depending upon the impact of lower oil prices, Dickinson, exclusive of engineering and right-away acquisition, will need to spend about \$50 million on 2016 infrastructure projects.

Dickinson's population growth has been sudden and significant. For example, the City did a comprehensive traffic study in 2011. The study indicated the City required no additional intersections be equipped with traffic stop lights. We repeated the study three years later. This time the study revealed the City had ten intersections that now qualified for traffic stop lights. The Surge bill and the Formula Change bill will not enable Dickinson to get ahead of its infrastructure needs. But, they will allow the City to catch up with those needs without taking on a significant amount of additional debt.

Please let me know if you need any additional information. I will be out of the office until February 16<sup>th</sup>. You may reach me on my cell phone at 701-290-0039. Thank you for your support.

Sincerely Yours,

Dennis W. Johnson  
President, Board of Commissioners  
City of Dickinson

Cc: Shawn Kessel, City Administrator



CITY OF DICKINSON  
February 3, 2015

COMPLETED PROJECTS

West River Community Center Expansion	\$15,855,000
Public Works Facility	\$16,802,000
Waste Water Treatment Facility	\$35,075,000
Influent Pump Station & Forcemain	\$11,389,000
West Lift Station & Forcemain	\$14,191,000
DPR Reclaim Line & Highway 10 Lift Station	\$1,064,000
Empire Road--Hospital	\$4,308,000
10th Ave West from 29th to 40th	\$1,358,000
Interim By-pass	\$837,000
Villard Mill & Overlay	\$4,314,000
12th St. West Reconstruction	\$1,862,000
West Side 18" Water Main	\$315,000
Equipment	\$4,383,000
Subtotal	\$111,753,000

2014 IN-PROCESS PROJECTS

Re-use Pump Station	\$800,000
Finish Water Pumping Facility	\$5,189,000
Public Safety Facility	\$14,899,000
West Side 1 Million Gallon Water Storage	\$3,827,000
West Gravity Sewer Phase 1	\$1,564,000
Lift Station 12 Upgrade & Force Main	\$12,662,000
Westside 24" Water Main	\$4,411,000
Eastside Water Distribution Broadway	\$6,705,000
40th Street East	\$7,288,000
I-94 Exit 56	\$5,000,000
Storm Water Modeling	\$200,000
Subtotal	\$62,545,000

### 2015 PROJECTS

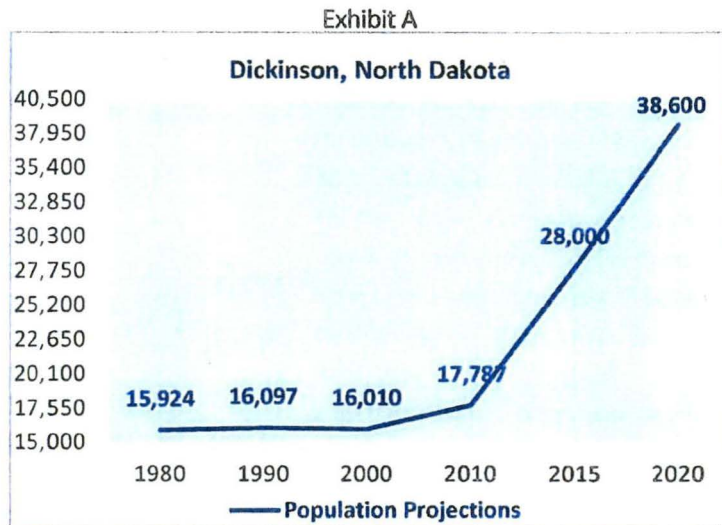
Railroad Utility Modifications	\$5,000,000
Regional Landfill Expansion	\$8,350,000
Intersection Signalization (10)	\$3,000,000
State Avenue Extension & Urban Section Improvements	\$7,820,000
21st Street West Improvements & Water Main	\$8,835,000
Brine Facility	\$1,085,000
West Gravity Phase 2	\$1,661,000
Lift Station 14 Upgrade & Force Main	\$3,709,000
Lift Station 5 Upgrade	\$2,606,000
River Drive Booster Station	\$1,330,000
Lamont Stormwater Project	\$667,000
Eastside 500 Thousand Gallon Water Storage	\$6,275,000
Highway 22 Landscaping	\$90,000
State Avenue Booster Station	\$2,200,000
Water Modeling	\$225,000
States Avenue Overpass	\$1,500,000
Subtotal	\$54,353,000
Grand Total	\$228,651,000



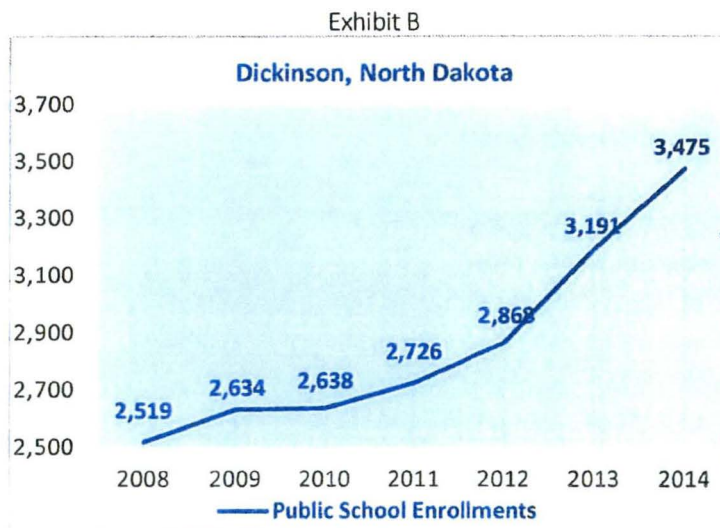
**North Dakota Senate Appropriation Committee  
Senate Bill No. 2103  
January 16, 2015**

Mr. Chairman and members of the committee, my name is Dennis Johnson and I serve as President of the Dickinson City Commission. I am here today to speak in support of Senate Bill No. 2103.

Dickinson is an Oil Hub City experiencing significant population growth. Dickinson is the nation's second fastest growing small city. NDSU, in the Dickinson Comprehensive Plan, forecasts the City reaching a permanent population of 38,600 by the year 2020. Exhibit "A" is Dickinson's population history and indicates Dickinson is on track to realize the NDSU projections. The City's current population is difficult to



estimate but based on housing construction, water consumption, solid waste disposal, and other factors, we estimate our current permanent population to be 28,000.



Other statistics illustrating the community's rapid population growth are public school enrollments, live births, and passenger enplanements. These can be found in Exhibits "B", "C", & "D". Much of Dickinson's population growth has occurred since 2010. During that time, the City footprint despite the City's efforts to grow within its pre 2010 boundaries has grown 29% from 6,734 acres to 8,701 acres. School enrollments

have risen by 32%. Live births have increased by 73%. Passenger enplanements have grown 460%.

City government is responsible for the health and safety of its residents. The City cannot ignore or defer making critical investments in infrastructure that insure the health and safety of its residents. Beginning in 2013 and ending in 2015, due to population growth, the City is making investments totaling \$228 million to its public infrastructure. (Exhibit "E") About \$112 million of the \$228 million is complete. The remaining projects are either under construction or in engineering. Not included in these amounts are 2016 projects that require funding this year for engineering and right of way acquisitions.

Not all the oil impact funds are spent on capital infrastructure projects. Dickinson allocates its oil impact monies to three areas:

1. General Fund (Fund annual shortfall of \$3,500,000).
2. Annual Debt Repayment (SRF loan annual payment of \$5,265,000).
3. Infrastructure Projects (Balance of oil impact funds).

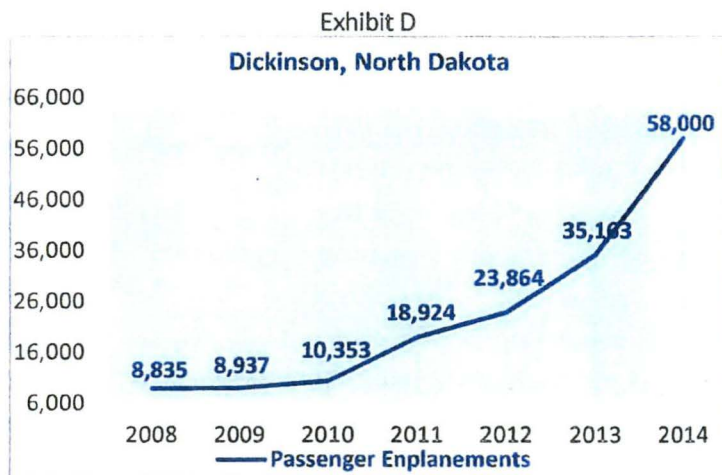
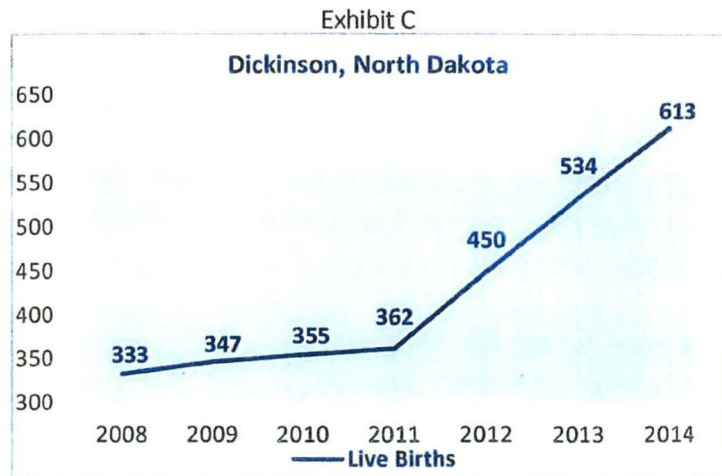


Exhibit E

Infrastructure Projects Dickinson, North Dakota		
City Structures	\$ 48,641,000	Public Works , Safety Center & WRCC
Waste Water Treatment	\$ 46,464,000	Mechanical Plant, Influent Pump Station
Waste Water Collection	\$ 38,257,000	Lift Stations, Force Mains, Pumps
Water Distribution & Storage	\$ 30,477,000	Water Pumps, Mains, & Storage
Transportation	\$ 46,212,000	Non NDDOT funded
Regional Landfill	\$ 8,350,000	Expansion
Equipment	\$ 4,383,000	
Other	\$ 5,867,000	Storm water, Railroad related
<b>SUBTOTAL</b>	<b>\$228,651,000</b>	



Exhibit F

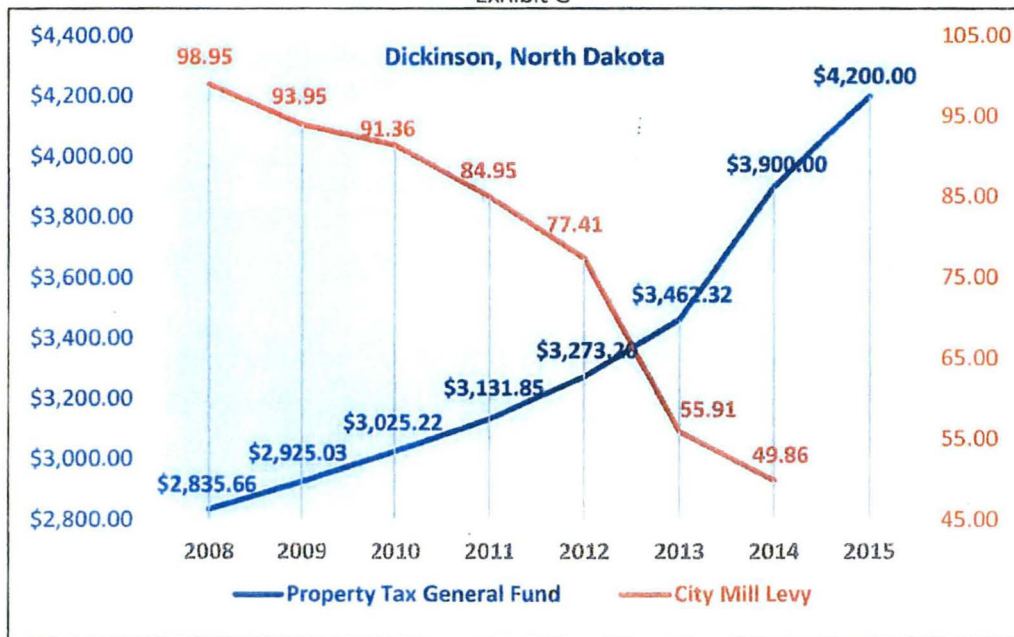
Source Of Funds Dickinson, North Dakota	
2013 Sales and Hospitality Revenue Bond	\$ 15,855,000
State Revolving Fund Loan #1	\$ 40,500,000
State Revolving Fund Loan # 2	\$ 41,624,000
Wells Fargo Bank Sales Tax Bond	\$ 965,000
Other Financing: Equipment	\$ 4,383,000
<b>TOTAL DEBT</b>	<b>\$ 103,327,000</b>
Oil Impact Funds Biennium Ending 6/30/13	\$ 12,300,000
Oil Impact Funds Biennium Ending 6/30/15	\$ 31,000,000
State Water Commission Grant	\$ 18,400,000
<b>TOTAL STATE OF ND IMPACT FUNDS</b>	<b>\$ 61,700,000</b>
Dickinson Sales Tax	\$ 10,000,000
<b>TOTAL SOURCE OF FUNDS</b>	<b>\$ 175,027,000</b>

Given the 2015 infrastructure projects, the 2016 projects required engineering and right of way acquisition, City general fund requirements, and debt service, Dickinson has an immediate short fall in excess of \$60 million.

Dickinson is home to many energy workers whose place of employment is outside the city limits. For example many of the Dakota Prairie Refinery employees will live in Dickinson but the refinery is located outside the city limits and will generate no property tax for the City. Residential property taxes by

themselves do not adequately support all the services required by their owners. The City of Dickinson will levy \$4.2 million for general fund property tax for 2015. Property tax currently funds only about 25% of the City's general fund expenditures. Exhibit "G" illustrates Dickinson's recent property tax history and mill levy. Dickinson attempts to limit its property tax growth to the tax collected from properties new to the tax rolls.

Exhibit G



Dickinson's 2015 infrastructure capital budget, to be fully funded, requires surge funds. Also without surge funding, the 2016 infrastructure projects will not be engineered or right of way acquired.

The State of North Dakota takes pride that its taxes and fees are low, that its annual budget has a surplus, that the State neither bonds nor borrows, and that its' several reserve funds have healthy balances. As a North Dakota citizen, I support the state's efforts to be fiscally responsible and financially strong.

The City of Dickinson, financially, is in a much different position than the State of North Dakota. Its reserves are being depleted and its debt and fees are increasing. City debt as shown in Exhibit "F" is \$103,000,000. At a population of 28,000, that is a per capita debt of \$3,678.

I urge you to act favorably on Senate Bill No. 2103.



February 9, 2015

Mr. Chris Kadrmas  
Legislative Council  
600 East Boulevard Ave  
Bismarck, ND 58505

Dear Mr. Kadrmas,

Thank you for the opportunity to provide input into the legislative process. The City of Killdeer is directly impacted by the growth in energy development throughout the State. Surge funding is an integral component to the City's funding strategy to ensure that the infrastructure needed for continued energy development is in place. To this end, we have provided the requested information below.

1. *The proposed use, by major category, of the "Surge" funding your city is anticipated to receive as a result of this bill.*

An initial breakout seen by the City indicated that the Surge funding bill would provide roughly \$12.9 million in emergency funding for infrastructure projects. This funding has been preliminarily allocated to hard infrastructure projects within the City to include: water main upgrades, wastewater treatment facility expansion, street projects, and storm water mitigation projects. Specifically, the City will use Surge funding on ensuring the City Housing project is completed and two recently bid projects, the High St East water main and city street reconstruction projects.

2. *The amount of "Surge" funding that is needed prior to June 30, 2015, with an explanation of how the funds will be spent.*

\$13 million in Surge funding is needed prior to June 30, 2015 to ensure that current projects are completed on schedule. The City has immediate needs for an additional 13 projects with a total projected cost of \$23.5 million scheduled to begin 2015. For many of these projects, engineering design is either underway or expected to start in the near future upon securing Surge funding. The City would use all available Surge funding on these projects to ensure that they meet appropriate deadlines and address immediate city infrastructure needs.

3. *A detailed listing of "shovel ready" projects and the estimated cost of each project that will be completed during the 2015 construction season and the funding source for each project (local funds, oil tax formula allocations, federal funds, highway tax distribution fund, state aid distribution fund, "surge" funding, other).*

Please see Table 1 for project listing, timing, and funding source. These projects have been split by those that will be ready to bid by June 30, 2015 and those that will be ready to bid at some point before the end of 2015. Engineering design is on hold for many of these projects until a reliable funding source is identified. Surge funding should allow these projects to move forward without incident.

**Table 1**  
**2015 Projects**

Project	Timing	Amount	Funding Source
Rodeo Dr. Wastewater Collection Upgrades	2015	\$862,000	GPT Backed Bond
High St East Water Main Upgrades	2015	\$1,636,676	GPT Backed Bond
Main St W Water Main Upgrades	2015	\$62,000	Utility Rate Revenue
2 <sup>nd</sup> Ave NW Water Main Upgrades	2015	\$270,000	GPT Backed Bond
Southwest Booster Station Construction	2015	\$400,000	GPT Backed Bond
Citywide Water Projects	2015	\$800,000	GPT Backed Bond
4 <sup>th</sup> Ave Drainage Corrections	2015	\$1,106,000	GPT Backed Bond
HPCC Drainage	2015	\$415,000	GPT Backed Bond
103 <sup>rd</sup> Ave (County Road) Paving	2015	\$550,000	GPT Backed Bond
1 <sup>st</sup> Ave NW, Main St W, and 3 <sup>rd</sup> Ave NE Street Reconstruction Projects	2015	\$2,469,595	Gross Production Tax
City Park Construction	2015	\$2,000,000	Undetermined
Community Center and Pool	2015	\$6,900,000	Sales Tax Revenue Bond
Wastewater Treatment Expansion	2015-2017	\$6,000,000	Undetermined
		\$23,471,271	



4. *A schedule showing your total city mill levy, taxable valuation, and property tax collections for each year since 2008.*

Table 2 outlines the past seven years of property tax information as requested. Please note that property tax collections are for that tax year and not fiscal year.

**Table 2**  
**Property Tax Information**

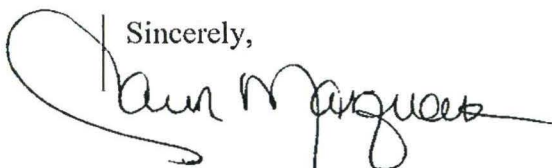
Tax Year	Total City Mill Levy	Taxable Value	Property Tax Collections
2008	127.84	799,992.00	102,271.00
2009	124.45	822,588.00	102,371.00
2010	118.76	861,354.00	102,294.00
2011	105.52	967,528.00	102,461.00
2012	82.35	1,252,362.00	103,132.00
2013	45.01	2,314,866.00	104,192.00
2014	37.26	2,807,232.00	To be determined

5. *The value of building permits issued in 2014 expected to be added to taxable valuation in 2015.*

In 2014, the City issued 48 building permits with a combined total value of \$18,650,790.

Again, we appreciate the opportunity to be a part of the overall legislative process and to provide input on this critical piece of funding legislation for the City and the State. Should you have any further questions, please let me know.

Sincerely,



Dawn Marquardt, City Administrator

cc: Chuck Muscha, President, City Commission

# City of Minot

MAYOR

February 7, 2015

Representative Jeff Delzer  
House Appropriations Chairman  
600 East Boulevard Avenue  
Bismarck, ND 58505

Re: Senate Bill No. 2103

Dear Representative Delzer,

The City of Minot is happy to provide you additional information regarding the City of Minot's needs in support of Senate Bill 2103. The surge funding is needed to ensure the funding will be available as the city moves forward with the city's infrastructure projects.

I will respond in the same order as the request for information.

1. The following is the proposed use, by major category of the "Surge" funding for Minot:

<b>Waste Water</b>	<b>Transportation</b>	<b>Total Surge Funding</b>
\$30,600,000	\$9,400,000	\$40,000,000

2. The City of Minot has identified approximately \$5,500,000 in surge funding that we will spent prior to June 30, 2015. The remaining funds will allow us to bid and engineer projects this spring that will spent during 2015 construction season.
3. A detailed listing of "shovel ready" projects and the estimated cost of each project is listed for the 2015 construction season and the funding source is as follows:



# City of Minot

Water Projects	Project Costs	Funding Source
Water Treatment Plant HMGP	\$30,551,928	NDDDES/FEMA/Water & Sewer Utility Bonds
55th Street Water Main to 30th Ave	3,600,000	MAGIC Fund
Downtown Water Replacement	4,022,161	EDA Grant/Water and Sewer Utility Bonds/CDBG-DR
Water Main Replacement	700,000	Water and Sewer Utility Bonds
16th Ave SE Watermain Upsizing	750,000	Water and Sewer Utility Bonds
South System Distribution Improvements	1,000,000	Water and Sewer Utility Bonds
<b>Total Shovel Ready Water Projects</b>	<b><u>\$40,624,089</u></b>	

Waste Water Projects	Project Costs	Funding Source
55th Street Crossing Lift Station	\$1,300,000	Surge Funding
Puppy Dog 1st Larson to 54th Avenue	950,000	Section 594 Grant & Ward County Water Resource Board
Puppy Dog Phase VI MH 34 to Lift	5,000,000	Surge Funding \$3,050,000/Section 594
North Sewer Lift Stations	26,800,000	Surge Funding/Water and Sewer Utility Bonds
Downtown Sewer Replacement	2,942,181	EDA Grant/Water and Sewer Utility Bonds/CDBG-DR
Sewer Replacement	750,000	Water and Sewer Utility Bonds
<b>Total Shovel Ready Waste Water Projects</b>	<b><u>\$37,742,181</u></b>	

Storm Sewer Projects	Project Costs	Funding Source
6th Street Pump Station Capacity Increase	\$4,200,000	CDBG-DR/Water and Sewer Utility Bonds
2nd Ave Forcemain Capacity Increase	1,300,000	Water and Sewer Utility Bonds
Downtown Replacement	4,957,062	Special Assessments/Water and Sewer Utility Bonds
<b>Total Shovel Ready Storm Sewer Projects</b>	<b><u>\$10,457,062</u></b>	

Transportation Project Cost	Project Costs	Funding Source
Street Improvements	\$4,500,000	City Funds
37th Ave SW Capacity Increase	5,500,000	Surge Funds
36th Ave NW Capacity Increase	3,900,000	Surge Funds
Downtown Street Replacement	10,911,217	EDA Grant/General Obligation Bonds
PV 493	1,300,000	Special Assessments
PV 494	3,200,000	Special Assessments
PV 485	300,000	Special Assessments
Repair of Flood Roads	12,422,350	CDBG-DR
Street Lighting District	3,286,632	Special Assessments
1st Street SE Improvements	1,000,000	General Obligation Bonds
Improvement 18th Street SE	410,000	CDBG-DR
<b>Total Shovel Ready Transportation Projects</b>	<b><u>\$46,730,199</u></b>	

Airport Project Cost	Project Costs	Funding Source
Terminal Construction	6,803,995	FAA/State/Airport Revenue Bonds
Apron Phase II and III	4,841,000	FAA/State/Airport Revenue Bonds
Access Road & Parking	3,485,000	State/Airport Revenue Bonds
<b>Total Shovel Ready Airport Projects</b>	<b><u>\$15,129,995</u></b>	

# City of Minot

From the above chart the following is a summary of the projects where surge funding will be used.

Summary Project Costs Surge Funding	Project Costs	Funding Source
55th Street Crossing Lift Station	\$1,300,000	Surge Funding
Puppy Dog Phase VI MH 34 to Lift	3,050,000	Surge Funding \$3,050,000/Section 594
North Sewer Lift Stations	<u>26,250,000</u>	Surge Funding
<b>Subtotal Waste Water Projects</b>	<b>30,600,000</b>	
37th Ave SW Capacity Increase	5,500,000	Surge Funds
36th Ave NW Capacity Increase	<u>3,900,000</u>	Surge Funds
<b>Subtotal Transportation Projects</b>	<b>9,400,000</b>	
<b>TOTAL SURGE FUNDING</b>	<b><u>\$40,000,000</u></b>	

4. The following schedule shows total city mill levy, taxable valuation and property tax collections since 2008. The citizens of Minot voted to use a portion of sales tax to reduce the property tax burden. This number is reflected in the column titled "Property Tax Buy Down."

Year	Total City Mill Levy	Taxable Valuation	Property Tax Total	Property Tax Buy Down	Property Tax Collections
2008	114.78	\$96,457,428	\$9,617,582	\$604,970	\$9,012,612
2009	112.90	\$106,353,347	\$10,165,574	\$672,071	\$9,493,503
2010	109.61	\$119,353,347	\$10,541,212	\$736,004	\$9,805,208
2011	108.59	\$124,044,567	\$11,588,269	\$749,719	\$10,838,550
2012	81.03	\$147,659,145	\$11,574,266	\$4,017,199	\$7,557,067
2013	86.77	\$192,813,439	\$14,861,559	\$4,695,468	\$10,166,091
2014	76.76	\$211,179,360	\$18,027,027	\$4,666,074	\$13,630,953
2015	78.63	Not Available	\$22,347,771	\$5,896,138	\$16,451,633

5. The value of building permits issued in 2014 expected to be added to taxable valuation in 2015 is estimated at Six Million (\$6M). Please note this is an estimated number. This number will not be finalized for several more weeks.



# City of Minot

The City of Minot will be available at the hearing on February 11<sup>th</sup> to answer any questions you may have on the information presented in this letter.

Sincerely,

*Chuck Barney*

Chuck Barney, Mayor  
City of Minot

cc: Minot Legislators



## Heart of Lake Sakakawea

City of New Town

P.O. Box 309

New Town, North Dakota 58763

Phone: (701) 627-4812

February 9, 2015

Mr. Chris Kadrmas  
Legislative Council  
600 East Boulevard Avenue  
Bismarck, ND 58505

Dear Mr. Kadrmas:

As mayor of the City of New Town, I would like to express my appreciation for your consideration of the surge funding bill and the oil boom impacted communities. We appreciate the opportunity to share information about our extensive community needs with the House Appropriations Committee in order to assist committee members in developing a full understanding of the effects of SB 2103 on communities like New Town.

The attached documentation provides additional information on the five areas in which you have particular interest.

1. New Town has significant infrastructure needs that would be greatly benefitted by the funding of the surge bill. We have identified three primary areas of focus including water utilities, sanitary sewer utilities, and transportation infrastructure, with the largest need in the area of sanitary sewer utilities. Excessive demand due to significant population increase has placed additional stress on already failing systems and has created the need to add substantial new services to accommodate increased growth.
2. Although the City of New Town has identified a list of critical needs, funding these projects is a separate issue. Until funding sources have been secured the City is unable to move forward with projects. Providing surge funding prior to the start of the new biennium will allow the necessary engineering and bidding steps to be completed providing for the construction to begin during the 2015 season. Project funding distribution after July may push needed projects back to 2016.
3. The City of New Town has targeted 11 projects that could fall within the "shovel ready" category should funding become available early in the season. As is the practice in most municipalities, the City of New Town does not have sufficient funding to proceed with any element of these projects without funding provided from other sources such as this legislation.
4. A schedule has been provided that outlines the City of New Town's total city mill levy, taxable valuation, and property tax collections for the period of time from 2008 through 2014.
5. The total for new building permits to be added to the 2015 taxable valuation is \$52,282,017.62.

Please do not hesitate to contact us should you need any additional information.

Sincerely,



Dan Uran, Mayor  
City of New Town



House Appropriations Committee Requested Information

<u>Proposed Use By Category (1)</u>	<u>"Surge"</u>
Water Utilities	\$3,570,000
Sanitary Sewer Utilities	\$13,300,000
Transportation Infrastructure	\$1,657,000
<b>Total</b>	<b>\$18,527,000</b>

<u>"Surge" Funding before 6/30/15 (2)</u>	
Estimated Engineering, Design and Survey	\$2,779,050
Administrative, Bidding and Contract Management	\$1,852,700
<b>Total</b>	<b>\$4,631,750</b>

<u>2015 Shovel Ready Projects (3)</u>	<u>Estimated Project Cost</u>	<u>"Surge"</u>	<u>City Funds</u>
Extension of College Drive	\$600,000	\$407,000	\$193,000
East Avenue Sanitary Sewer Trunk Line Improvements	\$2,300,000	\$1,800,000	\$500,000
ND Hwy 23 Sanitary Sewer Trunk Line	\$2,100,000	\$1,600,000	\$500,000
ND Hwy 1804 Water Transmission Piping	\$800,000	\$650,000	\$150,000
ND Hwy 1804 Lift Station Replacement	\$350,000	\$200,000	\$150,000
3rd Street North Extension	\$1,100,000	\$800,000	\$300,000
4th Street South Street Improvements	\$450,000	\$450,000	\$207,000
West of ND Hwy 1804 Sanitary Sewer Trunk Line & Lift Station	\$2,200,000	\$2,200,000	
Water Transmission Piping (Cemetery Loop)	\$800,000	\$800,000	
Water Transmission Piping (south of ND Hwy 23)	\$2,120,000	\$2,120,000	
Mechanical Treatment System	\$7,500,000	\$7,500,000	
<b>Total Project and Funding Costs</b>	<b>\$20,320,000</b>	<b>\$18,527,000</b>	<b>\$2,000,000</b>

<u>Year</u>	<u>Property Tax Collections</u>	<u>Mill Rate</u>	<u>Taxable Valuation</u>
2008	\$109,473.41		\$1,598,188.00
2009	\$119,618.96	121.75	\$1,948,520.00
2010	\$128,689.20	120.61	\$2,093,672.00
2011	\$136,573.45	110.55	\$2,114,887.00
2012	\$146,943.42	117.2	\$2,331,342.00
2013	\$166,396.49	98.39	\$2,792,514.00
2014	\$313,110.93	79.04	\$3,515,050.00

# City of Parshall

Box 159, Parshall, N.D. 58770-0159  
Phone 862-3459

**MAYOR**

Kyle Christianson

**AUDITOR**

Kelly Woessner

**CITY ATTORNEY**

William Woods

**COUNCIL MEMBERS**

Pem Hall

Shane Hart

Tom Huus

Robert Morenski



Equal Opportunity  
Housing and  
Employment

February 10, 2015

**House Appropriations Committee**  
**Chairman Jeff Delzer**

Chairman Delzer and members of the House Appropriations Committee:

The City of Parshall's current and future development is being hampered by the City's current waste water lagoon system. It is at maximum capacity and due to FAA regulations, the City of Parshall is not allowed to increase the size of the current lagoon because it is located within 1 mile of the Parshall Municipal Airport. The City is in need of moving the Waste Water lagoon to an acceptable location and the costs in that are over \$10 million!

As with development of a new Waste water facility, we are in need of replacing the current infrastructure and installing new infrastructure within the City of Parshall. These projects are already to go in 2015 and funding is crucial. Without Surge funding, these projects will be out of our reach and our waste water lagoons will be over loaded.

Our funding was based on any grants or impact aid we would qualify for, and borrowing funds to move forward with these projects.

Thank you for your time.

Sincerely,

A handwritten signature in blue ink that reads "Kelly Woessner".

Kelly Woessner

Parshall City Auditor



**City of Parshall, North Dakota**  
**Surge Funding - Additional Information Request**

<b>2015 Shovel Ready Project Summary</b>	
<b>Project</b>	<b>Total Project Cost</b>
2015 Street and Utility Improvements	\$ 5,852,000.00
Wastewater Improvements - Phase I & II	\$ 11,842,000.00
<b>Total Shovel Ready Project Costs</b>	<b>\$17,694,000.00</b>

All Funds are needed by June 30, 2015

CITY OF PARSHALL, NORTH DAKOTA  
 Proposed 2015 Street and Utility Improvements  
 Engineers Opinion of Probable Costs  
 February 3, 2015



ITEM DESCRIPTION	QTY	UNIT	UNIT COST	INSTALLED COST
A. Bonding and Insurance	1	l.s.	\$89,000.00	\$89,000
B. Mobilization	1	l.s.	\$150,000.00	\$150,000
C. Erosion Control	1	l.s.	\$10,000.00	\$10,000
D. Traffic Control	1	l.s.	\$15,000.00	\$15,000
E. Site Restoration				
1 Residential Pavement	25,400	s.y.	\$62.00	\$1,811,020
2 Concrete Curb and Gutter	3,600	l.f.	\$36.00	\$149,040
3 Sidewalk	13,056	s.f.	\$12.00	\$180,173
4 Landscaping & Seeding	1	l.s.	\$50,000.00	\$50,000
F. Furnish and Install Piping				
1 8" PVC Sanitary Sewer Main	4,645	l.f.	\$65.00	\$347,214
G. Furnish and Install Services				
1 4" PVC Sanitary Sewer Lead	60	ea.	\$1,600.00	\$110,400
H. Precast Concrete Manholes and Castings				
1 48" Diameter Sanitary Manhole	14	ea.	\$7,500.00	\$120,750
I. Connect to Existing				
1 Connect to Existing Sanitary Sewer	5	ea.	\$2,150.00	\$12,363
J. Storm Sewer	1	l.s.	\$1,250,000.00	\$1,250,000
K. 2nd St SW - Pavement, C&G, Sidewalk, Restoration	1	l.s.	\$325,000.00	\$325,000

Subtotal Construction Costs \$4,619,959  
 10% Contingencies \$461,996  
**Total Construction Costs \$5,081,955**

Task Order #10: Engineering Design and Bidding \$330,000  
 Future Task Order: Engineering Construction Phase (estimated fees) \$440,000

**TOTAL PROJECT COSTS \$5,852,000**



**Table 4 – Treatment Alternative B Opinion of Probable Project Capital Costs**

Description	Opinion of Probable Construction Cost
<b>Phase I</b>	
Land Purchase	\$496,000
New Aeration Ponds	\$511,000
New Secondary Ponds	\$1,831,000
New Aeration Equipment	\$210,000
Blower Building	\$100,000
Building Mechanical	\$40,000
Electrical	\$350,000
Abandon Existing Wastewater Ponds	\$50,000
Aggregate Road	\$64,000
Transfer Piping and Structures	\$2,245,000
Master Lift Station Improvements	\$150,000
Site Work	\$51,000
Abandon Existing Wastewater Ponds	\$100,000
Mobilization	\$396,000
<b>Phase I Total Construction Cost</b>	<b>\$6,544,000</b>
Contingencies (20%)	\$1,309,000
Legal Fiscal and Engineering (20%)	\$1,309,000
<b>Phase I Opinion of Probable Capital Cost</b>	<b>\$9,162,000</b>
<b>Phase II</b>	
New Secondary Pond	\$1,518,000
Aeration Equipment	\$80,000
Electrical	\$50,000
Aggregate Road	\$43,000
Transfer Piping and Outfall Piping	\$25,000
Site Work	\$59,000
Mobilization	\$126,000
<b>Phase I Total Construction Cost</b>	<b>\$1,914,000</b>
Contingencies (20%)	\$383,000
Legal Fiscal and Engineering (20%)	\$383,000
<b>Phase II Opinion of Probable Capital Cost</b>	<b>\$2,680,000</b>
<b>Total Project Cost</b>	<b>\$11,842,000</b>

**MOUNTRAIL COUNTY - 2014 TAXABLE VALUATIONS**  
**MOUNTRAIL COUNTY - \$100,266,554**  
**LEVIES IN MILLS ON THE DOLLAR OF TAXABLE VALUATION FOR THE YEAR 2014**

STATE LEVY		
STATE MEDICAL CENTER.....		1.00
<b>TOTAL STATE RATE OF LEVY.....</b>		<b>1.00</b>
MOUNTRAIL COUNTY LEVIES		
GENERAL LEVY.....		12.17
COUNTY ROAD & BRIDGE.....		0.25
OASIS & FEDERAL SECURITY.....		5.91
FARM TO MARKET ROADS.....		10.00
VETERANS' SERVICE OFFICER.....		0.32
COUNTY AGENT.....		0.50
HISTORICAL SOCIETY.....		0.07
DISTRICT HEALTH UNIT.....		0.99
FAIR ASSOCIATION.....		0.68
HUMAN SERVICES (SUPPORTS THE SOCIAL SERVICE FUND).....		7.61
SENIOR CITIZENS.....		1.00
WEATHER MODIFICATION.....		0.59
WATER MANAGEMENT.....		0.59
WEED CONTROL.....		3.00
JOB DEVELOPMENT AUTHORITY.....		0.24
* COUNTY LIBRARY.....		0.37
** COUNTY AIRPORT.....		1.50
<b>TOTAL COUNTY RATE OF LEVY.....</b>		<b>45.79</b>
<b>TOTAL COUNTY &amp; STATE RATE OF LEVY.....</b>		<b>46.79</b>

\* COUNTY LIBRARY LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN & STANLEY  
 \*\* COUNTY AIRPORT LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN, PARSHALL, PLAZA & STANLEY

<b>PARSHALL - PRFD PA</b>	3	1,818,357	45.29	60.69	3.21	0.45	5.00	59.11	173.75
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CITY - 50.69 MILLS: (GENERAL 25.81) (FEDERAL SOCIAL SECURITY 12.38) (AIRPORT 2.14) (LIBRARY 2.93) (CEMETERY 1.42) (PLANNING COMMISSION 0.53) (RECREATION 1.65) (PUBLIC BUILDINGS 2.75) (FORESTRY PURPOSES 1.08)

CITY PARK - 8.42 MILLS: (PARK GENERAL 8.03) (FEDERAL SOCIAL SECURITY 0.39)



**MOUNTRAIL COUNTY - 2012 TAXABLE VALUATIONS**  
**MOUNTRAIL COUNTY - \$58,138,413**  
**LEVIES IN MILLS ON THE DOLLAR OF TAXABLE VALUATION FOR THE YEAR 2012**

<b>STATE LEVY</b>		
STATE MEDICAL CENTER.....	1.00	
TOTAL STATE RATE OF LEVY.....		1.00
<b>MOUNTRAIL COUNTY LEVIES</b>		
GENERAL LEVY.....	9.26	
COUNTY ROAD & BRIDGE.....	0.25	
OASIS & FEDERAL SECURITY.....	16.26	
FARM TO MARKET ROADS.....	10.00	
VETERANS' SERVICE OFFICER.....	0.52	
COUNTY AGENT.....	1.65	
HISTORICAL SOCIETY.....	0.12	
DISTRICT HEALTH UNIT.....	1.51	
FAIR ASSOCIATION.....	0.94	
HUMAN SERVICES (7.39) / EMERGENCY HUMAN SERVICES (0) (SUPPORTS THE SOCIAL SERVICE FUND)	7.39	
SENIOR CITIZENS.....	1.00	
WEATHER MODIFICATION.....	0.56	
WATER MANAGEMENT.....	0.34	
WEED CONTROL.....	3.00	
* COUNTY LIBRARY.....	0.64	
** COUNTY AIRPORT.....	1.50	
TOTAL COUNTY RATE OF LEVY.....		54.94
TOTAL COUNTY & STATE RATE OF LEVY.....		55.94

\* COUNTY LIBRARY LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN & STANLEY  
 \*\* COUNTY AIRPORT LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN, PARSHALL, PLAZA & STANLEY

<b>PARSHALL - PRFD PA</b>	3	943,056	54.44	71.41	3.40	0.73	5.00	93.76	228.74
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CITY - 81.92 MILLS: (GENERAL 41.66) (FEDERAL SOCIAL SECURITY 20.04) (AIRPORT 3.45) (LIBRARY 4.74) (CEMETERY 2.30) (PLANNING COMMISSION 0.86) (RECREATION 2.67) (PUBLIC BUILDINGS 4.45) (FORESTRY PURPOSES 1.75)

CITY PARK - 11.84 MILLS: (PARK GENERAL 11.19) (FEDERAL SOCIAL SECURITY 0.65)

**MOUNTRAIL COUNTY - 2013 TAXABLE VALUATIONS**  
**MOUNTRAIL COUNTY - \$73,666,562**  
**LEVIES IN MILLS ON THE DOLLAR OF TAXABLE VALUATION FOR THE YEAR 2013**

<b>STATE LEVY</b>		
STATE MEDICAL CENTER.....	1.00	
TOTAL STATE RATE OF LEVY.....		1.00
<b>MOUNTRAIL COUNTY LEVIES</b>		
GENERAL LEVY.....	6.31	
COUNTY ROAD & BRIDGE.....	0.25	
OASIS & FEDERAL SECURITY.....	9.91	
FARM TO MARKET ROADS.....	10.00	
VETERANS' SERVICE OFFICER.....	0.38	
COUNTY AGENT.....	2.02	
HISTORICAL SOCIETY.....	0.09	
DISTRICT HEALTH UNIT.....	1.36	
FAIR ASSOCIATION.....	0.85	
HUMAN SERVICES (SUPPORTS THE SOCIAL SERVICE FUND).....	9.80	
SENIOR CITIZENS.....	1.00	
WEATHER MODIFICATION.....	0.74	
WATER MANAGEMENT.....	0.95	
WEED CONTROL.....	3.00	
JOB DEVELOPMENT AUTHORITY.....	1.64	
* COUNTY LIBRARY.....	0.43	
** COUNTY AIRPORT.....	1.50	
TOTAL COUNTY RATE OF LEVY.....		50.23
TOTAL COUNTY & STATE RATE OF LEVY.....		51.23

\* COUNTY LIBRARY LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN & STANLEY  
 \*\* COUNTY AIRPORT LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN, PARSHALL, PLAZA & STANLEY

<b>PARSHALL - PRFD PA</b>	3	1,432,745	49.73	59.86	3.38	0.41	5.00	73.67	192.05
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CITY - 63.18 MILLS: (GENERAL 32.17) (FEDERAL SOCIAL SECURITY 15.43) (AIRPORT 2.66) (LIBRARY 3.65) (CEMETERY 1.77) (PLANNING COMMISSION 0.66) (RECREATION 2.06) (PUBLIC BUILDINGS 3.43) (FORESTRY PURPOSES 1.35)

CITY PARK - 10.49 MILLS: (PARK GENERAL 10.00) (FEDERAL SOCIAL SECURITY 0.49)



**MOUNTRAIL COUNTY - 2010 TAXABLE VALUATIONS**  
**MOUNTRAIL COUNTY - 35,874,867**  
**LEVIES IN MILLS ON THE DOLLAR OF TAXABLE VALUATION FOR THE YEAR 2010**

STATE LEVY	
STATE MEDICAL CENTER.....	1.00
TOTAL STATE RATE OF LEVY.....	1.00
MOUNTRAIL COUNTY LEVIES	
GENERAL LEVY.....	11.08
COUNTY ROAD & BRIDGE.....	0.25
COUNTY JAIL.....	2.40
OASIS & FEDERAL SECURITY.....	14.24
FARM TO MARKET ROADS.....	10.00
VETERANS' SERVICE OFFICER.....	0.36
COUNTY AGENT.....	3.07
HISTORICAL SOCIETY.....	0.10
DISTRICT HEALTH UNIT.....	2.62
FAIR ASSOCIATION.....	0.58
HUMAN SERVICES (11.50) / EMERGENCY HUMAN SERVICES (0) (SUPPORTS THE SOCIAL SERVICE FUND)	11.50
SENIOR CITIZENS.....	1.00
ADVERTISING.....	0.25
WEATHER MODIFICATION.....	1.20
COMPREHENSIVE HEALTH INSURANCE.....	3.83
WATER MANAGEMENT.....	0.47
WEED CONTROL.....	3.00
JOB DEVELOPMENT AUTHORITY.....	1.65
* COUNTY LIBRARY.....	1.03
** COUNTY AIRPORT.....	1.50
** COUNTY PARKS.....	1.00
TOTAL COUNTY RATE OF LEVY.....	71.13
TOTAL COUNTY & STATE RATE OF LEVY.....	72.13
* COUNTY LIBRARY LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN & STANLEY	
** COUNTY AIRPORT LEVY AND COUNTY PARKS LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN, PARSHALL, PLAZA & STANLEY	

<b>PARSHALL - PRFD PA</b>	3	772,758	69.63	100.00	3.67	0.70	5.00	118.74	297.74
<u>CITY = 103.58 MILLS: (GENERAL 54.72) (FEDERAL SOCIAL SECURITY 24.13) (AIRPORT 4.08) (LIBRARY 5.99) (CEMETERY 3.04) (PLANNING COMMISSION 1.02) (RECREATION 3.55) (PUBLIC BUILDINGS 5.10) (FORESTRY PURPOSES 1.95)</u>									
<u>CITY PARK = 15.16 MILLS: (PARK GENERAL 14.18) (FEDERAL SOCIAL SECURITY 0.98)</u>									

**MOUNTRAIL COUNTY - 2011 TAXABLE VALUATIONS**  
**MOUNTRAIL COUNTY - 44,209,403**  
**LEVIES IN MILLS ON THE DOLLAR OF TAXABLE VALUATION FOR THE YEAR 2011**

STATE LEVY	
STATE MEDICAL CENTER.....	1.00
TOTAL STATE RATE OF LEVY.....	1.00
MOUNTRAIL COUNTY LEVIES	
GENERAL LEVY.....	13.01
COUNTY ROAD & BRIDGE.....	0.25
COUNTY JAIL.....	1.04
EMERGENCY.....	2.00
OASIS & FEDERAL SECURITY.....	11.64
FARM TO MARKET ROADS.....	10.00
VETERANS' SERVICE OFFICER.....	0.59
COUNTY AGENT.....	2.58
HISTORICAL SOCIETY.....	0.08
DISTRICT HEALTH UNIT.....	2.23
FAIR ASSOCIATION.....	1.00
HUMAN SERVICES (11.50) / EMERGENCY HUMAN SERVICES (0) (SUPPORTS THE SOCIAL SERVICE FUND)	8.90
SENIOR CITIZENS.....	1.00
ADVERTISING.....	0.26
WEATHER MODIFICATION.....	0.66
WATER MANAGEMENT.....	0.38
WEED CONTROL.....	3.00
JOB DEVELOPMENT AUTHORITY.....	1.30
* COUNTY LIBRARY.....	0.85
** COUNTY AIRPORT.....	1.50
** COUNTY PARKS.....	1.00
TOTAL COUNTY RATE OF LEVY.....	63.27
TOTAL COUNTY & STATE RATE OF LEVY.....	64.27
* COUNTY LIBRARY LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN & STANLEY	
** COUNTY AIRPORT LEVY AND COUNTY PARKS LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN, PARSHALL, PLAZA & STANLEY	

<b>PARSHALL - PRFD PA</b>	3	824,407	61.77	100.00	3.72	0.95	4.66	112.67	283.77
<u>CITY = 98.33 MILLS: (GENERAL 52.04) (FEDERAL SOCIAL SECURITY 22.70) (AIRPORT 3.76) (LIBRARY 5.92) (CEMETERY 2.87) (PLANNING COMMISSION 0.97) (RECREATION 3.34) (PUBLIC BUILDINGS 4.79) (FORESTRY PURPOSES 1.94)</u>									
<u>CITY PARK = 14.34 MILLS: (PARK GENERAL 13.98) (FEDERAL SOCIAL SECURITY 0.36)</u>									







Mountrail County Property Tax collections for the City of Parshall

2009		2012	
January	\$10,319.20	January	\$14,990.32
February	\$11,662.80	February	\$10,757.72
March	\$51,329.93	March	\$53,560.21
April	\$1,826.68	April	\$2,645.26
May	\$2,740.65	May	\$956.49
June	\$1,330.74	June	\$862.17
July	\$1,686.97	July	\$561.86
August	\$5,209.48	August	\$514.84
September	\$143.48	September	\$360.86
October	\$4,622.18	October	\$2,640.74
November	\$1,139.47	November	\$4,470.51
December	\$2,134.22	December	\$611.01
<b>Total 2009</b>	<b>\$94,145.80</b>	<b>Total 2012</b>	<b>\$92,931.99</b>

2010		2013	
January	\$10,802.42	January	\$17,598.47
February	\$11,535.15	February	\$12,355.23
March	\$51,323.56	March	\$52,507.23
April	\$3,010.02	April	\$269.41
May	\$7,601.74	May	\$562.93
June	\$4,286.48	June	\$227.49
July	\$1,636.24	July	\$1,574.86
August	\$454.71	August	\$166.00
September	\$1,166.26	September	\$868.04
October	\$2,918.06	October	\$1,575.79
November	\$15,104.15	November	\$980.28
December	\$2,026.29	December	\$749.09
<b>Total 2010</b>	<b>\$111,865.08</b>	<b>Total 2013</b>	<b>\$89,434.82</b>

2011		2014	
January	\$12,003.20	January	\$925.43
February	\$16,647.47	February	\$31,607.75
March	\$58,947.81	March	\$58,796.87
April	\$1,170.73	April	\$4,088.23
May	\$2,671.53	May	\$11,262.42
June	\$306.51	June	\$31.66
July	\$1,000.80	July	\$4,238.94
August	\$626.12	August	\$485.44
September	\$1,551.32	September	\$454.74
October	\$5,335.00	October	\$616.19
November	\$1,363.14	November	\$619.55
December	\$6,608.57	December	\$2,847.75
<b>Total 2011</b>	<b>\$108,232.20</b>	<b>Total 2014</b>	<b>\$115,974.97</b>



Mountrail County Property Tax collections for the City of Parshall

2008	
January	\$6,129.39
February	\$13,232.97
March	\$9,677.93
April	\$1,029.40
May	\$3,262.53
June	\$4,479.56
July	\$3,508.98
August	\$1,134.99
September	\$563.91
October	\$4,612.17
November	\$15,361.81
December	\$1,285.02
<b>Total 2009</b>	<b>\$64,278.66</b>

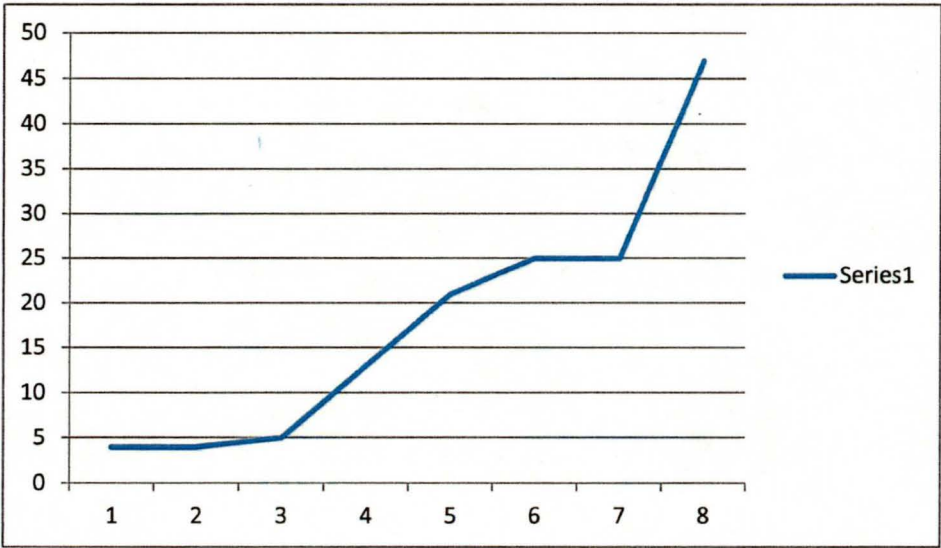
City of Parshall  
Building Permits

YEAR	# of Permits filed
2007	4
2008	4
2009	5
2010	13
2011	21
2012	25
2013	25
2014	47

Taxable Value for 2014 Building permits for the City of Parshall

Market Value (True & Full):	\$2,607,700.00
Assessed Value:	\$1,303,850.00
<b>Taxable Value:</b>	<b>\$127,682.00</b>

30







208 S. Main St.  
PO Box 249  
Stanley, ND 58784-0249  
701-628-2225  
701-628-2232 Fax

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February 9, 2015

Mr. Chris Kadrmas  
Legislative Council  
600 East Boulevard Avenue  
Bismarck, ND 58505

Dear Mr. Kadrmas:

The City of Stanley is very appreciative of the extensive and thorough consideration being given to the surge funding bill and those impacted communities. Additionally, we value the opportunity to provide the House Appropriations Committee with information reflecting our significant need and current financial position in order to help committee members develop a full understanding of the effects of SB 2103.

The attached documentation addresses the five areas in which you have particular interest.

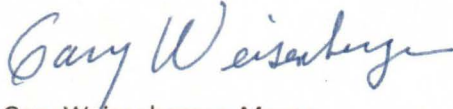
1. The City of Stanley has significant infrastructure needs that the surge bill will greatly alleviate. We have identified five primary areas with the largest emphasis on transportation and water utilities. Excessive demand due to significant population increase on these two areas has placed additional stress on already failing systems and has created the need to add substantial new services to accommodate new growth.
2. Although the City of Stanley has identified a list of critical needs, funding these projects is a separate issue. Until funding sources have been secured the City is unable to move forward with projects. Providing surge funding prior to the start of the new biennium will allow the necessary engineering and bidding steps to be completed providing for the construction to begin during the 2015 season. Project funding distribution after July may push needed projects back to 2016.
3. Stanley has identified nine projects that could fall in the "shovel ready" category if funding is made available early enough in the season. To reiterate, the City of Stanley does not have adequate funding to move forward on any element of these projects without funding provided from other sources such as this legislation.

"This institution is an equal opportunity provider and employer."

4. A schedule has been provided that outlines the City of Stanley's total city mill levy, taxable valuation, and property tax collections for the period of time from 2008 through 2014.
5. The total for new building permits to be added to the 2015 taxable valuation is \$29,548,964.77.

Please do not hesitate to contact us should you need any additional information.

Sincerely,

A handwritten signature in blue ink that reads "Gary Weisenberger". The signature is written in a cursive style with a large initial "G" and "W".

Gary Weisenberger, Mayor  
City of Stanley

"This institution is an equal opportunity provider and employer."



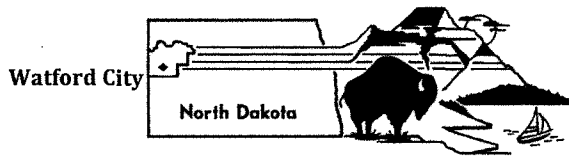
**House Appropriations Committee Requested Information**

<b>Proposed Use By Category (1)</b>	<b>"Surge"</b>
Water Utilities	\$3,150,000
Sanitary Sewer Utilities	\$800,000
Storm Water Control	\$700,000
Transportation Infrastructure	\$4,140,000
Public Works Facilities	\$500,000
<b>Total</b>	<b>\$9,290,000</b>

<b>"Surge" Funding before 6/30/15 (2)</b>	
Estimated Engineering, Design and Survey	\$1,393,500
Administrative, Bidding and Contract Management	\$929,000
<b>Total</b>	<b>\$2,322,500</b>

<b>2015 Shovel Ready Projects (3)</b>	<b>Estimated Project Cost</b>	<b>"Surge"</b>	<b>City Funds</b>	<b>EII Grant</b>
Stanley East Side Trunk Watermain Improvements	\$1,422,000	\$422,000		\$1,000,000
Stanley Public Works Facility	\$2,500,000	\$500,000	\$2,000,000	
Storm Water Control improvements (Airport)	\$700,000	\$700,000		
Frontage Road Extension (West View Plaza)	\$1,500,000	\$1,500,000		
West Side Trunk Water Transmission Piping	\$600,000	\$600,000		
South West Water Transmission Loop	\$1,200,000	\$1,200,000		
2015 Street Reconstruction	\$3,300,000	\$2,640,000	\$660,000	
2015 Water Main Replacement	\$1,160,000	\$928,000	\$232,000	
2015 Sewer Main Replacement	\$1,000,000	\$800,000	\$200,000	
<b>Total Project and Funding Costs</b>	<b>\$13,382,000</b>	<b>\$9,290,000</b>	<b>\$3,092,000</b>	<b>\$1,000,000</b>

<b>Year</b>	<b>City of Stanley Improvement Costs</b>	<b>Property Tax Collections</b>	<b>Mill Rate</b>	<b>Taxable Valuation</b>
2008	\$961,265.19	\$160,998.00	115.89	\$1,527,749.00
2009	\$1,993,822.71	\$163,060.00	102.56	\$1,871,630.00
2010	\$1,959,986.67	\$188,385.00	81.92	\$2,534,225.00
2011	\$5,907,106.40	\$232,551.00	82.41	\$3,158,427.00
2012	\$2,996,950.29	\$272,877.00	67.82	\$4,812,294.00
2013	\$5,102,371.14	\$368,918.45	60.34	\$8,495,870.00
2014	\$6,497,093.89	\$561,633.00	48.41	\$12,867,299.00



**City of Watford City**  
**Brent Sanford, Mayor**  
213 2<sup>nd</sup> St. NE  
Po Box 494  
Watford City, ND 58854

February 9, 2015

Mr. Chris Kadrmas  
Legislative Council  
600 East Boulevard Ave  
Bismarck, ND 58505

Dear Mr. Kadrmas,

Thank you for the opportunity to provide input into the legislative process. Recent developments in the oil and gas industry in the State of North Dakota have transformed the City of Watford City into both a destination and home base for companies and people looking to grow and foster this industry in the Bakken region. As a result, the City has been at the forefront of planning and implementing the needed infrastructure to ensure that both business and residents alike can enjoy a safe and high standard of living while working to grow our State's economy. However, even the best planning has not been able to keep up with the unprecedented demand for infrastructure brought on by oil and gas development. The City is in need of this Surge funding to address the \$96 million in outstanding infrastructure for 2015 and \$344 million in infrastructure needed by 2023. To this end, we have provided the requested information below for your use.

1. The proposed use, by major category, of the "Surge" funding your city is anticipated to receive as a result of this bill.

An initial breakout seen by the City indicated that the Surge funding bill would provide roughly \$40 million in emergency funding for infrastructure projects. This funding has been preliminarily allocated to hard street infrastructure projects within the City. To date, the City has successfully leveraged State funds through the Energy Infrastructure and Impact Office to implement wet utility infrastructure. The City will look to mirror this success as we leverage Surge funding to grow and expand our transportation network to prove a backbone of arterial streets to efficiently move traffic through the City. Specifically, the City will expand the 17<sup>th</sup> Ave N corridor, 11<sup>th</sup> Ave S corridor, and 4<sup>th</sup> Ave N corridor at a total estimated cost of \$39.6 million. The attached pictures show the current state of these road corridors.

2. The amount of "Surge" funding that is needed prior to June 30, 2015, with an explanation of how the funds will be spent.



The City needs a minimum of \$11.25 million in Surge funding prior to June 30, 2015 to fund right of way acquisition, easements, utility relocations, engineering & legal fees, and initial construction costs. The City is planning for a total of 39 projects with a projected cost of \$96 million scheduled for 2015. These 2015 projects include nine projects at \$15 million in estimated project costs where the City has requested developers install infrastructure due to lack of available funding, five projects at a total estimated cost of \$24.3 million where the City has already undertaken final design and gone out to bid, 16 projects at a total estimated cost of \$44.9 million in preliminary design that will be bid by June 30, 2015, and nine projects with a total estimated cost of \$11.6 million that will be bid by the end of the year. In addition, the City is planning for a total of \$159 million in capital infrastructure projects during the 2015-2017 biennium and \$344 million in projects by 2023. All available Surge funding will be used to ensure that the City is able to continue providing critical infrastructure to residents and businesses.

3. A detailed listing of “shovel ready” projects and the estimated cost of each project that will be completed during the 2015 construction season and the funding source for each project (local funds, oil tax formula allocations, federal funds, highway tax distribution fund, state aid distribution fund, “surge” funding, other).

Please see Table 1 for project listing, timing, and funding source. Currently the City has three major construction projects underway: the new wastewater treatment plant, or water resource recovery facility (WRRF), and two new water towers. The City is expecting that 16 projects will be ready for bid by June 30, 2015, ensuring that \$44.9 million in additional projects are undertaken during the 2015 construction season. Once funding is secured, engineering and design will commence on another nine projects with the goal of having them bid by the end of the year.

**Table 1  
Key Infrastructure Projects 2015**

<b>Project</b>	<b>Timing</b>	<b>Amount</b>	<b>Funding Source</b>
Street Rehabilitation Projects	Bid Awarded	\$539,500	GPT
North Side Water Resource Recovery Facility Phase 1	Bid Awarded	\$22,514,420	CWSRF / GPT
Airport Feasibility Study	Bid Awarded	\$80,000	GPT / FAA / Sales Tax
Northwest Water Tower – 1.0 MG*	Bid Awarded	\$1,075,000	SWC Grant / DWSRF
East Water Tower - 1.0 MG*	Bid Awarded	\$50,000	SWC Grant / DWSRF
HWY 23 Lift Station	To Be Bid By June 30	\$643,552	GPT Backed Bond
NW Pressure Zone Improvements	To Be Bid By June 30	\$1,218,000	SWC Grant / DWSRF

3rd Ave SW Reconstruction	To Be Bid By June 30	\$3,322,675	Surge Funding
17 <sup>th</sup> Ave Corridor Improvements	To Be Bid By June 30	\$9,085,440	Surge Funding
11 <sup>th</sup> Ave Corridor Improvements	To Be Bid By June 30	\$26,183,373	Surge Funding
4 <sup>th</sup> Ave NW Corridor Improvements	To Be Bid By June 30	\$4,434,560	Surge Funding

\*2014 project with estimated construction costs in 2015 to completion.



**Table 1 con't**  
**Key Infrastructure Projects 2015**

<b>Project</b>	<b>Timing</b>	<b>Amount</b>	<b>Funding Source</b>
12 <sup>th</sup> St Corridor Improvements	2015 Bid	\$3,915,392	Surge Funding
Southeast Water Tower	2015 Bid	\$3,849,285	DWSRF / GPT
Airport Improvements	2015 Bid	\$2,050,000	Surge Funding / FAA / Sales Tax
12th St E Water Transmission Main	2015 Bid	\$619,757	DWSRF / GPT
24th Ave SE Water Transmission Main	2015 Bid	\$1,167,231	DWSRF / GPT
<b>Total</b>		<b>\$80,748,185</b>	

4. A schedule showing your total city mill levy, taxable valuation, and property tax collections for each year since 2008.

Taxable values have increased dramatically since 2008 and far outpace similar sized communities in the State. Due to this growth, the City has attempted to mitigate the financial impact on long-term residents and held mill levies low to limit tax increases on residents. Even with lowering actual mill levies, the taxable value on a typical residential property has increased 233 percent resulting in an actual increase in taxes of over 25 percent. Table 2 outlines the past seven years of property tax information as requested.

**Table 2**  
**Property Tax Information**

<b>Tax Year</b>	<b>Total City Mill Levy</b>	<b>Taxable Value</b>	<b>Total Tax Levied</b>	<b>Typical Residential Property Tax</b>
2008	104.27	\$1,721,571	\$179,508	\$1,030.52
2009	100.11	1,882,282	188,435	953.01
2010	99.17	2,172,820	215,479	1,038.16
2011	79.62	3,142,428	250,200	1,138.95
2012	65.34	4,877,382	318,688	1,217.56
2013	49.91	7,802,966	389,446	1,251.35
2014	43.07	12,610,102	543,117	1,293.60

5. The value of building permits issued in 2014 expected to be added to taxable valuation in 2015.

In 2014, the City issued 511 building permits with a combined total value of \$242 million and \$70.3 million in estimated true and full valuations. These 2014 building permits represents a 195 percent growth from 2013 building permits. In total, this new construction is expected to add \$3.5 million in taxable value to the 2015 tax roll, equivalent to \$150,000 in additional property taxes at current mill levies.

Again, we appreciate the opportunity to be a part of the overall legislative process and to provide input on this critical piece of funding legislation for the City and the State. Should you have any further questions, please let me know.

Sincerely,



Brent Sanford, Mayor



4<sup>th</sup> Ave Corridor





4<sup>th</sup> Ave Corridor





11<sup>th</sup> Ave Corridor



11<sup>th</sup> Ave Corridor





11<sup>th</sup> Ave Corridor





17<sup>th</sup> Ave Corridor





17<sup>th</sup> Ave Corridor



SB2103 2/11/15

#2



# BILLINGS COUNTY



P.O. Box 168

MEDORA, ND 58645-0168

Phone (701) 623-4377  
*Joseph Kessel District 1*

Billings County Commission  
*Michael Kasian District 2*

Fax (701) 623-4761  
*James Arthaud District 3*

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February 10, 2015

Representative Jeff Delzer  
C/O Mr. Chris Kadrmas  
Legislative Council  
600 East Boulevard Avenue  
Bismarck, ND 58505  
[cjkadrmas@nd.gov](mailto:cjkadrmas@nd.gov)

VIA EMAIL ONLY

Dear Representative Delzer,

Please find the enclosed attachments requested that serve to show the anticipated need for "Surge" funding.

One mill in Billings County is valued at \$15,295.43 for the 2014 tax year. As you can see from the mill levy totals, Billings County is less than one mill away from the state maximum levy in Road and Bridge and Unorganized Road & Bridge. For 2014 taxes, the amount that the county will receive from these combined 28.77 mills is \$420,150.00. For 2015 taxes, it is anticipated that we will be at the max mill levy for both Road & Bridge & Unorganized Road & Bridge. At the estimated valuation, including the \$350,575 increase in new construction value, the amount expected in property tax revenue will be \$450,000.00.

County road projects are the main priority for anticipated "Surge" funding. As the committee is aware, there are numerous other needs in the county such as emergency services, fire protection, infrastructure, etc. At the maximum levy of 5 mills for our Rural Fire Protection District, which serves a portion of Stark County as well, the amount that will be received for 2014 property taxes is \$87,538.39. This required an additional \$50,000.00 from the County General Fund to balance the Fire District budget. There are numerous additional instances where this occurs. I state it only to show the difference in Billings County versus a county that can fund their budgets with property tax.

We implore the House Appropriations Committee to value the needs of western North Dakota, to understand the circumstances of Billings County, and to provide the "Surge" funding as soon as possible so that we can continue to meet the needs of our residents.

Best Regards,

Marcia Lamb  
Billings County Auditor/Treasurer



**Mill Levy Comparisons**

Fund/Max Mills	LEVY #	2008	2009	2010	2011	2012	2013	2014
State Medical Center/1	1001	1.00	1.00	1.00	1.00	1.00	1.00	1.00
County General/1/2 of 23	1201	11.50	10.75	12.00	10.90	11.00	10.53	10.00
Rd & Brdge/ 1/2 of 23	1204	10.99	10.83	10.99	12.00	12.00	12.00	11.00
District Health Unit/5	1217	3.06	3.51	3.66	3.61	3.27	3.26	3.56
Historical Society/25	1216	0.49	0.47	0.43	0.41	0.36	0.27	0.25
Extension Service/2	1214	2.85	2.75	2.53	2.39	2.09	2.00	2.00
Match. Soc. Sec./30	1211	15.50	14.88	13.59	17.56	17.11	12.09	10.66
Library Service/4	1260	4.57	4.40	4.05	4.00	3.60	2.37	2.23
SW Water Author./1	2401	1.00	1.00	1.00	1.00	1.00	1.00	1.00
County Weed Bd./4	1258	4.11	4.00	4.00	4.00	3.66	3.38	4.00
Veteran Service/2	1213	1.51	1.47	1.36	0.73	0.67	0.40	0.50
Human Service/20	1220	12.57	13.34	11.97	11.56	12.09	7.89	6.99
Unorg. Twn. Rd/18	1259	28.06	26.94	24.12	22.76	19.54	15.75	17.77
Rural Fire District/5	1901	9.74	9.16	8.40	7.86	6.17	4.60	5.00
School District/60		34.10	32.75	29.57	27.89	29.93	56.15	48.67
City of Medora/38	1601	41.01	39.00	38.39	34.73	36.01	32.82	33.00
Medora-Library/4	1613	2.00	2.00	2.00	1.96	1.90	1.73	0.00
<b>Total Mills - County</b>		<b>141.05</b>	<b>137.25</b>	<b>128.67</b>	<b>127.67</b>	<b>123.49</b>	<b>132.69</b>	<b>124.63</b>
<b>Total Mills - City</b>		<b>146.26</b>	<b>142.15</b>	<b>136.54</b>	<b>133.74</b>	<b>135.69</b>	<b>146.89</b>	<b>134.86</b>

**Levied Dollar Amount Comparisons**

Fund		2008	2009	2010	2011	2012	2013	2014
State Medical Center	1001	5,865.21	6,107.78	6,763.60	7,171.36	8,353.31	12,862.62	15,295.43
County General	1201	67,457.27	65,644.88	81,163.15	78,161.99	91,866.40	135,391.00	153,000.00
Rd & Brdge	1204	64,450.00	66,125.00	74,325.00	86,056.37	100,239.71	154,351.45	168,200.00
District Health Unit	1217	17,937.23	21,447.61	24,759.23	25,854.41	27,304.89	41,900.98	54,471.27
Historical Society	1216	2,861.26	2,869.33	2,924.60	2,926.51	2,980.45	3,495.00	3,795.00
Extension Service	1214	16,725.86	16,772.80	17,096.16	17,107.42	17,421.86	25,725.24	30,576.13
Match. Soc. Sec.	1211	90,900.00	90,900.00	91,900.00	125,900.00	142,900.00	155,500.00	163,000.00
Library Service	1260	26,800.00	26,875.26	27,392.64	28,685.46	30,095.00	30,535.00	34,078.00
SW Water Author.	2401	5,865.21	6,107.78	6,763.60	7,171.36	8,353.31	12,862.62	15,295.43
County Weed Bd.	1258	24,093.78	24,431.10	27,054.38	28,685.46	30,567.38	43,469.38	61,144.38
Veteran Service	1213	8,839.00	8,975.00	9,200.00	5,200.00	5,600.00	5,100.00	7,600.00
Human Service	1220	73,728.00	81,472.00	80,950.00	82,907.00	101,027.56	101,509.82	106,936.09
Unorg. Twn. Rd	1259	142,350.00	142,250.00	142,450.00	142,284.99	144,450.00	185,950.00	251,950.00
Rural Fire District	1901	52,349.05	52,626.02	53,583.48	53,595.84	60,880.00	67,880.00	87,538.39
School District		200,000.00	200,000.00	200,000.00	200,000.00	250,000.00	722,293.00	744,418.00
City of Medora	1601	32,449.90	32,293.57	32,971.90	31,908.77	34,579.46	34,573.95	36,981.65
Medora - Library	1613	1,582.54	1,656.28	1,717.73	1,800.00	1,820.00	1,820.00	0.00
<b>Total</b>		<b>834,254.31</b>	<b>846,554.41</b>	<b>881,015.47</b>	<b>925,416.94</b>	<b>1,058,439.33</b>	<b>1,735,220.06</b>	<b>1,934,279.77</b>

BILLINGS COUNTY ROAD PROJECT ESTIMATES										
Project Location	Project Description	Project Number	PCN	Project Costs					Funding Source	
				Construction	Utility Relocation	R/W	Construction Engineering	Total Cost	Federal Aid	Needed Surge
8th St SW	Grading & Aggr Surf	CP-04(14)01	-	\$ 999,100	\$ 250,900	\$ 120,000	\$ 140,000	\$ 1,510,000		\$ 1,510,000
Franks Creek Road - Phase 2	Grading & Aggr Surf	COIA-0418(051)	20223	\$ 607,700	\$ 32,300	\$ -	\$ 80,000	\$ 720,000		\$ 720,000
38th St - Phase 2	Paving	COIA-0400(001)	20224	\$ 4,841,000	\$ -	\$ -	\$ 229,000	\$ 5,070,000		\$ 5,070,000
123rd Ave	Chip Seal	SC-0400(002)	20777	\$ 703,750	\$ -	\$ -	\$ 66,250	\$ 770,000	\$ 300,000	\$ 470,000
Tracy Mountain Road	Grading & Aggr Surf	CP-04(13)03	-	\$ 463,500	\$ 36,500	\$ -	\$ 50,000	\$ 550,000		\$ 550,000
123rd Ave	Grading & Aggr Surf	SC-0427(051)	14127	\$ 1,503,800	\$ 201,200	\$ 150,000	\$ 190,000	\$ 2,045,000	\$ 800,000	\$ 1,245,000
Sully Springs Road	Bridge Replacement	CP-0415(2)		\$ 470,000	\$ 15,000	\$ 10,000	\$ 60,000	\$ 555,000		\$ 555,000
Govt. Creek	CMP Replacement	CP-0415(3)		\$ 145,000			\$ 10,000	\$ 155,000		\$ 155,000
County-Wide	Gravel Hauling & laying	CP-0415(4)						\$ 1,025,000		\$ 1,025,000
<b>Total</b>								<b>\$ 12,400,000</b>	<b>\$ 1,100,000</b>	<b>\$ 11,300,000</b>

BILLINGS COUNTY CRUSHING ESTIMATES						
Pit Name	Project Description	CY	Royalties	Project Costs		
				Crushing	Reclamation	Total Cost
Johnson Pit	Crushing	84,000	\$ 189,000	\$ 378,000	\$ 10,000	\$ 577,000
Hild Pit	Crushing	40,000	\$ 160,000	\$ 180,000	\$ 10,000	\$ 350,000
Kuntz Pit	Crushing	40,000	\$ 160,000	\$ 180,000	\$ 10,000	\$ 350,000
Richard Pit	Crushing	100,000	\$ 300,000	\$ 450,000	\$ 10,000	\$ 760,000
Meyer Pit	Crushing	50,000	\$ 200,000	\$ 225,000	\$ 10,000	\$ 435,000
Andrus Pit	Crushing	30,000	\$ 120,000	\$ 135,000	\$ 10,000	\$ 265,000
<b>Total</b>						<b>\$ 2,737,000</b>

Local Tax	Oil Tax Allocation	Federal Funds	Highway Tax	State Aid
\$ 420,150.00	\$ 2,400,000.00	\$ 1,175,000.00	\$ 126,000.00	\$ 36,000.00

Tax/Fed/State Aid  
\$ 4,157,150.00

**Total Surge Needed**  
**\$ 10,979,850.00**



## BILLINGS COUNTY

	Mill Levy	Taxable Valuation	Property Tax Collection
2008	141.05	\$5,143,741.00	\$659,066.45
2009	137.25	\$6,107,775.00	\$724,630.09
2010	128.67	\$6,763,589.00	\$759,760.71
2011	127.67	\$7,171,364.00	\$798,257.82
2012	123.49	\$8,353,309.00	\$912,956.38
2013	132.69	\$12,862,624.00	\$1,566,971.90
2014	124.63	\$15,295,426.00	\$1,765,467.60

**COUNTY OFFICERS**

County Auditor	Lisa Herbel
County Treasurer/MVD	Ann Monson
County Recorder	Bobbi Milbrath
County Sheriff	Steve Watson
State's Attorney	A. Swain Benson
Clerk of Courts	Rhonda Langehaug
Tax Director/Zoning Adm.	Lisa Peterson
Social Services	Kelly Jensen
9-1-1 Coordinator	Terry Volk
Disaster Emergency	Richard Hummel
Veteran's Service Officer	Dwight Nahinurk
Road Supervisor	Ritchie Gimbel
Official Newspaper	Courant

**BOTTINEAU COUNTY  
NORTH DAKOTA**



314 West Fifth Street  
Bottineau, North Dakota 58318  
Fax (701) 228-5181

**COUNTY COMMISSIONERS**

1 <sup>st</sup> District	LeRoy Rude Bottineau, ND 58318
2 <sup>nd</sup> District	Jeff Beyer Bottineau, ND 58318
3 <sup>rd</sup> District	Daniel Marquardt Bottineau, ND 58318
4 <sup>th</sup> District	Lance Kjelshus Souris, ND 58783
5 <sup>th</sup> District	Todd Streich Maxbass, ND 58760

February 9, 2015

Mr. Chris Kadmras  
Legislative Council  
600 E Boulevard Avenue  
Bismarck ND 58505

Dear Mr. Kadmras:

Thank you for giving Bottineau County the opportunity to present further documentation to show how critical and urgent it is for our County to receive the "Surge" Funding.

Question 1) – Bottineau County intends to use the funding for four infrastructure projects and a jail expansion project.

Question 2) – The amount of "Surge" funding needed prior to June 30, 2015 is \$13,735,400.00 for four road projects and the jail expansion.


Question 3) - Please see a copy of the Engineers costs for the three road projects that are "shovel" ready and also the engineer's plan for the jail expansion. All of these projects are ready to go to bid. I have also included an estimate for an emergency repair on a RCP culvert that has been undermined on County Road 49, which is our highest ADT road in the County. We also have a road project we are working on for 2016 which would cost approximately \$3,240,000.00. The primary source of funding for all these projects would be the "Surge" funding and will not be possible without receiving it. I have applied for a grant for the Jail Expansion project (copy of application letter enclosed) and we do have some local funds available for the jail expansion in consideration that this project has been bid on the low side.

Question 4) – I'm including our county's mill levies, valuations and property tax collections for the years 2008-2014 for your review.

Question 5) – The approximate taxable value of our building permits expected to be added to our taxable valuation in 2015 is \$427,500.00.

Thank you once again for your consideration of granting Bottineau County "Surge" funding. If I can be of further assistance or if you have any questions, I will be in Bismarck on February 10<sup>th</sup> and 11<sup>th</sup>, and can be reached at 871-0833.







Respectfully submitted,

*Lisa Herbel*

Lisa Herbel,

Bottineau County Auditor

Enclosures



**Lisa Herbel**

---

**From:** Brad Robertson <br robert@woldengr.com>  
**Sent:** Friday, February 06, 2015 10:50 AM  
**To:** Lisa Herbel  
**Cc:** Ritch Gimbel; herb@woldengr.com; mattj@woldengr.com; 'Michael Rivinius'; 'Kent Indvik'  
**Subject:** 2105 Project Costs

Hi Lisa!

In reference to the House Appropriations Committee request.

Below you will find the estimated costs for the following projects to be constructed in 2015 pending funds.

**CMC-0530**

Location: Forfar East to County line  
Length: 11 Miles  
Description: Milling existing Asphalt, Blended Base Course and Hot Bituminous Pavement  
Estimated Cost: \$5,100,00 (includes Engineering and chip seal)

**CMC-0503**

Location: Lansford North to NDSH 5  
Length: 11 Miles  
Description: Milling existing Asphalt and Hot Bituminous Pavement  
Estimated Cost: \$4,320,00 (includes Engineering and chip seal)

**CMC-0506**

Location: Westhope to Souris  
Length: 15 Miles  
Description: Bituminous Seal Coat  
Estimated Cost: \$750,000 (includes Engineering)

Keep in mind we have also discussed having the Willow City to Towner road constructed in 2016 with an estimated cost of \$3,240,00. This also includes Engineering and chip seal.

Currently Senate Bill 2103 proposed monies are to be used at the discretion of the County. If this passes then we can consider dropping the chip seals this year and do them the following year (2016).

Please feel free to contact me with any questions you might have or if additional information is needed.



Thanks!

*Bradley N Robertson  
Wold Engineering, P.C.  
915 11th St E  
P.O. Box 237  
Bottineau, ND 58318  
Phone: (701) 228-2292  
Fax: (701) 228-3938*

P.O. Box 37  
Moorhead, MN 56561-0037

# **SUBSURFACE, INC**

**Drainage Structure Maintenance & Repair**

Phone (218) 227-5963  
Fax (218) 236-9830  
Email: subsurfaceghs@aol.com

February 9, 2015

Bottineau Co Hwy Dept  
Attn. Ritch Gimbel  
314 5th St N.  
Bottineau, ND 58318

Dear Mr. Gimbel,

This is our estimate subject to site visit for a 60" X 113' RCP pipe located at 12<sup>th</sup> Ave N.E Bottineau, ND at N-48.854955 & W-100.4458885 that the structure is in an accelerated state of failure due to the joints having separated through years of freeze thaw cycles, loading and soil settlement.

Additionally there is piping as a result of the separated joints under 6 - 7 section of pipe on the West side of the road. Piping is the flow of water outside the pipe causing greater erosion and loss of supporting material around the pipe.

There are also signs inside the structure that indicate the soils have moved or are moving since installation. There are both vertical and horizontal alignment changes that can be stabilized using the Subsurface, Inc. methods of rehabilitation, similar to what was used @ Barnes County just N of Valley City on 350' long 36" RCP.

There we installed what is known as RCP Joint Sealing and external void grouting/soil stabilization. This process permanently seals the joints preventing infiltration or exfiltration of water and soils. Additionally, holes are drilled from inside the structure to allow for the injection of a dual component polyurethane grout. This lightweight, load bearing, grout is designed to fill voids outside of the pipe and stabilize the weakened soils surrounding the pipe.

Our proposal is to completely rehabilitate this structure using a combination of methods to extend the life of this pipe without creating a detour or causing a major inconvenience to your constituency.

Our quote includes the following:

- Mobilization
- Pressure washing of structure
- Repairing deteriorated concrete pipe sections where needed
- Sealing of joints
- Pumping and managing water flow when needed
- Repairing bell and spigot joints where needed
- Sealing each joint with oakum rope that has been saturated in a hydrophilic,



liquid polyurethane resin designed to seal leaks in concrete and masonry structures. When it contacts water, this product expands up to 600% and forms a tough flexible foam seal that cannot be penetrated by water

- Injecting polyurethane resin into the back side of each joint after they are sealed
- Drilling holes throughout the structure for the injection of a two component polyurethane grout system that produces a strong, lightweight, load bearing material, designed to fill external voids, expanding up to 25 times its original volume
- Gel cap on all joints
- Site cleanup

Our total price for the above proposed work is **\$65,400.00**

Thank you Ritch for the opportunity to provide this quote and if have any questions please call.

Sincerely,



Al Lee  
Subsurface, Inc.  
Sales and Marketing  
(701)361-9682  
Al@Subsurface-Inc.com

January 14, 2015

Bottineau County is asking for your consideration for a grant through the Department of ND Trust Lands as our county is being impacted by oil and gas development and needs to expand our jail to be able to house more prisoners and provide adequate office space for the officers and sheriff.

Enclosed are JLG Architects plans which show a proposed jail expansion with the estimate of cost.

Bottineau County's population and activity continues to grow. Expansion for the Westhope School District is underway and the Bottineau School District continues to work on getting a bond issue passed to build or remodel their school as the current school is not adequate for the growing number of students that have entered into their school system. New hotels and businesses have already begun operation in our county as the needs continue to grow.

Although there are other areas of concern in the Courthouse, our number one need is in the sheriff's department. With the influx of people, criminal activity has accompanied it. The Sheriff Department is dealing with time consuming, major offenses including illegal drug offenses, break-ins, shoplifting, traffic accidents, domestic disputes, assaults, and alcohol related offenses.

Our sheriff department has ten deputies and one sheriff who share three offices. They also employ one full time office deputy and three full time dispatchers where safety is a main concern with the current dispatching setup.

The second challenge is lack of storage. The sheriff's vault is full of records and evidence. The inmate visiting room has been converted to an evidence/storage room. As there is no visiting room available, the multi-purpose room is used for visitors, which combines visitors with prisoners providing a risk to staff as safety measures are more difficult to manage and control.

The courthouse vault aisles serve as a place for storage as well as the hallways in the sheriff's office. The sheriff's department is also renting a storage unit offsite to store more evidence and items as there is no room in the courthouse.

Our third area of concern is the need for more jail space. The nine jail cells remain full the majority of the time, and the estimate of new cells needed has increased to 22 beds. Judge Sturdevant has expressed a concern for more cells as the lack of cells is affecting his sentencing terms. In the first six years of the Judge's term in Bottineau County, he had no AA felonies. In the last three years, he's had eighteen counts with eight different defendants including two murders, and the rest were crimes involving gross sexual imposition or continuous abuse of children. In addition, the sheriff's Department is not always able to incarcerate prisoners as there is no room, and they are allowed to leave once they are bonded out, but become a flight risk as a majority of the offenses are being committed by criminals that do not have a local address. Additionally, we have only one cell available for women, with a need for more. When there is more than one woman needing to be jailed, the potential of a law suit arises as we are unable to provide suitable confinement for more than one woman. Currently, if there are no cells available, prisoners are transferred to Rugby, at a cost of \$65.00 a day to Bottineau County and officers are taken out of the county during transport.

Bottineau County currently houses a Bureau of Criminal Investigation Agent, and the State is requesting office space for an Alcohol Tobacco and Firearms Officer (ATF) and a Drug Enforcement Agent/Bureau of Indian Affairs Agent (DEA/BIA). Bottineau County currently has an ATF Officer who is working out of this home at this time and a probation officer who is in an office downtown. With the increased criminal



activity, the ideal situation would be to have all officers centrally located, able to share information and work together.

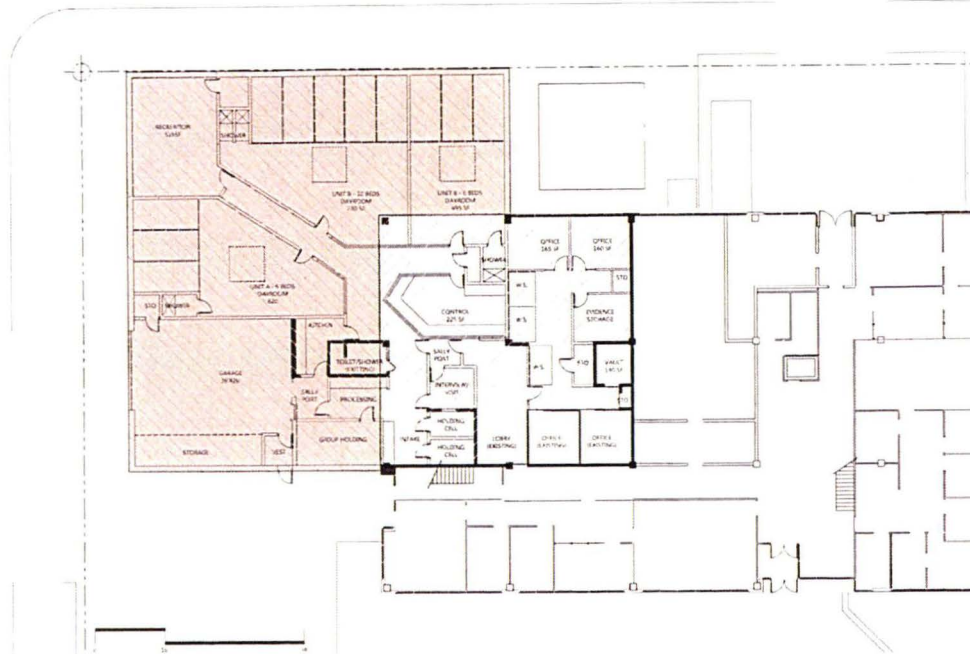
Thank you for your consideration.

Respectfully submitted,

Lisa Herbel, Bottineau County Auditor

# JAIL EXPANSION CONCEPT

FOURTH STREET



BENNET STREET

## JAIL EXPANSION

- Design includes 11 cells in three classifications – two units handicapped accessible
- All cells to be double bunked wet cells for up to 22 beds total
- Cells meet ACA jail standards for more than 10-hour lockdown
  - approximately 95 SF total with 70 SF unencumbered space
- All dayrooms visible from Control
- Daylight to dayrooms and cells provided via roof mounted clerestory windows or skylights
- Recreation to have remotely operated windows for indoor/outdoor recreation use
- Sallyport access to all secure areas
- Provides Intake Area with vehicle sallyport, three holding cells, and processing area
- Expands Sheriff's Office into existing construction

New Construction:	6,300 SF
Demolition:	2,690 SF
Remodeled Construction:	2,850 SF
Total Area:	9,150 SF

Projected Project Cost:	<b>\$3,500,000</b>
Construction Cost – New:	\$2,200,000
Construction Cost – Remodeled:	\$575,000
Demolition Cost:	\$25,000
Project "Soft" Cost:	\$700,000

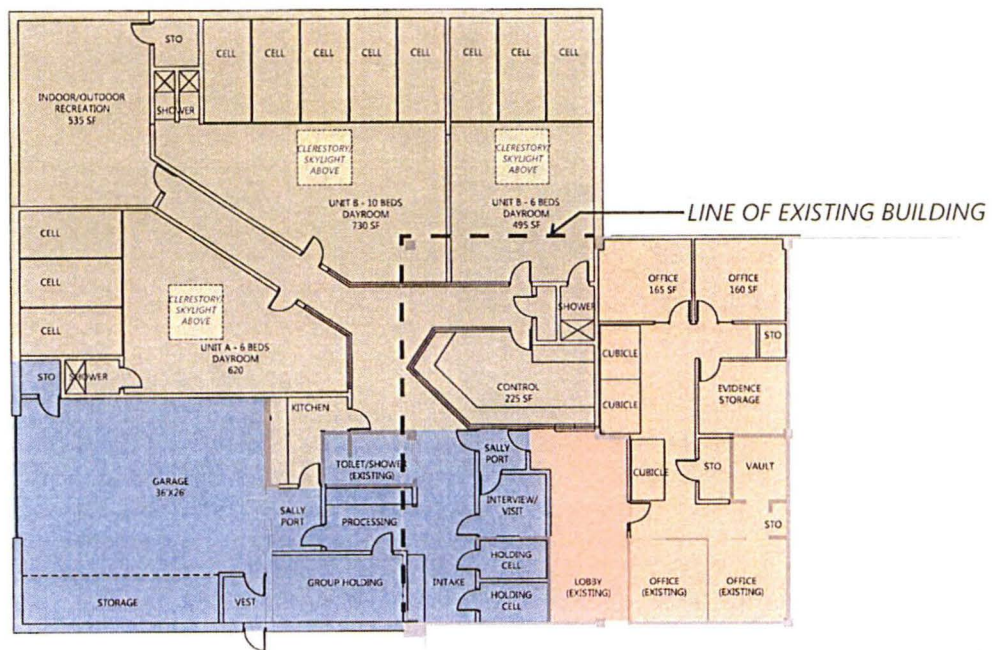


B | W | B | R

BOTTINEAU COUNTY | Bottineau County Jail - Expansion Study

11.10.2014 | COMM #3.2014231.00

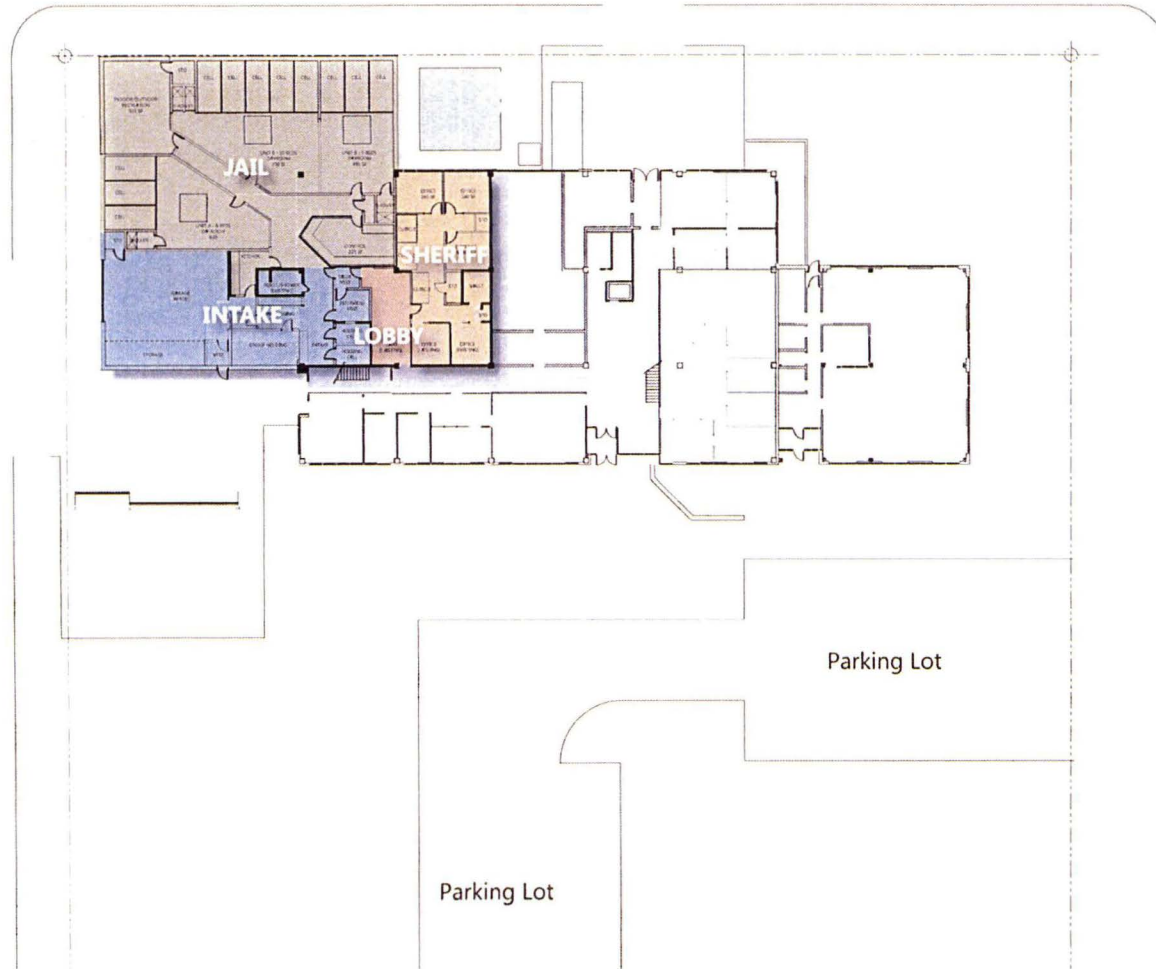




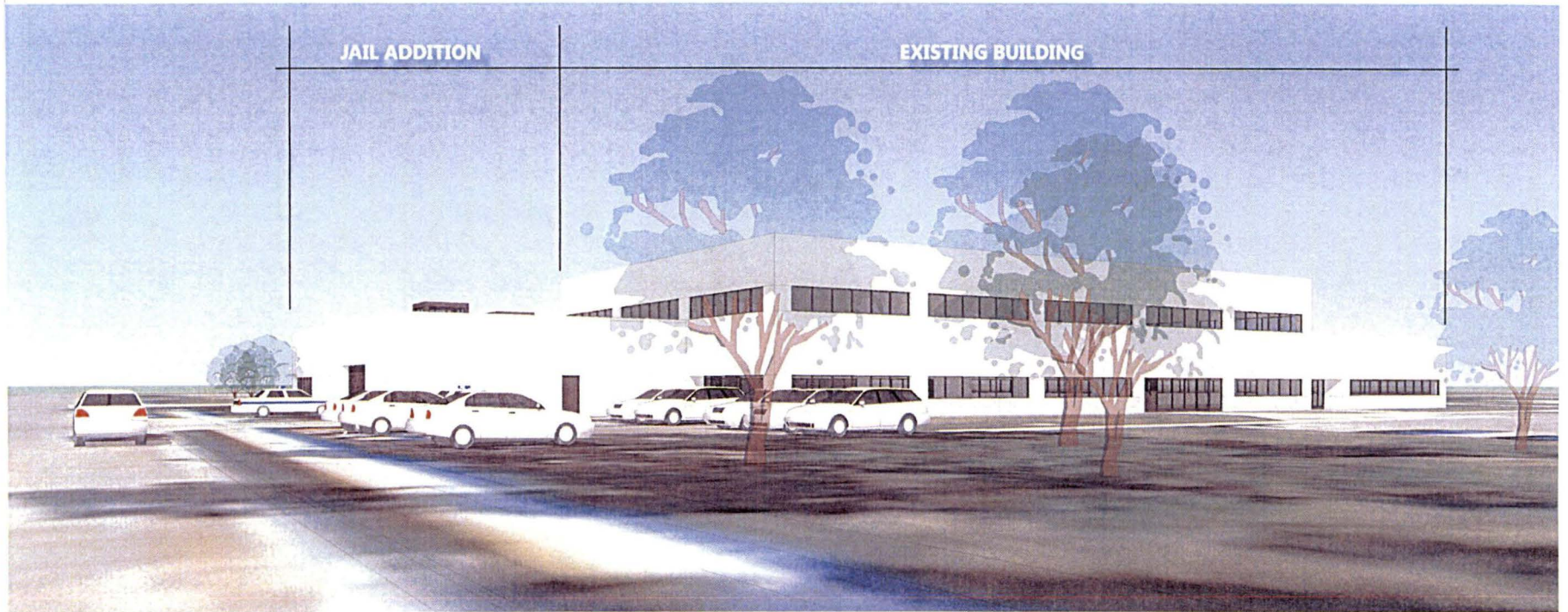
FOURTH STREET

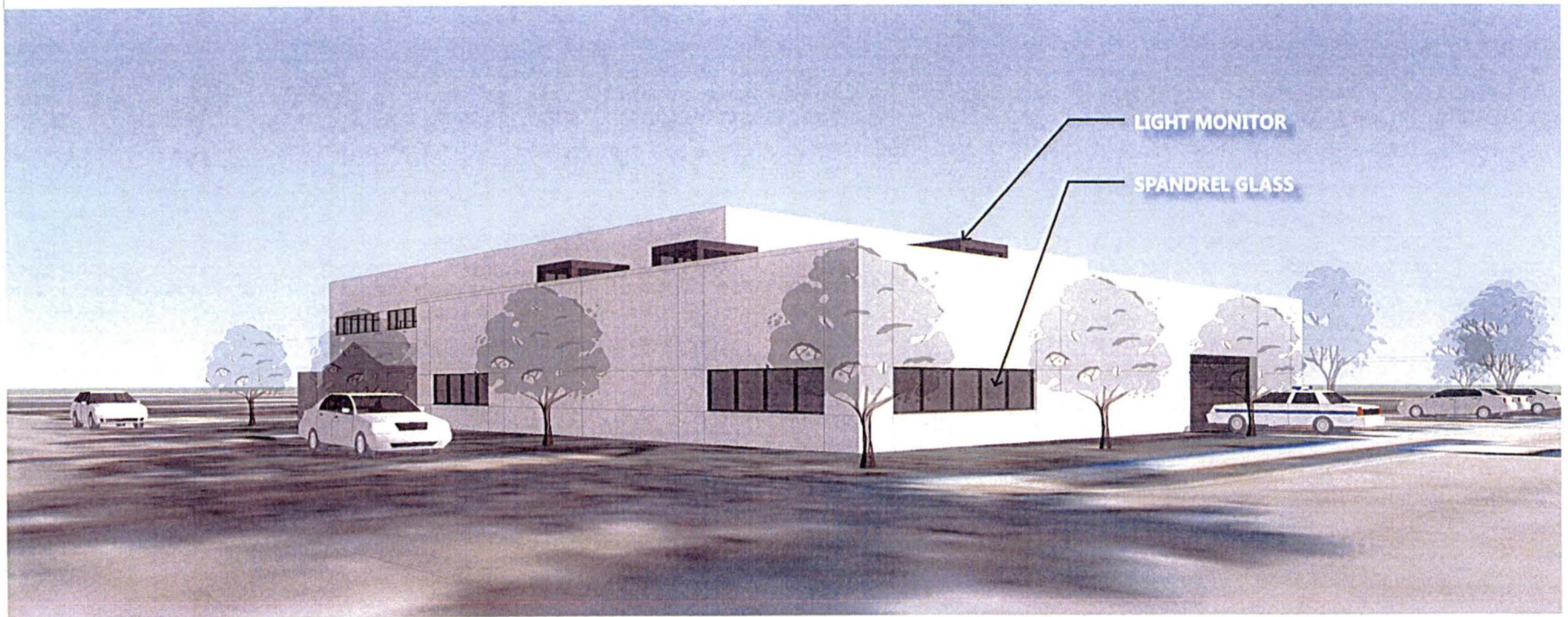
BENNET STREET

OHMER STREET



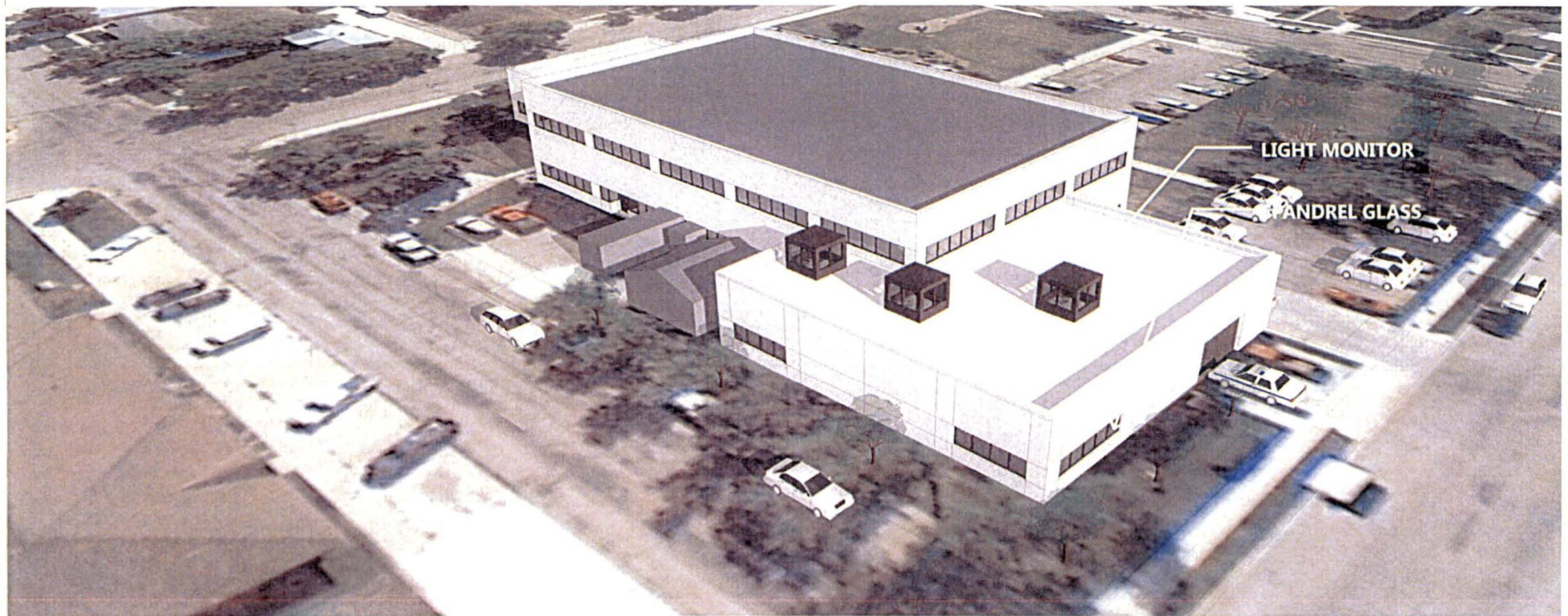








NORTHWEST AERIAL VIEW



**Bottineau County**  
Property Tax Collections

2008	\$9,161,917.44
2009	\$9,722,466.09
2010	\$9,017,796.97
2011	\$9,610,416.60
2012	\$9,904,377.39
2013	\$10,779,069.95
2014	\$10,125,063.64
Total	\$68,321,108.08

\*



STATE LEVY		State Medical Center	1.00	Emergency	2.91								
COUNTY LEVY		Social Services	11.17	NDSU Extension	16.34	0.94	Veterans Service Office	0.59					
		Road and Bridge	0.25	Senior Center	2.00		Soc.Sec./Riand/Tech	10.00					TOTAL
		County Road Repair	5.00	Health District *	2.36		Advertising	0.30					STATE & COUNTY LEVY
		Farm to Market Backstop	10.00	Garrison Diversion *	1.00		County Fair Bldg *	0.50					76.85
		County Fair *	1.00	County Library *	3.13		Wood Control *	3.00					
		Property Ins. Reserve	1.45	Historical Society *	0.25		Health Insurance	3.18					
				Ambulance	2.00		Job Development Auth.	3.93					
SCHOOL DIST. #	TAXING DISTRICT	TAXABLE VALUATION	STATE & COUNTY	SCHOOL DISTRICT	TOWNSHIP	FIRE DIST.	R.C/OAK CRK/ B. CRK WATER DISTRICTS	TM-MR SCD	COUNTY PARK	COUNTY AIRPORT	TOTAL LEVY		
1	Homen	B.F.R.Co.	1,002,287	76.85	71.32	27.21	4.01	2.11	0.98	0.99	186.39		
1	Homen	B.F.O.Crk.	94,640	76.85	71.32	27.21	4.01	2.11	0.98	0.99	186.88		
1	Roland	B.F.R.Co.	134,999	76.85	71.32	10.46	4.01	2.11	0.98	0.99	169.64		
1	Roland	B.F.O.Crk.	760,113	76.85	71.32	10.46	4.01	2.11	0.98	0.99	170.13		
1	Roland	B.F.O.Crk. LMRSD	12,835,174	76.85	71.32	11.46	4.01	2.11	0.98	0.99	171.13		
1	Dalen	B.F.R.Co.	176,563	76.85	71.32	12.69	4.01	2.11	0.98	0.99	171.87		
1	Dalen	B.F.R.Co.	64,729	76.85	71.32	12.69	4.01	2.11	0.98	0.99	172.85		
1	Dalen	B.F.O.Crk.	95,249	76.85	71.32	12.69	4.01	2.11	0.98	0.99	172.85		
1	Dalen	S.F.R.Co.	9,591	76.85	71.32	12.69	6.72	2.92	2.11	0.98	174.58		
1	Dalen	S.F.R.Co.	283,397	76.85	71.32	12.69	6.72	2.92	2.11	0.98	175.56		
1	Haran	S.F.R.Co.	688,628	76.85	71.32	23.00	6.72	3.90	2.11	0.98	185.87		
17	Haran	S.F.R.Co.	40,158	76.85	103.82	23.00	6.72	3.90	2.11	0.98	218.37		
1	Scandia	S.F.R.Co.	12,660	76.85	71.32	16.34	6.72	2.92	2.11	0.98	178.23		
1	Scandia	S.F.R.Co.	205,161	76.85	71.32	16.34	6.72	2.92	2.11	0.98	179.21		
17	Scandia	S.F.R.Co.	369,684	76.85	103.82	16.34	6.72	2.92	2.11	0.98	210.73		
17	Scandia	S.F.R.Co.	299,676	76.85	103.82	16.34	6.72	2.92	2.11	0.98	211.71		
17	Scandia	S.F.R.Co.	313,224	76.85	103.82	26.77	6.72	2.92	2.11	0.98	221.16		
17	Scandia	W.F.R.Co.	430,183	76.85	103.82	26.77	10.00	2.92	2.11	0.98	224.44		
17	Ridgberg	W.F.R.Co.	748,583	76.85	103.82	18.00	10.00	2.92	1.39	0.98	214.95		
9	Wayne	A.F.R.Co.	3,925	76.85	73.48	26.00	2.68	2.92	1.39	0.98	185.29		
17	Wayne	A.F.R.Co.	343,107	76.85	103.82	26.00	2.68	2.92	1.39	0.98	215.63		
17	Wayne	W.F.R.Co.	425,069	76.85	103.82	26.00	10.00	2.92	1.39	0.98	222.95		
9	Audler	A.F.R.Co.	161,872	76.85	73.48	17.85	2.68	2.92	1.39	0.98	177.14		
17	Audler	A.F.R.Co.	605,727	76.85	103.82	17.85	2.68	2.92	1.39	0.98	207.48		
9	Whetson	A.F.R.Co.	1,076,063	76.85	73.48	9.29	2.68	2.92	1.39	0.98	168.58		
1	Cordova	B.F.R.Co.	389,137	76.85	71.32	40.87	4.01	2.92	2.11	0.98	200.05		
1	Whiterson	B.F.O.Crk.	358,777	76.85	71.32	25.75	4.01	2.92	2.11	0.98	191.53		
1	Whiterson	B.F.O.Crk.	1,287,554	76.85	71.32	25.75	4.01	2.92	2.11	0.98	185.42		
1	Pickering	B.F.R.Co.	970,930	76.85	71.32	23.98	4.01	2.92	2.11	0.98	183.16		
1	Pickering	B.F.R.Co.	92,534	76.85	71.32	23.98	4.01	2.92	2.11	0.98	184.14		
1	Pickering	R.F.O. Crk.	4,230	76.85	71.32	23.98	4.01	2.92	2.11	0.98	183.65		
1	Penobscot	B.F.R.Co.	50,240	76.85	71.32	16.42	6.72	2.92	2.11	0.98	178.31		
1	Penobscot	S.F.R.Co.	504,132	76.85	103.82	16.42	6.72	2.92	2.11	0.98	179.29		
17	Penobscot	S.F.R.Co.	85,075	76.85	103.82	16.42	6.72	2.92	2.11	0.98	211.79		
1	Eidvold	S.F.R.Co.	60,135	76.85	71.32	27.00	6.72	3.90	2.11	0.98	189.87		
17	Eidvold	S.F.R.Co.	93,922	76.85	103.82	27.00	6.72	2.92	2.11	0.98	221.39		
17	Eidvold	S.F.R.Co.	558,181	76.85	103.82	27.00	6.72	3.90	2.11	0.98	222.37		
17	Eidvold	W.F.R.Co.	771,121	76.85	103.82	27.00	10.00	2.92	2.11	0.98	224.67		
17	Eidvold	W.F.R.Co.	119,661	76.85	103.82	27.00	10.00	2.92	2.11	0.98	225.65		
17	Sergius	W.F.R.Co.	936,022	76.85	103.82	18.93	10.00	2.92	1.39	0.98	215.88		
54	Sergius	W.F.R.Co.	4,877	76.85	58.58	18.93	10.00	2.92	1.39	0.98	170.64		
17	Bestloch	W.F.R.Co.	689,883	76.85	103.82	22.49	10.00	2.92	1.39	0.98	219.44		
9	Sherman	A.F.R.Co.	938,981	76.85	73.48	15.90	2.68	2.92	1.39	0.98	175.19		
54	Sherman	A.F.R.Co.	4,240	76.85	58.58	15.90	2.68	2.92	1.39	0.98	160.29		
9	Hoffman	M.F.R.Co.	687,293	76.85	73.48	18.41	5.00	2.92	1.39	0.98	180.52		
1	Larsoberg	B.F.R.Co.	566,079	76.85	71.32	14.14	4.01	2.92	2.11	0.98	173.32		
1	Amity	B.F.R.Co.	67,497	76.85	71.32	19.38	4.01	2.92	2.11	0.98	178.56		
1	Amity	B.F.O.Crk.	598,039	76.85	71.32	19.38	4.01	2.92	2.11	0.98	179.05		
1	Oak Valley	B.F.R.Co.	415,761	76.85	71.32	28.13	4.01	2.92	2.11	0.98	187.31		
1	Oak Valley	B.F.O.Crk.	217,042	76.85	71.32	28.13	4.01	2.92	2.11	0.98	187.80		
1	Whitely	B.F.R.Co.	136,860	76.85	71.32	18.00	4.01	2.92	2.11	0.98	177.18		
1	Whitely	B.F.R.Co.	26,540	76.85	71.32	18.00	4.01	2.92	2.11	0.98	178.16		
1	Whitely	K.F.R.Co.	9,665	76.85	71.32	18.00	3.61	2.92	2.11	0.98	176.78		
54	Whitely	B.F.R.Co.	227,351	76.85	58.58	18.00	4.01	2.92	2.11	0.98	164.44		
54	Whitely	B.F.R.Co.	5,845	76.85	58.58	18.00	4.01	2.92	2.11	0.98	165.42		
54	Whitely	K.F.R.Co.	184,601	76.85	58.58	18.00	3.61	2.92	2.11	0.98	164.04		
54	Whitely	M.F.R.Co.	180,810	76.85	58.58	18.00	3.61	2.92	2.11	0.98	165.02		
1	Starbuck	K.F.R.Co.	15,820	76.85	71.32	39.00	3.61	3.90	2.11	0.98	198.76		
17	Starbuck	K.F.R.Co.	12,570	76.85	103.82	39.00	3.61	3.90	2.11	0.98	231.26		
17	Starbuck	N.F.R.Co.	4,865	76.85	103.82	39.00	10.00	2.92	2.11	0.98	236.67		
17	Starbuck	N.F.R.Co.	47,715	76.85	103.82	39.00	10.00	3.90	2.11	0.98	237.65		
54	Starbuck	K.F.R.Co.	182,954	76.85	58.58	39.00	3.61	2.92	2.11	0.98	185.04		
54	Starbuck	K.F.R.Co.	205,862	76.85	58.58	39.00	3.61	2.92	2.11	0.98	186.02		
54	Starbuck	N.F.R.Co.	173,051	76.85	58.58	39.00	10.00	2.92	2.11	0.98	191.43		
54	Starbuck	N.F.R.Co.	22,485	76.85	58.58	39.00	10.00	3.90	2.11	0.98	192.41		
54	Kone	N.F.R.Co.	622,353	76.85	58.58	16.87	10.00	2.92	1.39	0.98	168.58		
17	Brander	N.F.R.Co.	4,769	76.85	103.82	36.00	7.38	2.92	1.39	0.98	230.33		
17	Brander	M.F.R.Co.	49,355	76.85	103.82	36.00	10.00	2.92	1.39	0.98	232.95		
17	Brander	M.F.R.Co.	38,490	76.85	103.82	36.00	10.00	2.92	1.39	0.98	232.95		
54	Brander	M.F.R.Co.	398,133	76.85	58.58	36.00	7.38	2.92	1.39	0.98	185.09		
54	Brander	N.F.R.Co.	192,263	76.85	58.58	36.00	10.00	2.92	1.39	0.98	187.71		
9	Hastings	M.F.R.Co.	6,114	76.85	73.48	15.46	7.38	2.92	1.39	0.98	179.45		
54	Hastings	M.F.R.Co.	1,157,845	76.85	58.58	15.46	7.38	2.92	1.39	0.98	164.55		
9	Renville	L.F.R.Co.	118,275	76.85	73.48	12.96	4.69	2.92	1.39	0.98	174.26		
9	Renville	M.F.R.Co.	112,365	76.85	73.48	12.96	7.38	2.92	1.39	0.98	175.96		
9	Renville	M.F.R.Co.	223,994	76.85	73.48	12.96	5.00	2.92	1.39	0.98	174.57		
54	Renville	M.F.R.Co.	273,490	76.85	58.58	12.96	7.38	2.92	1.39	0.98	162.05		
9	Cut Bank	L.F.R.Co.	113,080	76.85	73.48	12.67	4.69	2.92	1.39	0.98	173.97		
9	Cut Bank	M.F.R.Co.	579,232	76.85	73.48	12.67	5.00	2.92	1.39	0.98	174.28		
1	Credl	WCF.R.Co.	655,971	76.85	71.32	18.00	4.61	2.92	2.11	0.98	177.78		
1	Willow Vale	WCF.R.Co.	880,652	76.85	71.32	23.31	4.61	2.92					



STATE LEVY		State Medical Center	1.00	Emergency	2.99						
COUNTY LEVY		General	9.41	NDSU Extension	1.99	Veteran Service Office					0.61
		Senior Services	15.18	Senior Center	1.00 <td colspan="5">Soc.Sec./Rural/Tech</td> <td>11.18</td>	Soc.Sec./Rural/Tech					11.18
		Road and Bridge	0.25	Health District *	2.64	Advertising					0.50
		County Road Repair	5.00	Garrison Division *	1.00	County Fair Bldg *					0.50
		Farm to Market Backstop	10.00	County Library *	2.72	Weed Control *					3.15
		County Fair *	1.00	Historical Society *	0.24	Health Insurance					3.05
		Property Ins. Reserve	1.71	Ambulance	1.99	Job Development Auth.					3.98
											81.09
SCHOOL DIST. #	TAXING DISTRICT	TAXABLE VALUATION	STATE & COUNTY	SCHOOL DISTRICT	TOWNSHIP	FIRE DIST.	B.CO/DAK CRK/ B. CRK WATER DISTRICTS	TM-MR	COUNTY PARK	COUNTY AIRPORT AUTHORITY	TOTAL LEVY
1	Humen	B.F.B.Co.	942,369	66.39	28.94	4.48	2.01	2.25	0.99	0.99	187.14
1	Homen	B.F.O.Co.	37,827	66.39	28.94	4.48	1.97	2.25	0.99	0.99	187.10
1	Roland	B.F.B.Co.	119,230	66.39	10.29	4.48	2.01	2.25	0.99	0.99	168.49
1	Roland	B.F.O.Co.	697,402	66.39	10.29	4.48	1.97	2.25	0.99	0.99	168.45
1	Roland	B.F.O.Co. LMRSD	11,326,533	66.39	11.29	4.48	1.97	2.25	0.99	0.99	169.45
1	Dalen	B.F.B.Co.	133,522	66.39	15.30	4.48	2.01	2.25	0.99	0.99	173.50
1	Dalen	B.F.B.Co.	54,244	66.39	15.30	4.48	4.00	2.25	0.99	0.99	175.49
1	Dalen	B.F.O.Co.	66,871	66.39	15.30	4.48	1.97	2.25	0.99	0.99	175.46
1	Dalen	S.F.B.Co.	8,658	66.39	15.30	7.50	2.01	2.25	0.99	0.99	176.52
1	Dalen	S.F.B.Co.	239,814	66.39	15.30	7.50	4.00	2.25	0.99	0.99	178.51
1	Haram	S.F.B.Co.	614,683	66.39	23.00	7.50	4.00	2.25	0.99	0.99	186.21
17	Haram	S.F.B.Co.	36,210	66.39	23.00	7.50	4.00	2.25	0.99	0.99	194.31
1	Scandia	S.F.B.Co.	11,305	66.39	18.11	7.50	2.01	2.25	0.99	0.99	179.33
1	Scandia	S.F.B.Co.	184,919	66.39	18.11	7.50	4.00	2.25	0.99	0.99	181.32
17	Scandia	S.F.B.Co.	335,824	66.39	18.11	7.50	2.01	2.25	0.99	0.99	187.43
17	Scandia	S.F.B.Co.	268,536	66.39	18.11	7.50	4.00	2.25	0.99	0.99	189.42
17	Scotia	S.F.B.Co.	269,635	66.39	29.91	7.50	2.01	2.25	0.99	0.99	199.23
17	Scotia	W.F.B.Co.	383,709	66.39	29.91	10.00	2.01	2.25	0.99	0.99	201.73
17	Richburg	W.F.B.Co.	666,815	66.39	18.00	10.00	2.01	1.68	0.99	0.99	189.25
9	Wayne	A.F.B.Co.	3,505	66.39	74.57	26.00	3.05	2.01	1.68	0.99	168.28
17	Wayne	A.F.B.Co.	107,592	66.39	26.00	3.05	2.01	1.68	0.99	0.99	196.30
17	Wayne	W.F.B.Co.	380,333	66.39	26.00	10.00	2.01	1.68	0.99	0.99	197.25
9	Antler	A.F.B.Co.	144,919	66.39	74.57	19.89	3.05	2.01	1.68	0.99	184.27
17	Antler	A.F.B.Co.	543,850	66.39	74.57	19.89	3.05	2.01	1.68	0.99	184.19
9	Wheaton	A.F.B.Co.	979,677	66.39	74.57	10.21	3.05	2.01	1.68	0.99	174.59
1	Carroll	B.F.B.Co.	355,007	66.39	66.39	44.00	4.48	2.01	2.25	0.99	200.20
1	Whiterson	B.F.B.Co.	241,215	66.39	26.89	4.48	2.01	2.25	0.99	0.99	185.09
1	Whiterson	B.F.O.Co.	1,235,517	66.39	26.89	4.48	1.97	2.25	0.99	0.99	185.05
1	Pickering	B.F.B.Co.	893,109	66.39	26.20	4.48	2.01	2.25	0.99	0.99	184.40
1	Pickering	B.F.B.Co.	83,889	66.39	26.20	4.48	4.00	2.25	0.99	0.99	186.39
1	Peabody	S.F.B.Co.	47,045	66.39	14.71	7.50	2.01	2.25	0.99	0.99	175.93
1	Peabody	S.F.B.Co.	454,936	66.39	14.71	7.50	4.00	2.25	0.99	0.99	177.92
17	Peabody	S.F.B.Co.	75,977	66.39	14.71	7.50	4.00	2.25	0.99	0.99	185.02
1	Eidavold	S.F.B.Co.	53,690	66.39	27.00	7.50	4.00	2.25	0.99	0.99	190.21
17	Eidavold	S.F.B.Co.	84,357	66.39	27.00	7.50	2.01	2.25	0.99	0.99	196.32
17	Eidavold	S.F.B.Co.	499,306	66.39	27.00	7.50	4.00	2.25	0.99	0.99	198.31
17	Eidavold	W.F.B.Co.	243,961	66.39	27.00	10.00	2.01	2.25	0.99	0.99	198.82
17	Eidavold	W.F.B.Co.	108,981	66.39	27.00	10.00	4.00	2.25	0.99	0.99	200.81
17	Sergius	W.F.B.Co.	843,481	66.39	21.49	10.00	2.01	1.68	0.99	0.99	192.25
54	Sergius	W.F.B.Co.	4,607	66.39	21.00	10.00	2.01	1.68	0.99	0.99	175.51
17	Beatnick	W.F.B.Co.	626,007	66.39	23.00	10.00	2.01	1.68	0.99	0.99	194.25
9	Sherman	A.F.B.Co.	857,191	66.39	74.57	17.42	3.05	2.01	1.68	0.99	181.80
54	Sherman	A.F.B.Co.	3,785	66.39	17.42	3.05	2.01	1.68	0.99	0.99	167.98
9	Hoffman	M.F.B.Co.	618,136	66.39	74.57	21.80	5.00	2.01	1.68	0.99	187.36
1	Lordsburg	B.F.B.Co.	986,279	66.39	66.39	15.81	4.48	2.01	2.25	0.99	174.01
1	Amity	B.F.B.Co.	60,362	66.39	21.00	4.48	2.01	2.25	0.99	0.99	179.20
1	Amity	B.F.O.Co.	527,402	66.39	21.00	4.48	1.97	2.25	0.99	0.99	179.16
1	Oak Valley	B.F.B.Co.	375,823	66.39	31.37	4.48	2.01	2.25	0.99	0.99	189.57
1	Oak Valley	B.F.O.Co.	191,591	66.39	31.37	4.48	1.97	2.25	0.99	0.99	189.53
1	Whitby	B.F.B.Co.	131,495	66.39	21.77	4.48	2.01	2.25	0.99	0.99	179.97
1	Whitby	B.F.B.Co.	23,780	66.39	21.77	4.48	4.00	2.25	0.99	0.99	181.96
1	Whitby	K.F.B.Co.	16,330	66.39	21.77	3.99	2.01	2.25	0.99	0.99	179.48
54	Whitby	B.F.B.Co.	203,341	66.39	21.77	4.48	2.01	2.25	0.99	0.99	174.33
54	Whitby	B.F.B.Co.	5,220	66.39	21.77	4.48	4.00	2.25	0.99	0.99	176.33
54	Whitby	K.F.B.Co.	165,120	66.39	21.77	3.99	2.01	2.25	0.99	0.99	173.84
54	Whitby	K.F.B.Co.	161,445	66.39	21.77	3.99	4.00	2.25	0.99	0.99	175.83
17	Starbuck	K.F.B.Co.	14,130	66.39	39.00	3.99	4.00	2.25	0.99	0.99	196.70
17	Starbuck	K.F.B.Co.	11,225	66.39	39.00	3.99	4.00	2.25	0.99	0.99	206.30
17	Starbuck	N.F.B.Co.	4,345	66.39	39.00	9.49	2.01	2.25	0.99	0.99	210.31
17	Starbuck	N.F.B.Co.	42,940	66.39	39.00	9.49	4.00	2.25	0.99	0.99	212.30
54	Starbuck	K.F.B.Co.	163,836	66.39	39.00	3.99	2.01	2.25	0.99	0.99	191.97
54	Starbuck	K.F.B.Co.	274,322	66.39	39.00	3.99	4.00	2.25	0.99	0.99	193.06
54	Starbuck	N.F.B.Co.	155,733	66.39	39.00	9.49	2.01	2.25	0.99	0.99	195.57
54	Starbuck	N.F.B.Co.	20,070	66.39	39.00	9.49	4.00	2.25	0.99	0.99	198.56
54	Kase	N.F.B.Co.	555,103	66.39	26.65	9.49	2.01	1.68	0.99	0.99	177.65
17	Braider	M.F.B.Co.	4,524	66.39	36.00	8.44	2.01	1.68	0.99	0.99	205.69
17	Braider	N.F.B.Co.	45,153	66.39	36.00	9.49	2.01	1.68	0.99	0.99	206.74
17	Braider	W.F.B.Co.	34,365	66.39	36.00	10.00	2.01	1.68	0.99	0.99	207.25
54	Braider	M.F.B.Co.	356,461	66.39	36.00	8.44	2.01	1.68	0.99	0.99	191.95
54	Braider	N.F.B.Co.	172,190	66.39	36.00	9.49	2.01	1.68	0.99	0.99	193.00
9	Hastings	M.F.B.Co.	5,649	66.39	21.00	8.44	2.01	1.68	0.99	0.99	190.77
54	Hastings	M.F.B.Co.	1,034,233	66.39	21.00	8.44	2.01	1.68	0.99	0.99	176.95
9	Reynville	L.F.B.Co.	98,455	66.39	13.87	4.81	2.01	1.68	0.99	0.99	180.01
9	Reynville	M.F.B.Co.	100,908	66.39	13.87	8.44	2.01	1.68	0.99	0.99	183.64
9	Reynville	M.F.B.Co.	201,939	66.39	13.87	5.00	2.01	1.68	0.99	0.99	185.29
54	Reynville	M.F.B.Co.	247,781	66.39	13.87	8.44	2.01	1.68	0.99	0.99	166.82
9	Cut Bank	L.F.B.Co.	100,975	66.39	14.05	4.81	2.01	1.68	0.99	0.99	180.19
9	Cut Bank	M.F.B.Co.	523,319	66.39	14.05	5.00	2.01	1.68	0.99	0.99	180.38
1	Cecil	WCF.B.Co.	587,436	66.39	18.00	3.45	2.01	2.25	0.99	0.99	175.17
1	Willow Vale	WCF.B.Co.	341,350	66.39	25.85	3.45	2.01	2.25	0.99	0.99	183.02
1	Willow Vale	WCF.O.Co.	89,936	66.39	25.85	3.45	1.97	2.25	0.99	0.99	182.99
60	Willow Vale	WCF.O.Co.	129,733	66.39	25.85	3.45	2.01	2.25	0.99	0.99	205.06
60	Willow Vale	WCF.O.Co.	13,850	66.39	25.85	3.45	1.97	2.25	0.99	0.99	205.02
1	Oak Creek	B.F.O.Co.	449,693	66.39	44.00	4.48	1.97	2.25	0.99	0.99	202.16
1	Oak Creek	WCF.O.Co.	135,211	66.39	44.00	3.45	1.97	2.25	0.99	0.99	201.13
1	Elyian	B.F.O.Co.	35,540	66.39	38.91	4.48	1.97	2.25	0.99	0.99	197.07
1	Elyian	K.F.B.Co.	89,180	66.39	38.91	3.99	2.01	2.25	0.99	0.99	196.62
1	Elyian	K.F.B.Co.	63,736	66.39	38.91	3.99	1.97	2.25	0.99	0.99	196.58
54	Elyian	K.F.B.Co.	484,660	66.39	38.91	3.99	2.01	2.25	0.99	0.99	198.98
54											



STATE LEVY		State Medical Center	1.00	Emergency	3.72								
COUNTY LEVY		General	9.44	NDSU Extension	1.98	Veteran Service Office		0.63					
		Social Services	12.04	Senior Citizen	1.00	Sec.Svc./Road/Tech		11.56					
		Road and Bridge	0.25	Health District	2.57	Advertising		0.50				TOTAL	
		County Road Repair	5.00	Garrison Diversion	1.00	County Fair Bldg		0.50				STATE & COUNTY LEVY	
		Farm to Market Backstop	10.00	County Library	2.73	Weed Control		3.36				79.24	
		County Fair	1.00	Historical Society	0.24	Health Insurance		2.63					
		Property Ins. Reserve	2.10	Ambulance	2.00	Job Development Auth.		3.99					
SCHOOL DIST. #	TAXING DISTRICT	TAXABLE VALUATION	STATE & COUNTY	SCHOOL DISTRICT	TOWNSHIP	FIRE DIST.	R/C/OAK CRK/ B. CRK WATER DISTRICTS	TM-MR	COUNTY	COUNTY AIRPORT	TOTAL LEVY		
1	Homen	B.F.B.Co.	898,007	79.24	77.76	28.86	4.83	3.00	2.22	1.00	1.00	197.91	
1	Homen	B.F.O.Crk.	85,553	79.24	77.76	28.86	4.83	3.99	2.22	1.00	1.00	198.90	
1	Roland	B.F.B.Co.	113,683	79.24	77.76	9.07	4.83	3.00	2.22	1.00	1.00	178.12	
1	Roland	B.F.O.Crk.	679,074	79.24	77.76	9.07	4.83	3.99	2.22	1.00	1.00	179.11	
1	Roland	B.F.O.Crk. LMRSD	10,233,356	79.24	77.76	10.07	4.83	3.99	2.22	1.00	1.00	180.11	
1	Dalen	B.F.B.Co.	129,817	79.24	77.76	15.79	4.83	3.00	2.22	1.00	1.00	184.84	
1	Dalen	B.F.B.Co.	55,235	79.24	77.76	15.79	4.83	4.00	2.22	1.00	1.00	185.84	
1	Dalen	B.F.O.Crk.	67,434	79.24	77.76	15.79	4.83	3.99	2.22	1.00	1.00	185.83	
1	Dalen	S.F.B.Co.	8,637	79.24	77.76	15.79	7.43	3.00	2.22	1.00	1.00	187.44	
1	Dalen	S.F.B.Crk.	235,258	79.24	77.76	15.79	7.43	4.00	2.22	1.00	1.00	188.44	
1	Haram	S.F.B.Crk.	607,623	79.24	77.76	23.00	7.43	4.00	2.22	1.00	1.00	195.65	
17	Haram	S.F.B.Crk.	36,165	79.24	108.48	23.00	7.43	4.00	2.22	1.00	1.00	226.37	
1	Scandia	S.F.B.Co.	11,305	79.24	77.76	18.32	7.43	3.00	2.22	1.00	1.00	189.97	
1	Scandia	S.F.B.Crk.	184,519	79.24	77.76	18.32	7.43	4.00	2.22	1.00	1.00	190.97	
17	Scandia	S.F.B.Co.	336,613	79.24	108.48	18.32	7.43	3.00	2.22	1.00	1.00	220.69	
17	Scandia	S.F.B.Crk.	265,073	79.24	108.48	18.32	7.43	4.00	2.22	1.00	1.00	221.69	
17	Scotia	S.F.B.Co.	269,303	79.24	108.48	29.99	7.43	3.00	2.22	1.00	1.00	233.36	
17	Scotia	W.F.B.Co.	379,521	79.24	108.48	29.99	7.87	3.00	2.22	1.00	1.00	232.80	
17	Richburg	W.F.B.Co.	657,432	79.24	108.48	12.99	7.87	3.00	1.80	1.00	1.00	215.38	
9	Wayne	A.F.B.Co.	3,505	79.24	107.59	26.00	2.93	3.00	1.80	1.00	1.00	222.55	
17	Wayne	A.F.B.Co.	304,726	79.24	108.48	26.00	2.93	3.00	1.80	1.00	1.00	223.45	
17	Wayne	W.F.B.Co.	380,130	79.24	108.48	26.00	7.87	3.00	1.80	1.00	1.00	223.39	
9	Antler	A.F.B.Co.	144,910	79.24	107.59	19.89	2.93	3.00	1.80	1.00	1.00	216.45	
17	Antler	A.F.B.Co.	543,810	79.24	108.48	19.89	2.93	3.00	1.80	1.00	1.00	217.34	
9	Wheaton	A.F.B.Co.	994,213	79.24	107.59	10.06	2.93	3.00	1.80	1.00	1.00	206.62	
1	Cordelia	B.F.B.Co.	354,162	79.24	77.76	35.30	4.83	3.00	2.22	1.00	1.00	206.25	
1	Whiterson	B.F.B.Co.	314,065	79.24	77.76	30.00	4.83	3.00	2.22	1.00	1.00	199.05	
1	Whiterson	B.F.O.Crk.	1,101,053	79.24	77.76	30.00	4.83	3.99	2.22	1.00	1.00	200.04	
1	Pickering	B.F.B.Co.	884,733	79.24	77.76	26.61	4.83	3.00	2.22	1.00	1.00	195.66	
1	Pickering	B.F.B.Crk.	77,360	79.24	77.76	26.61	4.83	4.00	2.22	1.00	1.00	196.66	
1	Peabody	S.F.B.Co.	47,045	79.24	77.76	17.30	7.43	3.00	2.22	1.00	1.00	188.95	
17	Peabody	S.F.B.Crk.	454,936	79.24	108.48	17.30	7.43	4.00	2.22	1.00	1.00	189.95	
17	Peabody	S.F.B.Crk.	75,970	79.24	108.48	17.30	7.43	4.00	2.22	1.00	1.00	220.67	
1	Eidvold	S.F.B.Crk.	53,690	79.24	77.76	27.00	7.43	4.00	2.22	1.00	1.00	199.65	
17	Eidvold	S.F.B.Co.	79,863	79.24	108.48	27.00	7.43	3.00	2.22	1.00	1.00	229.37	
17	Eidvold	S.F.B.Crk.	499,306	79.24	108.48	27.00	7.43	4.00	2.22	1.00	1.00	230.37	
17	Eidvold	W.F.B.Co.	244,541	79.24	108.48	27.00	7.87	3.00	2.22	1.00	1.00	229.81	
17	Eidvold	W.F.B.Crk.	109,881	79.24	108.48	27.00	7.87	4.00	2.22	1.00	1.00	230.81	
17	Sergius	W.F.B.Co.	843,475	79.24	108.48	21.00	7.87	3.00	1.80	1.00	1.00	223.39	
54	Sergius	W.F.B.Co.	4,607	79.24	83.72	21.00	7.87	3.00	1.80	1.00	1.00	198.63	
17	Bentlack	W.F.B.Co.	610,464	79.24	108.48	23.00	7.87	3.00	1.80	1.00	1.00	225.39	
9	Sherman	A.F.B.Co.	873,386	79.24	107.59	17.47	2.93	3.00	1.80	1.00	1.00	214.23	
54	Sherman	A.F.B.Co.	3,785	79.24	83.72	17.47	2.93	3.00	1.80	1.00	1.00	190.36	
9	Hoffman	M.F.B.Co.	420,861	79.24	107.59	20.84	5.00	3.00	1.80	1.00	1.00	210.57	
1	Lordsburg	B.F.B.Co.	506,231	79.24	77.76	15.81	4.83	3.00	2.22	1.00	1.00	184.85	
1	Amity	B.F.B.Co.	60,362	79.24	77.76	13.77	4.83	3.00	2.22	1.00	1.00	182.82	
1	Amity	B.F.O.Crk.	528,021	79.24	77.76	13.77	4.83	3.99	2.22	1.00	1.00	183.81	
1	Oak Valley	B.F.B.Co.	370,621	79.24	77.76	14.23	4.83	3.00	2.22	1.00	1.00	183.28	
1	Oak Valley	B.F.O.Crk.	191,470	79.24	77.76	14.23	4.83	3.99	2.22	1.00	1.00	184.27	
1	Whitby	B.F.B.Co.	121,495	79.24	77.76	29.35	4.83	3.00	2.22	1.00	1.00	198.40	
1	Whitby	B.F.O.Crk.	23,700	79.24	77.76	29.35	4.83	4.00	2.22	1.00	1.00	199.40	
1	Whitby	K.F.B.Co.	8,630	79.24	77.76	29.35	4.01	3.00	2.22	1.00	1.00	197.58	
54	Whitby	B.F.B.Co.	203,341	79.24	83.72	29.35	4.83	3.00	2.22	1.00	1.00	204.36	
54	Whitby	B.F.B.Crk.	5,220	79.24	83.72	29.35	4.83	4.00	2.22	1.00	1.00	205.36	
54	Whitby	K.F.B.Co.	165,120	79.24	83.72	29.35	4.01	3.00	2.22	1.00	1.00	203.54	
54	Whitby	K.F.B.Crk.	161,445	79.24	83.72	29.35	4.01	4.00	2.22	1.00	1.00	204.54	
1	Starbuck	N.F.B.Co.	14,130	79.24	77.76	30.16	9.44	3.00	2.22	1.00	1.00	199.29	
17	Starbuck	K.F.B.Crk.	11,225	79.24	108.48	30.16	4.01	4.00	2.22	1.00	1.00	230.11	
17	Starbuck	N.F.B.Co.	4,345	79.24	108.48	30.16	9.44	3.00	2.22	1.00	1.00	234.54	
17	Starbuck	N.F.B.Crk.	42,840	79.24	108.48	30.16	9.44	4.00	2.22	1.00	1.00	235.54	
54	Starbuck	K.F.B.Co.	163,866	79.24	83.72	30.16	4.01	3.00	2.22	1.00	1.00	204.35	
54	Starbuck	K.F.B.Crk.	272,006	79.24	83.72	30.16	4.01	4.00	2.22	1.00	1.00	205.35	
54	Starbuck	N.F.B.Co.	154,437	79.24	83.72	30.16	9.44	3.00	2.22	1.00	1.00	206.70	
54	Starbuck	N.F.B.Crk.	20,070	79.24	83.72	30.16	9.44	4.00	2.22	1.00	1.00	210.78	
54	Kane	N.F.B.Co.	552,588	79.24	83.72	19.01	9.44	3.00	1.80	1.00	1.00	198.21	
17	Brander	M.F.B.Co.	4,524	79.24	108.48	36.00	9.72	3.00	1.80	1.00	1.00	240.24	
17	Brander	N.F.B.Co.	45,132	79.24	108.48	36.00	9.44	3.00	1.80	1.00	1.00	239.96	
17	Brander	N.F.B.Crk.	24,265	79.24	108.48	36.00	9.72	3.00	1.80	1.00	1.00	240.39	
54	Brander	M.F.B.Co.	356,530	79.24	83.72	36.00	9.72	3.00	1.80	1.00	1.00	215.48	
54	Brander	N.F.B.Co.	172,071	79.24	83.72	36.00	9.44	3.00	1.80	1.00	1.00	215.20	
9	Hastings	M.F.B.Co.	5,649	79.24	107.59	20.55	9.72	3.00	1.80	1.00	1.00	223.90	
54	Hastings	M.F.B.Co.	1,042,894	79.24	83.72	20.55	9.72	3.00	1.80	1.00	1.00	200.03	
9	Reynville	L.F.B.Co.	98,455	79.24	107.59	13.99	3.76	3.00	1.80	1.00	1.00	211.38	
9	Reynville	M.F.B.Co.	96,311	79.24	107.59	13.99	9.72	3.00	1.80	1.00	1.00	211.34	
9	Reynville	M.F.B.Crk.	199,683	79.24	107.59	13.99	5.00	3.00	1.80	1.00	1.00	212.62	
54	Reynville	M.F.B.Co.	249,032	79.24	83.72	13.99	9.72	3.00	1.80	1.00	1.00	193.47	
9	Cut Bank	L.F.B.Co.	100,975	79.24	107.59	14.05	3.76	3.00	1.80	1.00	1.00	211.44	
9	Cut Bank	M.F.B.Co.	523,616	79.24	107.59	14.05	5.00	3.00	1.80	1.00	1.00	212.68	
1	Cecil	WCF.B.Co.	589,057	79.24	77.76	18.00	3.53	3.00	2.22	1.00	1.00	185.75	
1	Willow Vale	WCF.B.Co.	339,789	79.24	77.76	23.38	3.53	3.00	2.22	1.00	1.00	191.13	
1	Willow Vale	WCF.O.Crk.	89,360	79.24	77.76	23.38	3.53	3.99	2.22	1.00	1.00	192.12	
60	Willow Vale	WCF.B.Co.	128,711	79.24	124.07	23.38	3.53	3.00	2.22	1.00	1.00	237.44	
60	Willow Vale	WCF.O.Crk.	13,850	79.24	124.07	23.38	3.53	3.99	2.22	1.00	1.00	238.43	
1	Oak Creek	B.F.O.Crk.	449,015	79.24	77.76	44.00	4.83	3.99	2.22	1.00	1.00	214.04	
1	Oak Creek	WCF.O.Crk.	135,211	79.24	77.76	44.00	3.53	3.99	2.22	1.00	1.00	212.74	
1	Elysian	B.F.O.Crk.	35,513	79.24	77.76	38.87	4.01	3.99	2.22	1.00	1.00	208.91	
1	Elysian	B.F.B.Co.	86,992	79.24	77.76	38.87	4.01	3.00	2.22	1.00	1.00	207.10	
1	Elysian	B.F.O.Crk.	67,071	79.24	77.76	38.87	4.01	3.99	2.22	1.00	1.00	208.80	



STATE LEVY COUNTY LEVY		State Medical Center	1.00	Emergency	3.87														
		General	20.02	NDSU Extension	3.00	Veteran Service Office		0.84											
		Social Services	12.39	Senior Citizen	1.00	Soc.Sec./Rtnm/Tech		11.03											
		Road and Bridge	0.25	Health District	3.01	Advertising		0.50											
		County Road Repair	5.00	Garrison Diversion	1.00	County Fair Building		0.50										TOTAL	
		Farm to Market Blacktop	10.00	County Library	3.51	Weed Control		4.00										STATE & COUNTY LEVY	
		County Fair	1.00	Historical Society	0.21	Health Insurance		6.72											
		Property Ins. Reserve	2.97	Ambulance	2.00	Job Development Auth.		3.00										96.82	
SCHOOL DIST. #	TAXING DISTRICT		TAXABLE VALUATION	STATE & COUNTY	SCHOOL DISTRICT	TOWNSHIP	FIRE DIST.	BOTTINEAU CO/ OAK/CRK/BOUNDARY CRK WATER DISTRICTS	TM-MR SCD	COUNTY PARK	COUNTY AIRPORT	AUTH	TOTAL LEVY						
1	Homen	B.F.B.Co.	788,402	96.82	87.36	32.75	5.57	2.01	2.27	1.00	1.00	1.00	228.78						
1	Homen	B.F.O.Crk.	71,837	96.82	87.36	32.75	5.57	3.94	2.27	1.00	1.00	1.00	230.71						
1	Roland	B.F.B.Co.	103,854	96.82	87.36	9.10	5.57	2.01	2.27	1.00	1.00	1.00	205.13						
1	Roland	B.F.O.Crk.	582,964	96.82	87.36	9.10	5.57	3.94	2.27	1.00	1.00	1.00	207.06						
1	Dalen	B.F.O.Crk. LMRSD	9,363,873	96.82	87.36	10.10	5.57	3.94	2.27	1.00	1.00	1.00	208.06						
1	Dalen	B.F.B.Co.	80,268	96.82	87.36	21.00	5.57	2.01	2.27	1.00	1.00	1.00	217.03						
1	Dalen	S.F.B.Crk.	37,599	96.82	87.36	21.00	5.57	4.00	2.27	1.00	1.00	1.00	219.02						
1	Dalen	B.F.O.Crk.	43,643	96.82	87.36	21.00	5.57	3.94	2.27	1.00	1.00	1.00	220.46						
1	Dalen	S.F.B.Co.	6,609	96.82	87.36	21.00	9.00	2.01	2.27	1.00	1.00	1.00	222.45						
1	Dalen	S.F.B.Crk.	176,007	96.82	87.36	21.00	9.00	4.00	2.27	1.00	1.00	1.00	224.45						
1	Haram	S.F.B.Crk.	456,366	96.82	87.36	23.00	9.00	4.00	2.27	1.00	1.00	1.00	224.45						
17	Haram	S.F.B.Crk.	27,532	96.82	125.86	23.00	9.00	4.00	2.27	1.00	1.00	1.00	262.95						
1	Scandia	S.F.B.Co.	8,635	96.82	87.36	24.31	9.00	2.01	2.27	1.00	1.00	1.00	223.77						
1	Scandia	S.F.B.Crk.	138,212	96.82	87.36	24.31	9.00	4.00	2.27	1.00	1.00	1.00	225.76						
17	Scandia	S.F.B.Co.	247,400	96.82	125.86	24.31	9.00	2.01	2.27	1.00	1.00	1.00	262.27						
17	Scandia	S.F.B.Crk.	202,183	96.82	125.86	24.31	9.00	4.00	2.27	1.00	1.00	1.00	264.26						
17	Scotia	S.F.B.Co.	204,013	96.82	125.86	30.00	9.00	2.01	2.27	1.00	1.00	1.00	267.96						
17	Scotia	W.F.B.Co.	282,797	96.82	125.86	30.00	10.00	2.01	2.27	1.00	1.00	1.00	268.96						
17	Richburg	W.F.B.Co.	515,345	96.82	125.86	18.00	10.00	2.01	1.77	1.00	1.00	1.00	256.46						
9	Wayne	A.F.B.Co.	2,680	96.82	118.62	26.00	3.63	2.01	1.77	1.00	1.00	1.00	250.85						
17	Wayne	A.F.B.Co.	228,023	96.82	125.86	26.00	3.63	2.01	1.77	1.00	1.00	1.00	258.09						
17	Wayne	W.F.B.Co.	290,142	96.82	125.86	26.00	10.00	2.01	1.77	1.00	1.00	1.00	264.46						
9	Antler	A.F.B.Co.	110,254	96.82	118.62	26.48	3.63	2.01	1.77	1.00	1.00	1.00	251.33						
17	Antler	A.F.B.Co.	413,407	96.82	125.86	26.48	3.63	2.01	1.77	1.00	1.00	1.00	258.57						
9	Wheaton	A.F.B.Co.	833,187	96.82	118.62	12.00	3.63	2.01	1.77	1.00	1.00	1.00	236.85						
1	Cordelia	B.F.B.Co.	267,423	96.82	87.36	41.00	5.57	2.01	2.27	1.00	1.00	1.00	237.03						
1	Whitterton	B.F.B.Co.	254,505	96.82	87.36	30.00	5.57	2.01	2.27	1.00	1.00	1.00	226.03						
1	Whitterton	B.F.O.Crk.	882,129	96.82	87.36	30.00	5.57	3.94	2.27	1.00	1.00	1.00	227.96						
1	Pickering	B.F.B.Co.	707,611	96.82	87.36	20.37	5.57	2.01	2.27	1.00	1.00	1.00	216.40						
1	Pickering	B.F.B.Crk.	57,721	96.82	87.36	20.37	5.57	4.00	2.27	1.00	1.00	1.00	218.39						
1	Peabody	S.F.B.Co.	27,907	96.82	87.36	19.64	9.00	2.01	2.27	1.00	1.00	1.00	219.10						
17	Peabody	S.F.B.Crk.	346,793	96.82	87.36	19.64	9.00	4.00	2.27	1.00	1.00	1.00	221.09						
17	Peabody	S.F.B.Co.	58,005	96.82	125.86	19.64	9.00	4.00	2.27	1.00	1.00	1.00	259.59						
1	Eidsvold	S.F.B.Crk.	40,990	96.82	87.36	26.16	9.00	4.00	2.27	1.00	1.00	1.00	227.61						
17	Eidsvold	S.F.B.Co.	62,880	96.82	125.86	26.16	9.00	2.01	2.27	1.00	1.00	1.00	264.12						
17	Eidsvold	S.F.B.Crk.	379,173	96.82	125.86	26.16	9.00	4.00	2.27	1.00	1.00	1.00	266.11						
17	Eidsvold	W.F.B.Co.	181,384	96.82	125.86	26.16	10.00	2.01	2.27	1.00	1.00	1.00	265.12						
17	Eidsvold	W.F.B.Crk.	78,962	96.82	125.86	26.16	10.00	4.00	2.27	1.00	1.00	1.00	267.11						
17	Sergus	W.F.B.Co.	638,154	96.82	125.86	21.00	10.00	2.01	1.77	1.00	1.00	1.00	259.46						
54	Sergus	W.F.B.Co.	3,268	96.82	93.32	21.00	10.00	2.01	1.77	1.00	1.00	1.00	212.82						
17	Bentlnck	W.F.B.Co.	463,298	96.82	125.86	23.00	10.00	2.01	1.77	1.00	1.00	1.00	261.46						
9	Sherman	A.F.B.Co.	752,384	96.82	118.62	17.87	3.63	2.01	1.77	1.00	1.00	1.00	242.72						
54	Sherman	A.F.B.Co.	2,890	96.82	93.32	17.87	3.63	2.01	1.77	1.00	1.00	1.00	217.42						
9	Hoffman	MhF.B.Co.	490,310	96.82	118.62	26.51	5.00	2.01	1.77	1.00	1.00	1.00	252.73						
1	Lordsburg	B.F.B.Co.	387,102	96.82	87.36	20.58	5.57	2.01	2.27	1.00	1.00	1.00	216.61						
1	Amity	B.F.B.Co.	45,961	96.82	87.36	17.86	5.57	2.01	2.27	1.00	1.00	1.00	213.89						
1	Amity	B.F.O.Crk.	401,527	96.82	87.36	17.86	5.57	3.94	2.27	1.00	1.00	1.00	215.82						
1	Oak Valley	B.F.B.Co.	282,657	96.82	87.36	16.92	5.57	2.01	2.27	1.00	1.00	1.00	212.95						
1	Oak Valley	B.F.O.Crk.	142,761	96.82	87.36	16.92	5.57	3.94	2.27	1.00	1.00	1.00	214.88						
1	Whitby	B.F.B.Co.	92,750	96.82	87.36	38.57	5.57	2.01	2.27	1.00	1.00	1.00	234.60						
1	Whitby	B.F.B.Crk.	18,095	96.82	87.36	38.57	5.57	4.00	2.27	1.00	1.00	1.00	236.59						
1	Whitby	K.F.B.Co.	6,585	96.82	87.36	38.57	5.21	2.01	2.27	1.00	1.00	1.00	234.24						
54	Whitby	B.F.B.Co.	155,147	96.82	93.32	38.57	5.57	2.01	2.27	1.00	1.00	1.00	240.56						
54	Whitby	B.F.B.Crk.	3,985	96.82	93.32	38.57	5.57	4.00	2.27	1.00	1.00	1.00	242.55						
54	Whitby	K.F.B.Co.	124,608	96.82	93.32	38.57	5.57	2.01	2.27	1.00	1.00	1.00	240.20						
54	Whitby	K.F.B.Crk.	123,225	96.82	93.32	38.57	5.21	4.00	2.27	1.00	1.00	1.00	242.19						
1	Starbuck	K.F.B.Co.	10,785	96.82	87.36	20.91	5.21	4.00	2.27	1.00	1.00	1.00	218.57						
17	Starbuck	K.F.B.Crk.	8,565	96.82	125.86	20.91	5.21	4.00	2.27	1.00	1.00	1.00	257.07						
17	Starbuck	N.F.B.Co.	3,315	96.82	125.86	20.91	11.61	2.01	2.27	1.00	1.00	1.00	261.48						
17	Starbuck	N.F.B.Crk.	32,401	96.82	125.86	20.91	11.61	4.00	2.27	1.00	1.00	1.00	263.47						
54	Starbuck	K.F.B.Co.	123,733	96.82	93.32	20.91	5.21	2.01	2.27	1.00	1.00	1.00	222.54						
54	Starbuck	K.F.B.Crk.	204,935	96.82	93.32	20.91	5.21	4.00	2.27	1.00	1.00	1.00	224.53						
54	Starbuck	N.F.B.Co.	116,259	96.82	93.32	20.91	11.61	2.01	1.77	1.00	1.00	1.00	242.84						
54	Starbuck	N.F.B.Crk.	15,320	96.82	93.32	20.91	11.61	4.00	2.27	1.00	1.00	1.00	230.93						
54	Kane	N.F.B.Co.	421,447	96.82	93.32	24.92	11.61	2.01	1.77	1.00	1.00	1.00	232.45						
17	Brander	M.F.B.Co.	3,203	96.82	125.86	17.19	8.94	2.01	1.77	1.00	1.00	1.00	254.59						
17	Brander	N.F.B.Co.	34,031	96.82	125.86	17.19	11.61	2.01	1.77	1.00	1.00	1.00	257.26						
17	Brander	W.F.B.Co.	26,230	96.82	125.86	17.19	10.00	2.01	1.77	1.00	1.00	1.00	255.65						
54	Brander	M.F.B.Co.	271,258	96.82	93.32	17.19	8.94	2.01	1.77	1.00	1.00	1.00	222.05						
54	Brander	N.F.B.Co.	131,084	96.82	93.32	17.19	11.61	2.01	1.77	1.00	1.00	1.00	224.72						
54	Hastings	M.F.B.Co.	4,919	96.82	118.62	17.83	8.94	2.01	1.77	1.00	1.00	1.00	247.99						
54	Hastings	M.F.B.Co.	894,814	96.82	93.32	17.83	8.94	2.01	1.77	1.00	1.00	1.00	222.69						
9	Renville	L.F.B.Co.	75,155	96.82	118.62	17.20	4.66	2.01	1.77	1.00	1.00	1.00	243.08						
9	Renville	M.F.B.Co.	73,982	96.82	118.62	17.20	8.94	2.01	1.77	1.00	1.00	1.00	247.36						
9	Renville	MhF.B.Co.	148,218	96.82	118.62	17.20	5.00	2.01	1.77	1.00	1.00	1.00	243.42						
54	Renville	M.F.B.Co.	199,631	96.82	93.32	17.20	8.94	2.01	1.77	1.00	1.00	1.00	222.06						
9	Cut Bank	L.F.B.Co.	77,080	96.82	118.62	18.48	4.66	2.01	1.77	1.00	1.00	1.00	244.36						
9	Cut Bank	MhF.B.Co.	397,711	96.82	118.62	18.48	5.00	2.01	1.77	1.00	1.00	1.00	246.70						
1	Cecil	WCF.B.Co.	450,167	96.82	87.36	17.77	4.48	2.01	2.27	1.00	1.00	1.00	247.71						
1	Willow Vale	WCF.B.Co.	260,380	96.82	87.36	23.89	4.48	2.01	2.27	1.00	1.00	1.00	218.83						
1	Willow Vale	WCF.O.Crk.	68,990	96.82	87.36	23.89	4.48	3.94	2.27	1.00	1.00	1.00	220.76						
60	Willow Vale	WCF.B.Co.	99,084	96.82	130.32	23.89	4.48	2.01	2.27	1.00	1.00	1.00	261.79						
60	Willow Vale	WCF.O.Crk.	10,575	96.82	130.32	23.89	4.48	3.94	2.27	1.00	1.00	1.00							



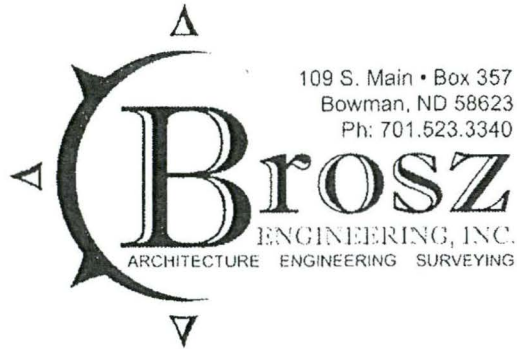
STATE LEVY COUNTY LEVY		State Medical Center		Emergency		Veteran Service Office		TOTAL STATE & COUNTY LEVY			
		1.00	1.00	3.00	2.00	0.76					
		22.75	22.75	3.00	3.00	11.18					
		15.43	15.43	1.00	1.00	0.50					
		0.25	0.25	2.95	2.95	0.50					
		5.00	5.00	1.00	1.00	4.00					
		10.00	10.00	4.00	4.00	8.00					
		1.00	1.00	0.25	0.25	3.00					
		3.00	3.00	2.00	2.00						
									102.57		
SCHOOL DIST. #	TAXING DISTRICT	TAXABLE VALUATION	STATE & COUNTY	SCHOOL DISTRICT	TOWNSHIP	FIRE DIST.	BOTTINEAU CO/OAKCRK/BOUNDARY CRK WATER DISTRICTS	TM-MR SCD	COUNTY PARK	COUNTY AIRPORT AUTH	TOTAL LEVY
1	Homen	B.F.B.Co.	738,943 102.57	84.04	35.05	6.01	1.50	2.31	1.00	1.00	233.48
1	Homen	B.F.O.Crk.	68,271 102.57	84.04	35.05	6.01	4.00	2.31	1.00	1.00	235.98
1	Roland	B.F.B.Co.	88,961 102.57	84.04	9.64	6.01	1.50	2.31	1.00	1.00	208.07
1	Roland	B.F.O.Crk.	547,834 102.57	84.04	9.64	6.01	4.00	2.31	1.00	1.00	210.57
1	Roland	B.F.O.Crk. LMRSD	8,513,497 102.57	84.04	10.64	6.01	4.00	2.31	1.00	1.00	211.57
1	Dalen	B.F.B.Co.	80,521 102.57	84.04	21.00	6.01	1.50	2.31	1.00	1.00	219.43
1	Dalen	B.F.B.Crk.	39,225 102.57	84.04	21.00	6.01	4.00	2.31	1.00	1.00	221.93
1	Dalen	B.F.O.Crk.	42,527 102.57	84.04	21.00	6.01	4.00	2.31	1.00	1.00	221.93
1	Dalen	S.F.B.Co.	6,312 102.57	84.04	21.00	9.29	1.50	2.31	1.00	1.00	222.71
1	Dalen	S.F.B.Crk.	168,229 102.57	84.04	21.00	9.29	4.00	2.31	1.00	1.00	225.21
1	Haram	S.F.B.Crk.	431,903 102.57	84.04	18.00	9.29	4.00	2.31	1.00	1.00	222.21
17	Haram	S.F.B.Crk.	26,297 102.57	125.88	18.00	9.29	4.00	2.31	1.00	1.00	222.21
1	Scandia	S.F.B.Co.	8,225 102.57	84.04	17.58	9.29	1.50	2.31	1.00	1.00	219.29
1	Scandia	S.F.B.Crk.	131,881 102.57	84.04	17.58	9.29	4.00	2.31	1.00	1.00	221.79
17	Scandia	S.F.B.Co.	236,223 102.57	125.88	17.58	9.29	1.50	2.31	1.00	1.00	261.13
17	Scandia	S.F.B.Crk.	192,627 102.57	125.88	17.58	9.29	4.00	2.31	1.00	1.00	263.63
17	Scotia	S.F.B.Co.	192,794 102.57	125.88	30.00	9.29	1.50	2.31	1.00	1.00	273.55
17	Scotia	W.F.B.Co.	269,728 102.57	125.88	30.00	10.00	1.50	2.31	1.00	1.00	274.26
17	Richburg	W.F.B.Co.	453,648 102.57	125.88	18.00	10.00	1.50	1.71	1.00	1.00	261.86
9	Wayne	A.F.B.Co.	2,555 102.57	115.03	22.71	3.74	1.50	1.71	1.00	1.00	249.26
17	Wayne	A.F.B.Crk.	217,248 102.57	125.88	22.71	3.74	1.50	1.71	1.00	1.00	260.11
17	Wayne	W.F.B.Co.	276,474 102.57	125.88	22.71	10.00	1.50	1.71	1.00	1.00	266.37
9	Antler	A.F.B.Co.	105,151 102.57	115.03	26.21	3.74	1.50	1.71	1.00	1.00	252.76
17	Antler	A.F.B.Co.	394,588 102.57	125.88	26.21	3.74	1.50	1.71	1.00	1.00	263.61
9	Wheaton	A.F.B.Co.	820,330 102.57	115.03	9.75	3.74	1.50	1.71	1.00	1.00	236.30
1	Cordelia	B.F.B.Co.	255,588 102.57	84.04	19.56	6.01	1.50	2.31	1.00	1.00	217.99
1	Whitterton	B.F.B.Co.	236,366 102.57	84.04	30.00	6.01	1.50	2.31	1.00	1.00	228.43
1	Whitterton	B.F.O.Crk.	872,461 102.57	84.04	30.00	6.01	4.00	2.31	1.00	1.00	230.93
1	Pickering	B.F.B.Co.	677,592 102.57	84.04	19.40	6.01	1.50	2.31	1.00	1.00	217.83
1	Pickering	B.F.B.Crk.	55,156 102.57	84.04	19.40	6.01	4.00	2.31	1.00	1.00	220.33
1	Peabody	S.F.B.Co.	26,932 102.57	84.04	20.58	9.29	1.50	2.31	1.00	1.00	222.29
1	Peabody	S.F.B.Crk.	330,918 102.57	84.04	20.58	9.29	4.00	2.31	1.00	1.00	224.79
17	Peabody	S.F.B.Crk.	55,250 102.57	125.88	20.58	9.29	4.00	2.31	1.00	1.00	266.63
1	Eidsvold	S.F.B.Crk.	39,040 102.57	84.04	27.00	9.29	4.00	2.31	1.00	1.00	231.21
17	Eidsvold	S.F.B.Co.	59,979 102.57	125.88	27.00	9.29	1.50	2.31	1.00	1.00	270.55
17	Eidsvold	S.F.B.Crk.	361,292 102.57	125.88	27.00	9.29	4.00	2.31	1.00	1.00	273.05
17	Eidsvold	W.F.B.Co.	172,628 102.57	125.88	27.00	10.00	1.50	2.31	1.00	1.00	271.26
17	Eidsvold	W.F.B.Co.	75,236 102.57	125.88	27.00	10.00	4.00	2.31	1.00	1.00	273.76
17	Sergius	W.F.B.Co.	625,491 102.57	125.88	15.52	10.00	1.50	1.71	1.00	1.00	259.18
54	Sergius	W.F.B.Co.	3,187 102.57	92.50	15.52	10.00	1.50	1.71	1.00	1.00	225.80
17	Bentfinck	W.F.B.Co.	444,046 102.57	125.88	20.16	10.00	1.50	1.71	1.00	1.00	263.82
9	Sherman	A.F.B.Co.	751,389 102.57	115.03	13.26	3.74	1.50	1.71	1.00	1.00	239.81
54	Sherman	A.F.B.Co.	2,750 102.57	92.50	13.26	3.74	1.50	1.71	1.00	1.00	217.28
9	Hoffman	M.H.F.Co.	473,681 102.57	115.03	27.00	4.74	1.50	1.71	1.00	1.00	254.55
1	Lordsburg	B.F.B.Co.	368,997 102.57	84.04	26.71	6.01	1.50	2.31	1.00	1.00	219.14
1	Amity	B.F.B.Co.	43,776 102.57	84.04	16.22	6.01	1.50	2.31	1.00	1.00	214.65
1	Amity	B.F.O.Crk.	387,319 102.57	84.04	16.22	6.01	4.00	2.31	1.00	1.00	217.15
1	Oak Valley	B.F.B.Co.	269,337 102.57	84.04	12.81	6.01	1.50	2.31	1.00	1.00	211.24
1	Oak Valley	B.F.O.Crk.	136,567 102.57	84.04	12.81	6.01	4.00	2.31	1.00	1.00	213.74
1	Whitby	B.F.B.Co.	88,335 102.57	84.04	30.00	6.01	1.50	2.31	1.00	1.00	228.43
1	Whitby	B.F.B.Crk.	17,235 102.57	84.04	30.00	6.01	4.00	2.31	1.00	1.00	230.93
54	Whitby	K.F.B.Co.	6,275 102.57	84.04	30.00	7.00	1.50	2.31	1.00	1.00	229.42
54	Whitby	B.F.B.Crk.	147,902 102.57	92.50	30.00	6.01	1.50	2.31	1.00	1.00	236.89
54	Whitby	B.F.B.Crk.	3,795 102.57	92.50	30.00	6.01	4.00	2.31	1.00	1.00	239.39
54	Whitby	K.F.B.Co.	118,793 102.57	92.50	30.00	7.00	1.50	2.31	1.00	1.00	237.88
54	Whitby	K.F.B.Crk.	117,340 102.57	92.50	30.00	7.00	4.00	2.31	1.00	1.00	240.38
1	Starbuck	K.F.B.Crk.	10,265 102.57	84.04	16.65	7.00	4.00	2.31	1.00	1.00	218.57
17	Starbuck	K.F.B.Crk.	8,150 102.57	125.88	16.65	7.00	4.00	2.31	1.00	1.00	266.41
17	Starbuck	N.F.B.Co.	3,155 102.57	125.88	16.65	10.00	1.50	2.31	1.00	1.00	254.91
17	Starbuck	N.F.B.Crk.	30,955 102.57	125.88	16.65	10.00	4.00	2.31	1.00	1.00	263.41
54	Starbuck	K.F.B.Co.	117,770 102.57	92.50	16.65	7.00	1.50	2.31	1.00	1.00	224.53
54	Starbuck	K.F.B.Crk.	195,582 102.57	92.50	16.65	7.00	4.00	2.31	1.00	1.00	227.03
54	Starbuck	N.F.B.Co.	110,909 102.57	92.50	16.65	10.00	1.50	2.31	1.00	1.00	227.53
54	Starbuck	N.F.B.Crk.	14,590 102.57	92.50	16.65	10.00	4.00	2.31	1.00	1.00	230.03
54	Kane	N.F.B.Co.	403,862 102.57	92.50	26.00	10.00	1.50	1.71	1.00	1.00	236.28
17	Brander	M.F.B.Co.	3,127 102.57	125.88	18.00	10.51	1.50	1.71	1.00	1.00	262.17
17	Brander	N.F.B.Co.	32,609 102.57	125.88	18.00	10.51	1.50	1.71	1.00	1.00	262.17
17	Brander	W.F.B.Co.	24,980 102.57	125.88	18.00	10.00	1.50	1.71	1.00	1.00	261.66
54	Brander	M.F.B.Co.	258,013 102.57	92.50	18.00	10.51	1.50	1.71	1.00	1.00	228.79
17	Brander	N.F.B.Co.	126,171 102.57	92.50	18.00	10.00	1.50	1.71	1.00	1.00	228.28
9	Hastings	M.F.B.Co.	3,879 102.57	115.03	21.00	10.51	1.50	1.71	1.00	1.00	254.32
54	Hastings	M.F.B.Co.	885,665 102.57	92.50	21.00	10.51	1.50	1.71	1.00	1.00	231.79
9	Renville	L.F.B.Co.	71,575 102.57	115.03	15.89	4.70	1.50	1.71	1.00	1.00	243.40
9	Renville	M.F.B.Co.	70,636 102.57	115.03	15.89	10.51	1.50	1.71	1.00	1.00	249.21
9	Renville	M.H.F.Co.	140,968 102.57	115.03	15.89	4.74	1.50	1.71	1.00	1.00	243.44
54	Renville	B.F.B.Co.	191,902 102.57	92.50	15.89	10.51	1.50	1.71	1.00	1.00	226.68
9	Cut Bank	L.F.B.Co.	73,405 102.57	115.03	19.24	4.70	1.50	1.71	1.00	1.00	246.75
9	Cut Bank	M.H.F.Co.	376,106 102.57	115.03	19.24	4.74	1.50	1.71	1.00	1.00	246.79
1	Cecil	WCF.B.Co.	429,077 102.57	84.04	18.00	4.85	1.50	2.31	1.00	1.00	215.27
1	Willow Vale	WCF.B.Co.	248,810 102.57	84.04	18.92	4.85	1.50	2.31	1.00	1.00	216.19
1	Willow Vale	WCF.O.Crk.	65,883 102.57	84.04	18.92	4.85	4.00	2.31	1.00	1.00	218.69
60	Willow Vale	WCF.B.Co.	94,716 102.57	123.55	18.92	4.85	1.50	2.31	1.00	1.00	255.70
60	Willow Vale	WCF.O.Crk.	10,070 102.57	123.55	18.92	4.85	4.00	2.31	1.00	1.00	258.20
1	Oak Creek	B.F.O.Crk.	327,230 102.57	84.04	32.00	6.01	4.00	2.31	1.00	1.00	232.93
1	Oak Creek	WCF.O.Crk.	98,395 102.57	84.04	32.00	4.85	4.00	2.31	1.00	1.00	231.77
1	Elyson	B.F.O.Crk.	25,861 102.57	84.04	20.32	6.01	4.00	2.31	1.00	1.00	221.25
1	Elyson	K.F.B.Co.	62,315 102.57	84.04	20.32	7.00	1.50	2.31	1.00	1.00	219.74
1	Elyson	K.F.O.Crk.	49,420 102.57	84.04	20.32	7.00	4.00	2.31	1.00	1.00	222.24
54	Elyson	K.F.B.Co.	296,257 102.57	92.50	20.32	7.00	1.50	2.31	1.00	1.00	228.20
54	Elyson	K.F.O.Crk.	30,559 102.57	92.50	20.32	7.00	4.00	2.31	1.00	1.00	229.70
60	Stone Creek	K.F.B.Co.	321,521 102.57	123.55	13.02	7.00	1.50	2.31	1.00	1.00	220.90
54	Stone Creek	M.F.B.Co.	8,611 102.57	123.55	13.02	7.00	1.50	2.31	1.00	1.00	251.95
54	Tacoma	N.F.B.Co.	535,784 102.57	92.50							



STATE LEVY COUNTY LEVY		State Medical Center	1.00	Emergency	1.00			Veteran Service Office		0.67		
		General	22.75	NDSU Extension	3.00			Soc.Sec./Rtnm/Tech		8.33		
		Social Services	15.88	Senior Citizen	1.00			Advertising		0.50		
		Road and Bridge	8.25	Health District	3.16			County Fair Bldg		1.00	TOTAL	
		County Road Repair	5.00	Garfield Division	1.00			West Central		4.00	STATE & COUNTY LEVY	
		Farm to Market Blacktop	10.00	County Library	4.00			Health Insurance		8.00		
		County Fair	1.00	Historical Society	0.25			Job Development Anth.		4.00		
		Property Ins. Reserve	2.36	Ambulance	2.00							
SCHOOL DIST. #	TAXING DISTRICT	TAXABLE VALUATION	STATE & COUNTY	SCHOOL DISTRICT	TOWNSHIP	FBRE DIST.	B/C/OAK CRK/ B. CRK WATER DISTRICTS	TM-MR MCD	COUNTY PARK	COUNTY AIRPORT	TOTAL LEVY	
1	Homena	B.F.O.Co.	70,574	85.98	18.05	6.23	2.00	2.32	1.00	1.00	231.23	
1	Homena	B.F.O.Co.	63,321	85.98	18.05	6.23	1.41	2.32	1.00	1.00	230.71	
1	Roland	B.F.O.Co.	61,782	85.98	9.68	6.23	2.00	2.32	1.00	1.00	205.86	
1	Roland	B.F.O.Co.	509,646	85.98	9.68	6.23	1.43	2.32	1.00	1.00	205.34	
1	Roland	B.F.O.Co.	8,527,476	85.98	10.68	6.23	1.48	2.32	1.00	1.00	206.34	
1	Dalen	B.F.O.Co.	77,811	85.98	21.00	6.23	2.00	2.32	1.00	1.00	217.18	
1	Dalen	B.F.O.Co.	14,977	85.98	21.00	6.23	2.00	2.32	1.00	1.00	219.18	
1	Dalen	B.F.O.Co.	40,363	85.98	21.00	6.23	1.48	2.32	1.00	1.00	216.66	
1	Dalen	S.F.B.Co.	5,587	85.98	21.00	9.18	2.00	2.32	1.00	1.00	220.13	
1	Dalen	S.F.B.Co.	148,976	85.98	21.00	9.18	4.00	2.32	1.00	1.00	222.13	
1	Haram	S.F.B.Co.	379,553	85.98	13.41	9.18	4.00	2.32	1.00	1.00	214.54	
17	Haram	S.F.B.Co.	23,146	85.98	11.87	9.18	4.00	2.32	1.00	1.00	226.63	
1	Scandia	S.F.B.Co.	7,170	85.98	20.04	9.18	2.00	2.32	1.00	1.00	219.17	
1	Scandia	S.F.B.Co.	115,753	85.98	20.04	9.18	4.00	2.32	1.00	1.00	221.17	
17	Scandia	S.F.B.Co.	207,814	85.98	11.87	20.04	9.18	2.00	2.32	1.00	251.06	
17	Scandia	S.F.B.Co.	168,172	85.98	11.87	20.04	9.18	4.00	2.32	1.00	253.06	
17	Scandia	S.F.B.Co.	168,436	85.98	30.00	9.18	2.00	2.32	1.00	1.00	261.02	
17	Scandia	S.F.B.Co.	232,399	85.98	11.87	30.00	2.50	2.32	1.00	1.00	284.34	
17	Richburg	W.F.B.Co.	396,923	85.98	18.00	2.00	1.25	1.00	1.00	1.00	241.25	
9	Wayne	A.F.B.Co.	2,230	85.98	118.00	26.00	2.78	2.00	1.23	1.00	249.66	
17	Wayne	A.F.B.Co.	189,635	85.98	11.87	26.00	2.78	2.00	1.23	1.00	249.53	
17	Wayne	W.F.B.Co.	241,511	85.98	11.87	26.00	2.50	2.00	1.23	1.00	249.25	
17	Andler	A.F.B.Co.	91,980	85.98	118.00	25.30	2.76	2.00	1.23	1.00	248.96	
17	Andler	A.F.B.Co.	346,438	85.98	11.87	25.30	2.76	2.00	1.23	1.00	248.83	
9	Wheaton	A.F.B.Co.	772,113	85.98	118.00	10.36	2.76	2.00	1.23	1.00	234.02	
1	Cordelia	B.F.B.Co.	220,291	85.98	21.56	6.23	2.00	2.32	1.00	1.00	217.74	
1	Whitton	B.F.B.Co.	219,832	85.98	30.00	6.23	2.00	2.32	1.00	1.00	226.13	
1	Whitton	B.F.O.Co.	826,077	85.98	30.00	6.23	1.48	2.32	1.00	1.00	225.66	
1	Pickering	B.F.B.Co.	826,538	85.98	21.00	6.23	2.00	2.32	1.00	1.00	217.18	
1	Pickering	B.F.B.Co.	48,543	85.98	21.00	6.23	4.00	2.32	1.00	1.00	219.18	
1	Peabody	S.F.B.Co.	24,437	85.98	23.42	9.18	2.00	2.32	1.00	1.00	222.55	
1	Peabody	S.F.B.Co.	290,318	85.98	23.42	9.18	4.00	2.32	1.00	1.00	224.55	
17	Peabody	S.F.B.Co.	48,180	85.98	11.87	23.42	9.18	4.00	2.32	1.00	226.44	
17	Eidsvold	S.F.B.Co.	34,050	85.98	27.00	9.18	4.00	2.32	1.00	1.00	228.13	
17	Eidsvold	S.F.B.Co.	52,544	85.98	11.87	27.00	9.18	2.00	2.32	1.00	228.07	
17	Eidsvold	S.F.B.Co.	315,662	85.98	11.87	27.00	9.18	4.00	2.32	1.00	260.02	
17	Eidsvold	W.F.B.Co.	149,770	85.98	11.87	27.00	2.50	2.00	2.32	1.00	251.34	
17	Eidsvold	W.F.B.Co.	66,251	85.98	11.87	27.00	2.50	4.00	2.32	1.00	253.34	
17	Sergien	W.F.B.Co.	540,394	85.98	11.87	17.96	1.23	2.00	1.00	1.00	241.21	
54	Sergien	W.F.B.Co.	2,977	85.98	17.96	2.50	2.00	1.23	1.00	1.00	220.90	
17	Bestinck	W.F.B.Co.	389,161	85.98	11.87	23.00	2.50	2.00	1.23	1.00	246.25	
9	Sherman	A.F.B.Co.	723,643	85.98	118.00	13.77	2.78	2.00	1.23	1.00	237.43	
54	Sherman	A.F.B.Co.	2,395	85.98	13.77	2.78	2.00	1.23	1.00	1.00	216.99	
9	Hoffman	M.F.B.Co.	426,210	85.98	18.00	5.00	2.00	1.23	1.00	1.00	243.88	
1	Lambburg	B.F.B.Co.	322,647	85.98	15.13	6.23	2.00	2.32	1.00	1.00	216.40	
1	Amity	B.F.B.Co.	38,226	85.98	15.13	6.23	2.00	2.32	1.00	1.00	211.31	
1	Amity	B.F.O.Co.	338,524	85.98	15.13	6.23	1.48	2.32	1.00	1.00	210.79	
1	Oak Valley	B.F.B.Co.	237,928	85.98	14.49	6.23	2.00	2.32	1.00	1.00	210.67	
1	Oak Valley	B.F.O.Co.	120,844	85.98	14.49	6.23	1.48	2.32	1.00	1.00	210.15	
1	Whitby	B.F.B.Co.	77,040	85.98	30.00	6.23	2.00	2.32	1.00	1.00	226.18	
1	Whitby	B.F.B.Co.	15,035	85.98	30.00	6.23	4.00	2.32	1.00	1.00	228.18	
1	Whitby	K.F.B.Co.	5,465	85.98	30.00	7.00	2.00	2.32	1.00	1.00	226.95	
54	Whitby	B.F.B.Co.	130,114	85.98	30.00	6.23	2.00	2.32	1.00	1.00	237.76	
54	Whitby	B.F.B.Co.	3,310	85.98	30.00	6.23	4.00	2.32	1.00	1.00	230.76	
54	Whitby	K.F.B.Co.	103,046	85.98	30.00	7.00	2.00	2.32	1.00	1.00	238.53	
54	Whitby	K.F.B.Co.	102,380	85.98	30.00	7.00	4.00	2.32	1.00	1.00	240.53	
1	Starbuck	K.F.B.Co.	9,955	85.98	19.11	7.00	4.00	2.32	1.00	1.00	218.06	
17	Starbuck	K.F.B.Co.	7,118	85.98	19.11	7.00	4.00	2.32	1.00	1.00	249.95	
17	Starbuck	N.F.B.Co.	2,755	85.98	11.87	19.11	10.00	2.00	2.32	1.00	220.95	
17	Starbuck	N.F.B.Co.	27,240	85.98	11.87	19.11	10.00	4.00	2.32	1.00	252.95	
54	Starbuck	K.F.B.Co.	103,176	85.98	19.11	7.00	2.00	2.32	1.00	1.00	227.64	
54	Starbuck	K.F.B.Co.	109,227	85.98	19.11	7.00	4.00	2.32	1.00	1.00	227.64	
54	Starbuck	N.F.B.Co.	97,134	85.98	19.11	10.00	2.00	2.32	1.00	1.00	230.64	
54	Starbuck	N.F.B.Co.	12,718	85.98	19.11	10.00	4.00	2.32	1.00	1.00	232.64	
54	Kne	N.F.B.Co.	357,126	85.98	19.11	10.00	2.00	1.23	1.00	1.00	239.84	
17	Brauder	M.F.B.Co.	2,937	85.98	18.00	10.58	2.00	1.23	1.00	1.00	249.33	
17	Brauder	N.F.B.Co.	29,032	85.98	18.00	10.00	2.00	1.23	1.00	1.00	248.75	
17	Brauder	W.F.B.Co.	21,750	85.98	11.87	18.00	2.50	2.00	1.23	1.00	241.25	
54	Brauder	M.F.B.Co.	225,931	85.98	18.00	10.58	2.00	1.23	1.00	1.00	229.02	
54	Brauder	N.F.B.Co.	110,697	85.98	18.00	10.58	2.00	1.23	1.00	1.00	228.41	
9	Hastings	M.F.B.Co.	8,524	85.98	118.00	21.00	10.58	2.00	1.23	1.00	252.46	
54	Hastings	M.F.B.Co.	795,189	85.98	18.00	10.58	2.00	1.23	1.00	1.00	232.02	
9	Reville	L.F.B.Co.	62,420	85.98	16.94	4.77	2.00	1.23	1.00	1.00	242.59	
9	Reville	M.F.B.Co.	61,756	85.98	16.94	4.77	2.00	1.23	1.00	1.00	248.40	
9	Reville	M.F.B.Co.	115,636	85.98	16.94	4.77	2.00	1.23	1.00	1.00	242.82	
54	Reville	M.F.B.Co.	176,408	85.98	16.94	10.58	2.00	1.23	1.00	1.00	227.96	
9	Cut Bank	L.F.B.Co.	63,985	85.98	118.00	23.00	4.77	2.00	1.23	1.00	248.65	
9	Cut Bank	M.F.B.Co.	324,389	85.98	118.00	23.00	5.00	2.00	1.23	1.00	248.88	
1	Cecil	W.F.B.Co.	376,182	85.98	18.00	5.00	2.00	2.32	1.00	1.00	212.95	
1	Willow Vale	W.F.B.Co.	219,674	85.98	21.59	5.00	2.00	2.32	1.00	1.00	216.54	
1	Willow Vale	W.F.B.Co.	57,618	85.98	21.59	5.00	1.43	2.32	1.00	1.00	216.02	
60	Willow Vale	W.F.B.Co.	81,701	85.98	122.97	21.59	5.00	2.00	2.32	1.00	253.53	
60	Willow Vale	W.F.O.Co.	8,775	85.98	122.97	21.59	5.00	1.48	2.32	1.00	253.01	
1	Oak Creek	W.F.O.Co.	283,337	85.98	32.00	6.23	1.48	2.32	1.00	1.00	227.56	
1	Oak Creek	W.F.O.Co.	85,702	85.98	32.00	6.23	1.48	2.32	1.00	1.00	226.43	
1	Elystan	B.F.O.Co.	22,663	85.98	23.26	7.00	4.00	2.32	1.00	1.00	218.92	
1	Elystan	K.F.B.Co.	54,490	85.98	23.26	7.00	2.00	2.32	1.00	1.00	220.21	
54	Elystan	K.F.O.Co.	44,635	85.98	23.26	7.00	1.48	2.32	1.00	1.00	219.69	
54	Ely											







**To:** ND House of Representatives, Appropriations Committee  
**From:** Brosz Engineering, Bowman County Engineer  
**cc:** Bowman County  
**Date:** February 9, 2015  
**Re:** Surge Funding Need

This memo is being drafted on behalf of Bowman County in response to information requested as to how the surge funding will be spent, if allocated. In doing so, I feel it necessary to provide a little background on funding need that has existed for many years in Bowman County due to oil development.

During the early development stages of the oil field in Bowman County, the revenue that was returned to the county from Oil Production was quite limited and much of the road system was built with a thinner aggregate section, solely dictated by the available funds at the time. There were a number of locations within the western part of the county for which safety items needed to be addressed in conjunction with grading older mucker roads. While upgrading the safety needs appropriately, a shortfall to construct the roads with the adequate surfacing to support the truck traffic resulted in many of the blacktop roads consisting of armor coats atop gravel rather than asphalt pavement.

There are currently 140 paved road miles, consisting primarily of 8-10" of aggregate surfacing with an armor coat (black top). Only 30 miles are actually paved roads (hot bituminous pavement surfacing). The infrastructure is in need of major improvements as a whole as many of the existing roads were constructed with limited funds.

The following is a summary of past annual maintenance costs and current operation costs of the county highway department and the funds remaining for road reconstruction:



The past county practice to maintain the armor coated roadways in recent years has been to apply a chip seal coat every 4-5 years at a cost of \$45,000/mile for an estimated cost of \$10,000 per mile per year plus an estimated \$5,000 per mile average cost for placement of cold mix for patching wheel ruts. The \$15,000/mile spent on annual maintenance patching has fallen extremely short of maintaining what is now a vastly deteriorating paved roadway system due to an increase in truck traffic combined with a couple of years of higher than normal precipitation.

In addition to the annual operating expense to run the County Highway Department, which is more than \$1,100,000 per year, the county is forecasting a substantial shortfall in funding to make the necessary improvements to the transportation infrastructure system.

Of the 140 paved road miles mentioned above, the majority of the roads need to be reconstructed and the remaining roads require major rehabilitation over the next 10 years at an estimated cost of \$1,500,000 and \$750,000 per mile respectively. There are also 120 miles of gravel roadways that are in need of higher annual maintenance efforts consisting of additional of aggregate surfacing and implementation of dust control measures to preserve the aggregate on the roadways. The county also has a need for over \$24 million in special projects.

The list below reflects the anticipated funding needs over the next 10 years and the associated budget shortfall associated with the much needed improvements to the county's transportation system.

Annual Maintenance Cost for Paved roadways (estimated)	\$ 4 million/year
Annual Maintenance Cost for Unpaved roadways (estimated)	\$ 2.4 million/year
Annual Operating Expense – County Highway Department	\$ 1.1 million/year
Road Reconstruction/Rehabilitation Funding Needs	\$ 10 million/year
Special Project Funding Needs	<u>\$ 6 million/year</u>
Total Budget Need for County Highway Department	\$ 23.5 million/year
Total Revenue available for Road Budget	<u>\$ 5.5 million/year</u>
Total Road Budget Deficit	-\$18 million /year

If the cost of construction inflation continues to rise at an annual rate of 5%, this equates to an additional funding need of more than \$20 million annually.

If surge dollars are made available for improving the county road system, the funds would be spent to improve one of the major collectors that is in dire need of immediate improvement. There is a 15 mile long road, known as the Sunset Butte Road, which is a black-topped roadway that runs east-west and connects two other major collectors that run north-south. This is the main road that connects the two sides of the oil field that has the largest density of oil wells. Both of the north-south roads, that the Sunset Butte Road provides connectivity to, extend into South Dakota as well.

The Sunset Butte Road is an old armor coated roadway that was constructed in the late 90's. Due to a lack of funding at the time, the road was not built to function as a hard surfaced roadway. As such, the road now has an extensive amount of cold mix patching along the entire length of the roadway and is in need of major reconstruction, consisting of widening, pipe culvert extensions, cement stabilization, placement of additional gravel base course and asphalt pavement. The road is anticipated to further deteriorate after going through another freeze-thaw cycle. The truck traffic is also anticipated to increase in this area as a result of CO2 injection that is planned by oil companies in Bowman County.

The project is listed on the far right hand side of the attached road budget as an unfunded need and is one of many projects that are in need of either major reconstruction or major rehabilitation.

We appreciate your consideration in allocating the necessary surge funding for Bowman County.

Respectfully,

/s/

Gary Brennan, P.E.  
Brosz Engineering, Inc.  
Bowman County Engineer



2015 BOWMAN COUNTY ROAD BUDGET

PROJECTS ORDERED BY PRIORITY:

	1	2	3				
ITEM	Project Miscellaneous	Reseal 45 Miles	Megger's Road Grading	Buffalo Springs Grading	Njos Cut-Across Grading	TOTAL	Sunset Butte Road Silver Grading, CTB and HPB Overlay
ENGINEER	\$95,000		\$35,000	\$110,000	\$25,000	\$265,000	\$650,000
ROAD EQUIPMENT	\$380,000					\$380,000	
AGGREGATE CHIP		\$450,000				\$450,000	
GRAVEL/SCORIA	\$188,864		\$53,200	\$171,000	\$36,936	\$450,000	\$2,700,000
ROAD CONSTRUCTION		\$100,000	\$541,000	\$1,053,000	\$397,380	\$2,091,380	\$17,724,883
ROAD OIL		\$945,000				\$945,000	
FREIGHT FOR OIL		\$86,873				\$86,873	
BRIDGES				\$575,000		\$575,000	
FENCES			\$15,000	\$52,500	\$18,750	\$86,250	
EASEMENTS			\$16,000	\$28,800	\$4,950	\$49,750	
UTILITY ADJUSTMENT			\$15,000	\$320,000	\$105,000	\$440,000	
SNOW REMOVAL	\$15,000					\$15,000	
MISC. DRUG TESTING	\$2,000					\$2,000	
OFFICE SUPPLIES	\$2,000					\$2,000	
EDUCATION	\$2,000					\$2,000	
EMPLOYEE SALARIES	\$492,000					\$492,000	
EMPLOYEE BENEFITS	\$215,600					\$215,600	
ROAD MAINTENANCE	\$700,000					\$700,000	
STRIPING	\$100,000					\$100,000	
DUST CONTROL	\$1,000,000					\$1,000,000	
CITY LEVI	\$6,000					\$6,000	
TRUCKING, PIPE CULVERTS, SIGNS, EQUIPMENT RENTAL, FUEL AND SEASONAL EMPLOYEES	\$590,000					\$590,000	
<b>TOTAL ROAD BUDGET COSTS</b>	<b>\$3,788,464</b>	<b>\$1,581,872</b>	<b>\$675,200</b>	<b>\$2,310,300</b>	<b>\$588,016</b>	<b>\$8,943,852</b>	<b>\$21,074,883</b>

Pending ad'l funding

\* Total Budget Exceeds anticipated Revenue Stream

BOWMAN COUNTY - ROAD AND BRIDGE

BUDGET INCOME 2015

SOURCE	2015	Explanation
LOCAL TAXES	\$ 250,000.0	
OIL AND GAS PRODUCTION TAX	\$ 4,000,000.0 (80-20 split)	\$ 5,000,000 anticipated oil revenue to County in 2015 80% into Road and Bridge Fund
MISCELLANEOUS	\$ 50,000	
BLM TRANSFER	\$ 4,000,000	
HIGHWAY DISTRIBUTION	\$ 590,000	
TOTALS FOR YEAR	\$ 8,890,000	
BEGINNING BALANCE	\$ -	
<b>TOTAL AVAILABLE</b>	<b>\$ 8,890,000</b>	



159th AVE SW - MEGGER'S ROAD  
 GRADING & CHIP SEAL  
 COST ESTIMATE 2 MILES

ITEM	QUANTITY	UNIT	UNIT PRICE	ESTIMATED COST
MOBILIZATION	1	L.S.	\$50,000.00	\$50,000
EXCAVATION	75,000	C.Y.	\$3.00	\$225,000
FURNISH AGGREGATE	7,000	C.Y.	\$7.60	\$53,200
INSTALL AGGREGATE	7,000	C.Y.	\$10.00	\$70,000
CULVERTS	1	L.S.	\$100,000.00	\$100,000
TRAFFIC CONTROL	1	L.S.	\$6,000.00	\$6,000
MISCELLANEOUS	1	L.S.	\$100,000.00	\$100,000
EROSION CONTROL	2	MILE	\$20,000.00	\$40,000
<b>TOTAL CONSTRUCTION</b>				<b>\$594,200</b>
ENGINEERING				\$30,000
RIGHT OF WAY	20.0	ACRE	\$800.00	\$16,000
FENCE	2	MILE	\$7,500.00	\$15,000
UTILITIES	1	L.S.	\$15,000	\$15,000
<b>TOTAL ESTIMATE</b>				<b>\$670,200</b>

BUFFALO SPRINGS SOUTH GRADING  
COST ESTIMATE 6.0 MILES

ITEM	QUANTITY	UNIT	UNIT PRICE	ESTIMATED COST
MOBILIZATION	1	L.S.	\$30,000.00	\$20,000
EXCAVATION	200,000	C.Y.	\$3.00	\$600,000
FURNISH AGGREGATE	22,500	C.Y.	\$7.60	\$171,000
INSTALL AGGREGATE	22,500	C.Y.	\$12.00	\$270,000
FOUNDATION PREPARATION & FILL		L.S.		\$40,000
DBL. 1X' x X' BOX CULVERT	108	L.F.	\$2,250.00	\$243,000
DBL. 1X' x X' END SECTION	4	EACH	\$35,000.00	\$140,000
MISC. STRUCTURE	2	EACH	\$55,000.00	\$110,000
GROUTED RIPRAP	300	C.Y.	\$140.00	\$42,000
CULVERTS	1	L.S.	\$70,000	\$70,000
TRAFFIC CONTROL	1	L.S.	\$6,000	\$6,000
MISCELLANEOUS	1	L.S.	\$15,000	\$15,000
EROSION CONTROL	6	MILE	\$12,000	\$72,000
TOTAL CONSTRUCTION				\$1,799,000
ENGINEERING				\$110,000
RIGHT OF WAY	48	ACRE	\$600.00	\$28,800
FENCE	7	MILE	\$7,500.00	\$52,500
UTILITIES		L.S.		\$320,000
TOTAL ESTIMATE				<b>\$2,310,300</b>



NJOS CUT-ACROSS  
COST ESTIMATE 1.1 MILES

ITEM	QUANTITY	UNIT	UNIT PRICE	ESTIMATED COST
MOBILIZATION	1	L.S.	\$30,000.00	\$30,000
EXCAVATION	75,000	C.Y.	\$3.00	\$225,000
FURNISH AGGREGATE	4,860	C.Y.	\$7.60	\$36,936
INSTALL AGGREGATE	4,860	C.Y.	\$13.00	\$63,180
CULVERTS	1	L.S.	\$30,000	\$30,000
TRAFFIC CONTROL	1	L.S.	\$6,000	\$6,000
REMOVE CATTLEGUARD	2	EACH	\$1,000.00	\$2,000
MISCELLANEOUS	1	L.S.	\$25,000	\$25,000
EROSION CONTROL	1	L.S.	\$16,200.00	\$16,200
TOTAL CONSTRUCTION				\$434,316
ENGINEERING				\$25,000
RIGHT OF WAY	11	ACRE	\$450.00	\$4,950
FENCE	2.5	MILE	\$7,500.00	\$18,750
UTILITIES	L.S.			\$105,000
TOTAL ESTIMATE				<b>\$588,016</b>

SUNSET BUTTE ROAD  
15 MILE CEMENT TREATED SUBGRADE AND HBP OVERLAY  
COST ESTIMATE

ITEM	QUANTITY	UNIT	UNIT PRICE	ESTIMATED COST
MOBILIZATION	1	L.S.	\$350,000.00	\$350,000
HBP - 5" (3 LIFTS)	73,335	TON	\$45.00	\$3,300,075
PG 58-34	4,400	TON	\$800.00	\$3,520,080
TACK	13,200	GAL	\$2.00	\$26,400
MILL, STOCKPILE AND RELAY	246,000	SY	\$6.00	\$1,476,000
CEMENT TREATED BASE STABILIZATION	246,000	SY	\$3.00	\$738,000
PORTLAND CEMENT	11,400	TON	\$200.00	\$2,280,000
GEOGRID	345,840	SY	\$3.25	\$1,123,980
AGGREGATE BASE COURSE, CL 5	135,000	TON	\$20.00	\$2,700,000
MC-70 FOR PRIME	255	TON	\$1,100.00	\$280,748
BLOTTER SAND	1,230	TON	\$20.00	\$24,600
SLIVER GRADING (BORROW + TOPSOIL)	450,000	CY	\$6.00	\$2,700,000
TRAFFIC CONTROL	1	L.S.	\$30,000.00	\$30,000
MISCELLANEOUS	15	MILE	\$125,000.00	\$1,875,000
<b>TOTAL CONSTRUCTION</b>				<b>\$20,424,883</b>
ENGINEERING		3.2% of Total Project		\$650,000
<b>TOTAL ESTIMATE</b>				<b>\$21,074,883</b>



BOWMAN COUNTY, STATE OF NORTH DAKOTA

2014 TAX YEAR

U-SD-FD-AD	TOWNSHIP	VALU- ATION	CONS.	TWP UNORG- GEN. ANIZED	SCH. GEN.	BLDG.	SCH. Special Res	H.S. TUITION	FIRE DISTRICTS	TOTALS	
01-033-01-01	Buena Vista	48,473	53.28	18.00	61.24	9.03	2.32		8.77	152.64	
01-033-02-01	Buena Vista	289,088	53.28	18.00	61.24	9.03	2.32		2.00	145.87	
02-033-01	Fischbein	233,892	53.28	14.01	61.24	9.03	2.32		8.77	148.65	
02-033-02	Fischbein	251,609	53.28	14.01	61.24	9.03	2.32		2.00	141.88	
03-033-01	Gascoyne	282,094	53.28	12.60	61.24	9.03	2.32		8.77	147.24	
03-033-02	Gascoyne	192,955	53.28	12.60	61.24	9.03	2.32		2.00	140.47	
04-033-01	Haley	197,191	53.28	18.00	61.24	9.03	2.32		8.77	152.64	
04-033-02	Haley	208,887	53.28	18.00	61.24	9.03	2.32		2.00	145.87	
05-033-02	Goldfield	398,466	53.28	14.00	61.24	9.03	2.32		2.00	141.87	
06-033-02	Whiting	366,460	53.28	12.00	61.24	9.03	2.32		2.00	139.87	
07-033-02	Scranton	504,715	53.28	12.00	61.24	9.03	2.32		2.00	139.87	
08-033-02	Buffalo Springs	35,569	53.28	12.00	61.24	9.03	2.32		2.00	139.87	
09-033-02	Stillwater	391,492	53.28	14.61	61.24	9.03	2.32		2.00	142.48	
10-001-00	Grainbelt	632,800	53.28	10.00	70.00	10.00				143.28	
11-001-00	Talbot	754,332	53.28	14.58	70.00	10.00				147.86	
12-001-00	Boyesen	344,068	53.28	9.81	70.00	10.00				143.09	
12-033-00	Boyesen	2,663	53.28	9.81	61.24	9.03	2.32			135.68	
13-001-00	Minnehaha	260,100	53.28	12.22	70.00	10.00				145.50	
14-001-00	Ladd	388,174	53.28	9.48	70.00	10.00				142.76	
15-001-00	Gem	475,562	53.28	15.00	70.00	10.00				148.28	
16-001-00	Bowman	1,833,291	53.28	13.64	70.00	10.00				146.92	
17-001-00	Star	898,064	53.28	18.00	70.00	10.00				151.28	
18-001-03	Marion	595,021	53.28	10.00	70.00	10.00			3.50	146.78	
19-001-00	Hart	146,191	53.28		13.23	70.00	10.00			146.51	
19-001-03	Hart	609,948	53.28		13.23	70.00	10.00		3.50	150.01	
20-001-00	Amor	421,752	53.28	3.88	70.00	10.00				137.16	
21-001-00	Grand River	330,182	53.28	18.00	70.00	10.00				151.28	
22-001-03	Langberg	349,047	53.28	18.00	70.00	10.00			3.50	154.78	
23-001-03	Nebo	2,699,880	53.28	10.00	70.00	10.00			3.50	146.78	
24-001-03	Adelaide	1,048,950	53.28	3.34	70.00	10.00			3.50	140.12	
25-001-03	Rhame	667,550	53.28	8.99	70.00	10.00			3.50	145.77	
26-001-03	132-105	555,345	53.28		13.33	70.00	10.00		3.50	150.11	
27-012-00	132-106	2,835	53.28		13.00	27.83		7.67		101.78	
27-012-03	132-106	86,472	53.28		13.00	27.83		7.67	3.50	105.28	
27-012-04	132-106&107	783,959	53.28		13.00	27.83		7.67	3.68	105.46	
28-001-03	131-105	672,321	53.28		13.01	70.00	10.00		3.50	149.79	
29-001-03	130-105	398,068	53.28		13.19	70.00	10.00		3.50	149.97	
30-001-03	129-105	211,250	53.28		13.25	70.00	10.00		3.50	150.03	
31-001-00	129-106&107	12,318	53.28		13.08	70.00	10.00			146.36	
31-001-03	129-106&107	115,517	53.28		13.08	70.00	10.00		3.50	149.86	
31-001-04	129-106&107	220,350	53.28		13.08	70.00	10.00		3.68	150.04	
32-001-00	130-106&107	20,732	53.28		13.10	70.00	10.00			146.38	
32-001-03	130-106&107	492,476	53.28		13.10	70.00	10.00		3.50	149.88	
32-001-04	130-106&107	558,914	53.28		13.10	70.00	10.00		3.68	150.06	
33-012-00	Sunny Slope	4,284	53.28	10.00		27.83		7.67		98.78	
33-012-03	Sunny Slope	27,543	53.28	10.00		27.83		7.67	3.50	102.28	
33-012-04	Sunny Slope	1,013,943	53.28	10.00		27.83		7.67	3.68	102.46	
<b>PARK</b>											
City-Gen Sch-Gen Sch-Bldg Park-Gen Cemetery											
34-001-03	Rhame City	302,296	53.28	41.59	70.00	10.00	-	-	3.50	178.37	
35-001-00	Bowman City	4,611,141	53.28	43.44	70.00	10.00	23.99	2.00		242.18	
Library Adver SS/Ret Park/Ret Park SS Ctr/Bldg											
3.99 0.25 24.96 2.09 3.63 4.55											
Park-Gen Park-Constr											
36-033-02	Scranton City	1,113,267	53.28	38.20	61.24	9.03	8.08	2.32	2.69	2.00	176.84
37-033-02	Gascoyne City	57,019	53.28	20.00	61.24	9.03		2.32	-	2.00	147.87

CONSOLIDATED

STATE	Medical Center	1.00
COUNTY	General	5.25
	Road & Bridge	5.00
	Water Resource	2.00
	SW Health Unit	3.32
	County Agent	2.00
	Service Officer	0.29
	County Fair	1.50
	OASIS, Soc. Sec. & Retire	1.00
	County Airport	2.50
	Historical Society	0.25
	Weather Modification	2.54
	Senior Citizen	1.00
	Weed Control	3.00
	County Park	1.00
	Bowman/Slope SCD	2.00
	Human Services	12.33
	SW Water	1.00
	Multi-County Jail	1.99
	County Library	1.31
	Rural Ambulance	3.00
		<b>53.28</b>

**TOTAL VALUATION 27,118,516**

Fire District Valuations

#1-Reeder	761,650	
#2 - Scr	3,809,527	& 2,172,138 (Slope) = 5,981,665
#3-Rhame	8,831,684	& 1,638,610 (Slope) = 10,470,294
#4-Mar	2,577,166	

School Dist Valuations

#1-Bow	20,625,640	& 2,424,233 (Slope) = 23,049,873
#12- Mar	1,919,036	
#33-Scr	4,573,840	& 1,953,434 (Slope) & 1,224,363 (Adams) = 7,751,637
	<b>27,118,516</b>	

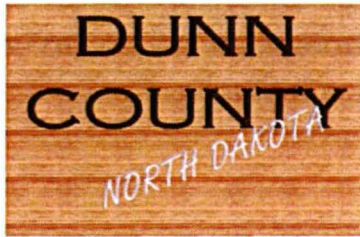
Parcel Number	Property Owner	Exemption Type	Property Class	2014 Exempt Value	2015 Exempt Value
16-0000-02259-004	Alan Peters (Commercial Business & Office Bldg.)	5-Year New Commercial (COUNTY)	CS Only	\$87,973	N/A
35-0022-06960-000	Olson & Geyerman, LLP	5-Year Commercial Improvement	CS Only	\$351,400	N/A
25-0000-03895-005	Pat Getz (Allison's residence)	2-Year New Residence	RS Only	\$118,090	N/A
35-0030-07606-000	David Ledeman	2-Year New Residence	RS Only	\$150,000	N/A
35-0024-07130-000	Debbie Patterson	2-Year New Residence	RS Only	\$150,000	N/A
35-0024-07130-001	Debbie Patterson	2-Year New Residence	RS Only	\$150,000	N/A
16-0000-02207-035	Warren Flath	2-Year New Residence	RS Only	\$150,000	N/A
16-0000-02211-012	Jordan, Dustin	2-Year New Residence	RS Only	\$150,000	N/A
35-0008-06342-000	Galen Strand	2-Year New Residence	RS Only	\$150,000	N/A
16-0000-02211-016	Scott Walby	2-Year New Residence	RS Only	\$150,000	N/A



# BOWMAN COUNTY PROPERTY TAX COLLECTIONS

Tax Year 2008 through 2014

2008	\$3,826,037.51
2009	\$3,581,375.75
2010	\$3,646,880.41
2011	\$4,047,026.80
2012	\$4,517,352.64
2013	\$3,772,061.27
2014	\$4,615,890.62 (Certified but not 100% collected as of 2-1-15)



## BOARD OF COUNTY COMMISSIONERS

205 OWENS STREET  
MANNING, ND 58642  
TELEPHONE (701) 573-4448  
FAX (701) 573-4323

Reinhard Hauck, Chairman  
Bob Kleemann  
Daryl Dukart  
Donna Scott  
Craig Pelton

Tracey Dolezal, Auditor

February 9, 2015

Mr. Chris Kadrmas  
Legislative Council  
600 East Boulevard Avenue  
Bismarck, ND 58505

Dear Mr. Kadrmas:

The following is a summary of Representative Delzer's request for information regarding the "Surge" bill.

1. The proposed use, by major category is outlined on the attached spreadsheet.
2. Dunn County's 2015 budget for Roads and other Capital Improvements Was built based on receiving \$40 million in "Surge" funding. This funding Is essential to be in place prior to February 27, 2015 as the County must know what to Anticipate in revenue before going to bid early this spring. Costs for Engineering and right of way on the identified projects have already been incurred.
3. A detailed list of "shovel ready" projects and the estimated costs are also identified on the Attached spreadsheet. In addition to the "Surge" funding, Dunn County is anticipating Expending approximately \$31 million to complete the 2015 projects. The funding will mainly Come from local funds and oil tax formula allocations.
4. Also attached is a schedule showing mill levy, taxable value and property tax collections 2008-2014. Please note that 2014 is anticipated collections.
5. The taxable valuation of building permits issued in 2014 expected to be added in 2015 is \$400,000.

I hope this information is of assistance.

Sincerely,

A handwritten signature in cursive script that reads "Reinhard Hauck".

Reinhard Hauck, Chairman  
Dunn County Board of Commissioners





141 Third St. W. | Dickinson, ND 58601  
Office: 701.483.1858

February 10, 2015

Mr. Jeff Delzer  
House Appropriations Chairman  
North Dakota House of Representatives  
600 East Boulevard Ave.  
Bismarck, ND 58505-0360

Dear Mr. Delzer,

I am corresponding with your office to offer my support of Senate Bill 2103 in written testimony. My name is Jeremy Wood, owner of Northern Plains Engineering and the primary Consultant Engineer for Dunn County. Serving in this capacity allows me to be familiar with their road network and needs.

First I would like to thank the Legislature for its funding in prior sessions. The funds were used for roadway improvements projects including paving, reconstruction of unsafe road and bridges, and maintenance of existing roads. Monies from SB 2103 will be used efficiently for similar type projects to safely move people and goods throughout the County.

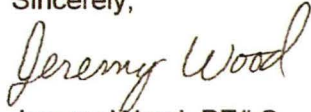
The estimated needs of Dunn County over the next 20 years are staggering (~\$345 million) as outlined in the Upper Great Plains Institute Report. The County maintains over 900 miles of roads and approximately half of those are directly impacted by the energy industry. SB 2103 offers the County a way to make investments and improve the safety and efficiency of their road network to promote all types of economic development.

A couple of things I would bring to your attention considering the merits of SB 2103. The first is that Dunn County is in the core of the Bakken. Their road network suffered tremendously in the early stages of the energy development and is projected to see large traffic volumes as the oil play matures. The recent downturn in oil prices has not substantially decreased energy development in Dunn County. The second is that construction costs are higher in Dunn County in-part because of its scarcity of good quality gravel. For example, a 4.5 mile road project that was bid in 2014 included rebuilding a sub-standard gravel road, installation of two large concrete box culverts, and other associated items and cost approximately \$2.5 million. Of the \$2.5 million project cost, over 40% of the cost was in the bid item for gravel (supplying and laying the gravel) alone. There are not many Counties that face the situation of 40% of the project cost is for gravel surfacing only. Increased labor and housing costs also contribute to the elevated construction costs. *Simply put the dollars don't go as far as just a few years ago.* The argument could easily be made that the funding levels in SB 2103 needs to be increased to compensate for the increased construction costs Dunn County is experiencing.

Timing is critical for these road projects to be constructed this year. If there is a delay or lack of funding this year, improvements will be pushed back to 2016 or whenever funding becomes available. Unfortunately, the number of desperately needed road improvements will be reduced as construction costs rise as oil prices recover and general inflation grows.

In summary, I support SB 2103 as an excellent investment in the transportation network in Dunn County and the state as a whole.

Sincerely,

A handwritten signature in cursive script that reads "Jeremy Wood".

Jeremy Wood, PE/LS  
Northern Plains Engineering



County: **Dunn**

Year	Upgrade to Pavement	Gravel & Reshaping	Other Capital Improvement Projects	Total
2015	\$ 54,000,000.00	\$ 12,525,000.00	\$ 4,700,000.00	\$ 71,225,000.00

Year	Project - Paving	Projected Cost
2015	South Heart Phase II 13.5 miles	\$16,800,000.00
	Tank Battery/Gas Plant	\$6,000,000.00
	101st /DC South	\$12,600,000.00
	23rd/24th to Billings Co.	\$5,800,000.00
	South Heart Phase III	\$12,800,000.00
	Total	<b>\$54,000,000.00</b>

Other Capital Projects	Projected Cost
County Building	\$4,700,000.00

2015	Gravel & Grading	Projected Cost
	19th Ave SW	\$5,000,000.00
	Houghton Road	\$825,000.00
	28th St SW	\$600,000.00
	Lynch Box Culvert	\$650,000.00
	97th Ave - 11th St SW	\$2,000,000.00
	1st St. NW (95th - 93rd)	\$750,000.00
	20th St SW (Kovash Road)	\$1,400,000.00
	2nd St SW (113th - 110th)	\$1,300,000.00
		<b>\$12,525,000.00</b>
	2015 Total Road Projects	<b>\$66,525,000.00</b>
	County Building	<b>\$4,700,000.00</b>
	2015 Projected Projects	<b>\$71,225,000.00</b>

<u>DUNN COUNTY</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>
Mill Levy	98.04	88.36	83.10	71.50	64.36	54.29	49.06
Taxable Valuation	\$13,283,636	\$14,012,498	\$14,878,957	\$18,219,916	\$24,472,935	\$35,829,863	\$41,837,699
Property Tax Collections	\$1,302,300	\$1,230,144	\$1,236,442	\$1,302,723	\$1,575,077	\$1,945,200	\$2,052,000





No.	Title	Status	Valuation	Type	Recd	Address	City	Parcell	Applicant	PR Fee	Insp Fee	Total Fee	Issued
14057	Boomtown Grill			Com	2/5/2014	14080 Hwy 85N	Alexander	01-320-1600	Boomtown Grill and Café			\$ 2,780.59	8/13/2014
14200	MBI Sign			Com	4/8/2014	12621 23rd St NW	Watford city	65-00-00110	Jim Arthaud			\$ 630.93	8/18/2014
14219	Mspace Ridgeview Park Models			Res	4/16/2014	16048 35 St.	Fairveiw/Dore	24-00-13560					
14226	Bakken Shop			Com	4/25/2014	14050 Hwy 85 N	Alexander	01-00-09750	Karl Troestler	\$ 967.24	\$ 1,488.06	\$ 2,455.30	5/15/2015
14233	ND2869 Cartwright Tower - Madison Communications			Com	8/6/2014	N/A	Cartwright	21-00-19900	Madison Communications	\$ 610.83	\$ 939.73	\$ 1,550.56	8/6/2014
14234	hwy 69 Cell			Com	4/29/2014	1854 150th Ave NW	Alexander	38-00-16500	Peter Nygaard			\$ 1,550.56	8/6/2014
14235	Roosevelt N Tower			Com	4/29/2014	1457 Hwy 85 N	Watford City	62-00-05400	Max Borseth			\$ 1,550.56	8/6/2014
14246	Targa Office			Com	4/30/2014	2680 109th Ave	Watford	69-00-11810	Williams Scotsman Inc	\$ 1,810.36	\$ 2,785.17	\$ 4,595.54	8/4/2014
14256	Starlight Lot 135			Res	8/4/2014	13082 Sandy St	Watford	11-17-13500	Mike Malais			\$ 1,368.02	8/4/2014
14261	Tervita Landfill Sign			Com	5/7/2014	2953 108 Ave NW	Keene	69-00-00250	Tervita LLC			\$ 525.00	8/4/2014
14262	Comm Tower			Com	5/7/2014	4002 Hwy 85 N	Alexander	15-00-02800	Alexander First Responders			\$ 541.25	5/21/2014
14275	Oasis Petroleum			Com	5/1/2014	14331 29th St Sw	Alexander	01-00-02950	Oasis Petroleum			\$ 337.50	6/2/2014
14283	<u>Cancelled</u> Hayden Double Vee Billboard			N/A	N/A	N/A	N/A	N/A					
14284	Pac Rim Tire Residence			Res	5/30/2014	2062 125th Ave NW	Watford	63-00-09465	Craig Bernhart	\$ 1,250.74	\$ 3,126.86	\$ 4,377.60	8/26/2014
14285	Legion Temp Office			Com	N/A	N/A	N/A	N/A	N/A			\$ 600.00	
14288	Mary Ann Johnson			Res	6/2/2014	11131 28th Steet	Watford	69-00-07600	Beard Construction	\$ 325.15	\$ 812.86	\$ 1,138.01	
14290	Red Rock Building 1			Com	5/28/2014	12590 23rd ST NW	Watford	63-00-03150	Mohave Engineering	\$ 2,289.63	\$ 3,533.50	\$ 2,276.02	8/20/2014
14291	Api Addition			Com	6/2/2014	12274 26 F Street	Watford	20-00-15805	Jesse Hopkins	\$ 1,111.23	\$ 1,709.53	\$ 2,820.76	8/4/2014
14292	Matson Residence			Res	6/2/2014	2207 126B Ave NW		65-00-06730	Jon Matson			\$ 1,042.74	6/11/2014

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14154	CO	\$	217,632.12
14155	CO	\$	248,258.36
14156	CO	\$	204,060.64
14157	CO	\$	217,632.12
14158	CO	\$	305,647.04
14159	CO	\$	217,632.12
14160	CO	\$	204,060.64
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14222	CO	\$	82,000.00
14223			
14224	CO	\$	408,356.63
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14241	CO	\$	289,186.67
14242			
14243	CO	\$	334,278.00
14244	CO	\$	408,356.63
14245	CO	\$	174,004.23
14246			
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14251			
14252	CO	\$	212,812.34
14253	CO	\$	212,812.34
14254	CO	\$	225,449.02
14255	CO	\$	225,449.02
14256	CO	\$	225,449.02
14257	CO	\$	174,004.23
14258	CO	\$	212,812.34
14259	CO	\$	212,812.34
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CO \$ 322,015.21  
 CO \$ 42,000.00

CO \$ 2,688,413.24

CO \$ 198,879.26  
 CO \$ 210,433.39

CO \$ 230,832.45

Nueverra Tank Farm

MH 6/3/2014 1939 125th Ave NW Watford City 63-00-14380 Joey Higginbotham \$ 500.00  
 Com 6/5/2014 13195 26th St NW Arnegard 11-00-06545 Neverra Environmental Solutions \$ - ?

CO  
 Not Issued  
 CO \$ 227,290.58  
 CO \$ 198,879.26  
 Framing  
 Final  
 Cancelled  
 Final  
 Not Issued  
 Not Issued  
 Framing  
 Not Issued  
 Not Issued  
 Not Issued  
 Dakota Meadows Lot 8, 1st Add Not Issued  
 Dakota Meadows Lot 7, 1st Add Not Issued







14417	Mckenzie Ridge Lot 13	Not Issued		MH	8/1/2014	12246 Watford Circle	Watford City	KENDALL	Troy Phillips		\$	-					
14418	Mckenzie Ridge Lot 20	Footing		MH	8/1/2014	12246 Watford Circle	Watford City	KENDALL	Troy Phillips		\$	1,756.61					8/15/2014
14419	Mckenzie Ridge Lot 22	Footing		MH	8/1/2014	12246 Watford Circle	Watford City	KENDALL	Troy Phillips		\$	1,756.61					8/15/2014
14420	Anderson Garage	Framing Fail		Res	8/1/2014	131 Highway 85	Grassy Butte	41-10-00710	Kris Anderson	\$	273.58	\$	683.94	\$			8/12/2014
14421	Peterson MH Trailer 4	CO	\$	82,000.00	MH	8/1/2014	2687 131st Ave NW	Arnegard	Matt Peterson			\$	300.00				
14422	Peterson MH Trailer 3	CO	\$	82,000.00	MH	8/1/2014	2687 131st Ave NW	Arnegard	Matt Peterson			\$	300.00				
14423	Peterson MH Trailer 2	CO	\$	82,000.00	MH	8/1/2014	2687 131st Ave NW	Arnegard	Matt Peterson			\$	300.00				
14424	Peterson MH Trailer 1	CO	\$	82,000.00	MH	8/1/2014	2687 131st Ave NW	Arnegard	Matt Peterson			\$	300.00				
14425	Longview Duplex Lot 53	CO	\$	354,534.55	Res	8/4/2014	2125 Longview Dr	Arnegard	Owen Kysar								
14426	Faulkner Garage	Framing			Res	8/4/2014	12359 35th St NW	Watford City	Duanne Faulkner	\$	521.04	\$	208.42	\$			8/4/2015
14427	Northwood Investments	Not Issued		MH	8/4/2014	12978 Longview Dr.,Lot 42	Watford City	65-06-04200	Owen Kysar								
14428	Brenda & Michael Routsom	Final		Res	8/4/2014	4184 Hwy 1806 W	Watford City	22-00-14750	David Lee McDowell	\$	157.61	\$	394.03	\$			8/22/2014
14429	Northwood Investments	Final		MH	8/4/2014	12890 Longview Drive, Lot 55	Watford City	65-06-05500	Owen Kysar								
14430	Northwood Investments	CO	\$	219,173.06	MH	8/4/2014	12888 Longview Drive, Lot 56	Watford City	Owen Kysar	\$	822.73	\$	1,645.45	\$			8/22/2014
14431	Northwood Investments	CO	\$	58,622.40	Res	8/4/2014	12892 Longview Drive, Lot 54	Arnegard	Northwood Investments			\$	980.50				8/7/2014
14432	Johnson Corner Crude Oil Terminal -RED TAG	Issued		Com	8/4/2014	10758 Hwy 73	Watford City	09-00-08000	J. Kevin Cooper			\$	300.00				8/20/2014
14433	ONEOK Lonesome Creek	Footing		Com	8/4/2014	2479 138th Ave. NW	Alexander	01-00-15500	Peter Ruffenach	\$	5,896.81	\$	9,072.01	\$			9/3/2014
14434	ONEOK Lonesome Creek	Framing		Com	8/4/2014	2479 138th Ave. NW	Alexander	01-00-15500	Peter Ruffenach	\$	5,623.68	\$	8,651.81	\$			9/3/2014
14435	Targa No.3 Office	Final Fail		Com	8/5/2014	1939 125th Ave NW	Watford City	63-00-13720	Mike Pratt	\$	2,693.52	\$	4,143.87	\$			8/25/2014
14436	Targa No.3 Warehouse	Final		Com	8/5/2014	1939 125th Ave NW	Watford City	63-00-13720	Mike Pratt	\$	1,540.80	\$	2,370.46	\$			8/25/2014
14437	Targa No.3 Compressor Bldg	Final		Com	8/5/2014	1939 125th Ave NW	Watford City	63-00-13720	Mike Pratt	\$	3,668.45	\$	5,643.77	\$			8/18/2014
14438	Targa No. 3 Slug Bldg	Final Fail		Com	8/5/2014	1939 125th Ave NW	Watford City	63-00-13720	Mike Pratt	\$	838.45	\$	1,289.93	\$			8/25/2014
14439	M-Space JW Energy	Final		Com	8/6/2014	14292 27th M St. NW	Alexander	01-02-00200	M Space Holdings								
14440	Nasert Garage	CO	\$	58,622.40	Res	8/6/2014	2311 124th Q Ave NW, Lot 1	Watford City	Ed Nasert	\$	280.14	\$	700.36	\$			8/12/2014
14441	Frances Connolly MH	Not Issued		MH	8/6/2014	10491 28 M St. NW	Keene	09-00-04800	Frances Connolly								
14442	Northwood Investments	CO	\$	142,622.40	MH	8/6/2014	2892 Longview Drive, Lot 5	Arnegard	Owen Kysar			\$	500.00				8/7/2014
14443	SHELL ONLY Lobbestael 4,000's Rhino Bldg	Not Issued		Com	8/7/2014	13317 29th F St. NW Bldg 2	Watford City	03-00-01050	Mohave Engineering	\$	1,259.20	\$	1,937.22	\$			10/20/2014
14444	WAWSA Sign	Footing		Com	8/7/2014	2691 Hwy 68	Alexander	01-00-08580	Jaret Wirtz	\$	272.95	\$	419.92	\$			8/7/2014
14445	Jonathen Leavitt	Framing		Res	8/8/2014	12488 22nd H St. NW	Watford City	63-00-03850	Stephen Casebier								
14446	Frances Connolly MH	Issued		MH	8/6/2014	10491 28 M St. NW	Keene	09-00-04800	Frances Connolly								8/21/2014
14447	Don Lanphear	Drywall		Res	8/8/2014	105 Walker Lane	Grassy Butte	33-00-08300	John Enger	\$	146.11	\$	365.29	\$			8/19/2014
14448	Legion Terminals	Stem Wall		Com	8/11/2014	10758 Hwy 73	Watford City	09-00-08000	Rock Fankhauser								
14449	Al Fitzgerald	CO	\$	35,173.44	Res	8/13/2014	12476 23rd H St. NW	Watford City	Rhonda Allen								
14450	Energes Bldg, Elk Ridge Lot 2	CO	\$	1,753,341.63	Com	8/13/2014	14417 41st J St NW	Alexander	John								
14451	HL Properties	Framing		Com	8/18/2014	4127 144th Ave NW	Alexander	15-24-00400	Brian Eiten								
14452	Ben Reese, Phase 1, Lot 7	CO	\$	64,875.46	Res	8/18/2014	2320 124th Q Ave NW	Watford City	Rhonda Allen								
14453	Craig & Randella Schwuchow	CO	\$	84,000.00	MH	8/14/2014	2663 122nd Ave NW	Watford City	Randella Schwuchow			\$	500.00				8/26/2014
14454	Star Light Subdivision Lot 15	CO	\$	240,648.18	Res	8/19/2014	13055 Sandy Street	Arnegard	Watford City 100, LLC								
14455	Starlight Subdivision Lot 16	Footing		Res	8/19/2014	13053 Sandy Street	Arnegard	11-17-01600	Watford City 100, LLC			\$	1,605.20				9/2/2014
14456	Timothy Tharman	Final Fail		MH	8/21/2014	12922 Longview Drive	Arnegard	65-06-06900	Aaron Summey								
14457	CAT Scale Sign	Issued		Com	8/21/2014	14256 Hwy 85 N	Alexander	01-00-07400	Tracy Banta								
14458	CAT Scale	Issued		Com	8/21/2014	14256 Hwy 85 N	Alexander	01-00-07400	Tracy Banta								
14459	Terry Fornshell	Issued		MH	8/22/2014	2820 138th Ave NW	Alexander	03-00-02630	Aaron Summey								
14460	Heen Electrical Office	Framing		Com	8/22/2014	4502 139th Ave NW	Alexander	15-00-39300	Eric Ditter	\$	1,372.32	\$	2,111.26	\$			8/26/2014
14461	Leon Simmons	Not Issued		MH	8/22/2014	14021 C 26th St NW	Alexander	KENDALL	Aaron Summey								
14462	North Star Transload Tanks	Stem Wall		Com	8/22/2014	16112 32nd St	Fairview	24-00-22350	RJ Petrik	\$	5,532.96	\$	8,512.23	\$			9/11/2014
14463	Longview Lot 56 Garage	Footing		Res	8/4/2014	12888 Longview Drive, Lot 56	Arnegard	65-06-05600	Northwood Investments								
14464	Northwest Housing Solutions	Issued		Res	8/22/2014	2907 133rd C Ave NW	Arnegard	03-00-00750	Northwood Housing Solutions			\$	805.98				9/5/2014
14465	Longview Lot 42 Garage	CO	\$	58,622.40	Res	8/4/2014	2978 Longview Drive, Lot 5	Arnegard	Northwood Investments								
14466	Wanzek pole sign	Footing		Com	8/25/2014	14279 27th M St	Alexander	01-02-03200	Brad of Indigo Signworks								
14467	Shane Moran	Issued		MH	8/25/2014	1125 125th Street SE	Watford	63-00-07600	Shane Moran of WC Homes			\$	500.00				5/27/2014





14520	Patriot Lodge Lot 46	Issued	MH	9/4/2014	2663 C 140th D Ave NW	Alexander	01-00-09730	Mike Stallard	\$	500.00	9/11/2014						
14521	Patriot Lodge Lot 64	Issued	MH	9/4/2014	14023 A 26th P St NW	Alexander	01-00-09730	Mike Stallard	\$	500.00	9/11/2014						
14522	Spring Creek Terminal	Not Issued	Com	9/5/2014	12562 Spring Creek Rd	Watford	63-00-14450	Giles Radtke									
14523	Patriot Lodge Lot 66	Issued	MH	9/4/2014	14021 B 26th P St NW	Alexander	01-00-09730	Mike Stallard	\$	500.00	9/11/2014						
14524	Patriot Lodge Lot 67	Not Issued	MH	9/4/2014	14021 A 26th P St NW	Alexander	01-00-09730	Mike Stallard	\$	500.00	9/11/2014						
14525	Patriot Lodge Lot 69	Issued	MH	9/4/2014	14022 A 26th P St NW	Alexander	01-00-09730	Mike Stallard	\$	500.00	9/11/2014						
14526	Patriot Lodge Lot 70	Issued	MH	9/4/2014	14020 C 26th P St NW	Alexander	01-00-09730	Mike Stallard	\$	500.00	9/11/2014						
14527	Patriot Lodge Lot 72	Issued	MH	9/4/2014	14020 A 26th P St NW	Alexander	01-00-09730	Mike Stallard	\$	500.00	9/11/2014						
14528	Patriot Lodge Lot 45	Issued	MH	9/4/2014	2665 A 140th D Ave NW	Alexander	01-00-09730	Mike Stallard	\$	500.00	9/11/2014						
14529	Patriot Lodge Lot 65	Issued	MH	9/4/2014	14021 C 26th St NW	Alexander	01-00-09730	Mike Stallard	\$	500.00	9/11/2014						
14530	Patriot Lodge Lot 43	Issued	MH	9/4/2014	2667 A 140th D Ave NW	Alexander	01-00-09730	Mike Stallard	\$	500.00	9/11/2014						
14531	4-T Construction Lot B	Issued	MH	9/8/2014	2671 122nd Ave	Watford City	20-00-15360	Terry Growkowski	\$	500.00	9/11/2014						
14532	RED TAG Sandstone Compressor Station	Not Issued	Com	9/9/2014	11192 39th St NW	Keene	12-00-11200	Corval Construction	\$	8,901.28	\$	13,694.27	\$	22,595.55	9/15/2014		
14533	Northfork Compressor Station	Stem Wall	Com	9/9/2014	3348 113th Ave NW	Keene	05-00-12100	Corval Construction	\$	6,585.11	\$	10,130.93	\$	16,716.04	9/26/2014		
14534	Watford Landing Lot 5	CO	Res	8/26/2014	3219 125th Y Ave NW	Watford City	64-32-00500	Bob Price					\$	1,356.13	9/15/2014		
14535	Pyramid Temp Office	Not Issued	MH	9/4/2014	1939 125th Ave NW	Watford City	63-00-14380	Frank Ryan					\$	300.00	9/23/2014		
14536	Nuverra ETC Scale Bldg	Final	Com	9/5/2014	13195 26th St NW	Arnegard	11-00-06545	Tim Lindquist					\$	444.37	9/11/2014		
14537	Krabbenhoft Garage	Issued	Res	9/10/2014	3764 124 F Ave NW	Watford City	22-00-23400	Shawn Krabbenhoft	\$	307.50	\$	768.75	\$	1,076.25	9/15/2014		
14538	Badlands Cellular - 4 Bears Site	Footing	Com	9/10/2014	10352 State Hwy 23	Keene	10-00-11800	John Rowe	\$	947.37	\$	1,457.50	\$	2,404.87	10/13/2014		
14539	Badlands Cellular - Squaw Creek	Final	Com	9/5/2014	12645 23rd St NW	Watford City	65-02-00400	John Rowe	\$	947.38	\$	1,457.50	\$	2,404.88	10/13/2014		
14540	Alexander Lodge Dining	Temp CO	Temp	9/12/2014	14060 Highway 85	Alexander	01-00-09570	Alexander Ventures					\$	300.00	9/12/2014		
14541	Alexander Lodge Lounge	Issued	Temp	9/12/2014	14060 Highway 85	Alexander	01-00-09570	Alexander Ventures					\$	300.00	9/12/2014		
14542	Triangle Petroleum Sign	Issued	Com	9/11/2014	2663 141st Ave NW	Alexander	01-00-09250	David Sting	\$	160.76	\$	401.89	\$	562.65	9/16/2014		
14543	Duplicate of 14553 Doug Lei MH	Cancelled	MH	9/11/2014	2312-18 12th St NW	Watford City	N/A	Doug Lei					\$	-	9/17/2014		
14544	Watford Landing Lot 3	Footing	Res	9/11/2014	3211 125th Y Ave NW	Watford City	04-32-00300	Doug					\$	1,356.86	9/17/2014		
14545	Watford Landing Lot 69	Footing	Res	9/11/2014	3248 125th Y Ave NW	Watford City	64-32-06900	Doug					\$	1,356.86	9/17/2014		
14546	Watford Landing Lot 67	Footing	Res	9/11/2014	3244 125th Y Ave NW	Watford City	64-32-06700	Doug					\$	808.46	9/17/2014		
14547	Watford Landing Lot 73	Footing	Res	9/11/2014	3256 125th Y Ave NW	Watford City	64-32-07300	Doug					\$	1,356.86	9/17/2014		
14548	Watford Landing Lot 71	Issued	Res	9/11/2014	3252 125th Y Ave NW	Watford City	64-32-07100	Doug					\$	925.65	9/17/2014		
14549	Watford Landing Lot 15	Stem Wall	Res	9/11/2014	3259 125th Y Ave NW	Watford City	64-32-01500	Doug					\$	881.01	9/17/2014		
14550	Watford Landing Lot #6	Stem Wall	Res	9/11/2014	3223 125th Y Ave NW	Watford City	64-32-00600	Doug					\$	1,095.87	9/17/2014		
14551	Watford Landing Lot #14	Footing	Res	9/11/2014	3255 125th Y Ave NW	Watford City	64-32-01400	Doug					\$	808.46	9/17/2014		
14552	Lei MH	Not Issued	MH	9/11/2014	2312 12th St Lot 18	Watford City	20-22-00100	Doug Lei					\$	500.00	9/17/2014		
14553	Aries office bldg move	Issued	Com	9/12/2014	2345 Hwy 85N	Watford City	65-00-00115	Aries Residende Suites					\$	1,641.99	9/17/2014		
14554	XTO Office	Footing	Com	9/14/2014	2732 Highway 85 N	Alexander	01-00-07550	Crossland Construction	\$	8,772.53	\$	13,496.19	\$	22,268.72	9/24/2014		
14555	XTO Warehouse	Framing	Com	9/14/2014	2732 Highway 85 N	Alexander	01-00-07550	Crossland Construction	\$	4,024.15	\$	6,190.99	\$	10,215.14	9/25/2014		
14556	Pyramid Electric Shop Addition	CO	\$	371,237.12	Com	9/216/14	2746 Roughneck Rd	Alexander	01-02-00900	Scott Bell	\$	1,613.17	\$	2,481.80	\$	4,094.97	9/16/2014
14557	CANCELLED Jericho Bay Addition	Cancelled	Com	9/16/2014	2455 Highway 85 N	Watford City	11-00-14750	Mohave Engineering					\$	1,500.00	10/3/2014		
14558	Pole Garage	CO	\$	58,622.40	Res	9/16/2014	13291 19th P St NW	Arnegard	35-15-00100	Ed Estes	\$	280.14	\$	700.36	\$	980.50	9/23/2014
14559	Manufactured Home	CO	\$	85,000.00	Res	9/16/2014	13291 19th P St NW	Arnegard	35-15-00100	Danny Grow				\$	500.00	9/23/2014	
14560	American Hualong	Stem Wall	Com	9/17/2014	3640 160 Q Ave	East Fairview	24-00-32120	Craig Marcum	\$	8,675.13	\$	13,346.36	\$	22,021.49	9/22/2014		
14561	Bryant & Kristi Faulkner	Framing	Res	9/18/2014	12361 35th St NW	Watford City	64-00-02100	Kristi Faulkner	\$	243.59	\$	608.98	\$	852.57	9/23/2014		
14562	Raw Steel / Blue Bison	Drywall	Com	9/18/2014	12484 22nd C St NW	Watford City	63-00-03670	Robin	\$	752.59	\$	1,157.83	\$	1,910.42	9/30/2014		
14563	Dakota Land Shop	Stem Wall	Com	9/17/2014	2486 125th Ave NW	Watford City	20-35-00700	Michael Troyer	\$	1,453.83	\$	2,236.67	\$	3,690.50	10/9/2014		
14564	True Oil Company 1-1	Temp CO	\$	85,000.00	MH	9/18/2014	1345 141st Ave NW	Watford City	17-00-14000	Stuart Neer				\$	500.00	10/21/2014	
14565	True Oil Company 1-2	Temp CO	\$	85,000.00	MH	9/18/2014	1345 141st Ave NW	Watford City	17-00-14000	Stuart Neer				\$	500.00	10/21/2014	
14566	Targa Carport	Not Issued	Com	9/22/2014	1939 125th Ave NW	Watford City	63-00-13720	Mike Pratt									
14567	Dakota Meadows Lot 7 1st add	Final	Res	9/17/2014	2319 124th Q Ave NW	Watford City	63-18-00700	Rhonda Allen	\$	192.00	\$	480.01	\$	672.01	9/26/2014		
14568	Louise Arnold MH	Issued	MH	9/7/2014	Lot 37 Highland Acres	Watford City	20-10-02000	Louise Arnold					\$	300.00	9/23/2014		
14569	Starlight Lot 11	Footing	Res	5/19/2014	13071 Sandy St	Arnegard	11-17-01100	Mike Malais									
14570	Bakken Crew Lodge Unit 4	CO	\$	182,644.21	Com	9/23/2014	516 Hwy 85 South	Grassy Butte	18-00-05950	Joe Hemmelgarn				\$	722.27	10/1/2014	
14571	Bakken Crew Lodge Unit 5	CO	\$	182,644.21	Com	9/23/2014	516 Hwy 85 South	Grassy Butte	18-00-05950	Joe Hemmelgarn				\$	722.27	10/1/2014	
14572	Bakken Crew Lodge Unit 6	CO	\$	182,644.21	Com	9/23/2014	516 Hwy 85 South	Grassy Butte	18-00-05950	Joe Hemmelgarn				\$	722.27	10/1/2014	
14573	Patriot Lodge Lot 51	Not Issued	Com	9/23/2014	26614 140th D Ave NW	Alexander	01-00-09730	Zach Craig					\$	500.00	9/26/2014		
14574	Blackshirt Warehouse	Stem Wall	Com	9/25/2014	2611 137th T Ave NW	Alexander	03-00-07630	Rick Woolsey	\$	3,079.90	\$	4,738.31	\$	7,818.21	10/1/2014		
14575	Banks Compressor Station	Stem Wall	Com	25-Sep	11521 42nd St. NW	Watford City	22-00-13100	Corval Construction	\$	6,496.03	\$	10,147.74	\$	16,643.77	10/24/2014		
14576	Legion Terminal Office Bldg	Foundation	Com	9/26/2014	10758 Hwy 73	Watford City	09-00-08000	Donna Crouse					\$	1,120.84	10/20/2014		



14577	Targa Johnson's Corner Tank	Issued	Com	9/26/2014	2680 109th Ave NW	Watford City	69-00-11810	Targa Banlands	\$ 6,781.19	\$ 10,432.61	\$ 17,213.80	10/13/2014
14578	Steve Krause 30x40 pole bldg	Not Issued	Res	9/9/2014	2109 129th W Ave NW	Arnegard	65-00-09674	Ed Estes	\$ 280.14	\$ 700.36	\$ 980.50	10/3/2014
14579	Watford Landing Lot 54 garage	Final	Res	9/29/2014	3224 125th Y Ave	Watford City	64-32-05400	Doug	\$ 168.56	\$ 421.39	\$ 589.95	10/3/2014
14580	Watford Landing Lot 49 garage	CO	Res	9/29/2014	3208 125th Y Ave	Watford City	64-32-04900	Doug	\$ 168.56	\$ 421.39	\$ 589.95	10/3/2014
14581	Elk Ridge Block 5 Lot 6	Foundation	Com	9/30/2014	4125 144th F Ave	Alexander	15-24-04300	Clint Holcomb				
14582	Elk Ridge Block 5 Lot 3	Foundation	Com	9/30/2014	4121 144th F Ave	Alexander	15-24-04200	Clint Holcomb	\$ 4,027.06	\$ 6,195.48	\$ 10,222.54	10/6/2014
14583	Dale Carlson	Not Issued	Res	9/30/2014	2106 127th B Ave NW	Watford City	65-03-01000	Dale Carlson				
14584	CANCELED CITY ETA White Owl Truck Unload	Cancelled	Com	10/2/2014	12271 26 F St NW	Watford City	20-00-15810	Randy Juhlin	\$ -	\$ -	\$ -	10/7/2014
14585	CANCELED CITY ETA White Owl Office Bldg	Cancelled	Com	10/2/2014	12271 26 F St NW	Watford City	20-00-15810	Randy Juhlin	\$ -	\$ -	\$ -	10/7/2014
14586	Hawkeye Compressor Station	Not Issued	Com	10/1/2014	10286 Hwy 23	Keene	10-00-12200	Melissa Kilde	\$ 5,066.48	\$ 7,794.59	\$ 12,861.07	10/9/2014
14587	H1 Dore Pump Bldg Applicant picked up for later resubmital	Not Issued	Com	10/2/2014	16078 35th St. NW	Fairview	24-00-10820	Randy Miller			\$ -	
14588	Titan Liner Storage	Stem Wall	Com	10/3/2014	108 Museum Ave	Grassy Butte	18-00-14600	Shawn Cumba	\$ 3,710.89	\$ 5,709.07	\$ 9,419.96	10/20/2014
14589	Aries Residential Suites F1	Not Issued	MH	9/2/2014	2345 Hwy 85N F1	Watford City	65-00-00115	Shawn Duby	\$	\$	\$ 500.00	10/13/2014
14590	Aries Residential Suites F2	Not Issued	MH	9/2/2014	2345 Hwy 85N F2	Watford City	65-00-00115	Shawn Duby	\$	\$	\$ 500.00	10/13/2014
14591	Aries Residential Suites F3	Not Issued	MH	9/2/2014	2345 Hwy 85N F3	Watford City	65-00-00115	Shawn Duby	\$	\$	\$ 500.00	10/13/2014
14592	Aries Residential Suites F4	Not Issued	MH	9/2/2014	2345 Hwy 85N F4	Watford City	65-00-00115	Shawn Duby	\$	\$	\$ 500.00	10/13/2014
14593	Aries Residential Suites F5	Not Issued	MH	9/2/2014	2345 Hwy 85N F5	Watford City	65-00-00115	Shawn Duby	\$	\$	\$ 500.00	10/13/2014
14594	Aries Residential Suites F6	Not Issued	MH	9/2/2014	2345 Hwy 85N F6	Watford City	65-00-00115	Shawn Duby	\$	\$	\$ 500.00	10/13/2014
14595	Aries Residential Suites F7	Not Issued	MH	9/2/2014	2345 Hwy 85N F7	Watford City	65-00-00115	Shawn Duby	\$	\$	\$ 500.00	10/13/2014
14596	Aries Residential Suites F8	Not Issued	MH	9/2/2014	2345 Hwy 85N F8	Watford City	65-00-00115	Shawn Duby	\$	\$	\$ 500.00	10/13/2014
14597	Aries Residential Suites F9	Not Issued	MH	9/2/2014	2345 Hwy 85N F9	Watford City	65-00-00115	Shawn Duby	\$	\$	\$ 500.00	10/13/2014
14598	Aries Residential Suites F10	Not Issued	MH	9/2/2014	2345 Hwy 85N F10	Watford City	65-00-00115	Shawn Duby	\$	\$	\$ 500.00	10/13/2014
14599	Aries Residential Suites F11	Not Issued	MH	9/2/2014	2345 Hwy 85N F11	Watford City	65-00-00115	Shawn Duby	\$	\$	\$ 500.00	10/13/2014
14600	Aries Residential Suites F12	Not Issued	MH	9/2/2014	2345 Hwy 85N F12	Watford City	65-00-00115	Shawn Duby	\$	\$	\$ 500.00	10/13/2014
14601	Aries Residential Suites F13	Not Issued	MH	9/2/2014	2345 Hwy 85N F13	Watford City	65-00-00115	Shawn Duby	\$	\$	\$ 500.00	10/13/2014
14602	Aries Residential Suites F14	Not Issued	MH	9/2/2014	2345 Hwy 85N F14	Watford City	65-00-00115	Shawn Duby	\$	\$	\$ 500.00	10/13/2014
14603	Aries Residential Suites F15	Not Issued	MH	9/2/2014	2345 Hwy 85N F15	Watford City	65-00-00115	Shawn Duby	\$	\$	\$ 500.00	10/13/2014
14604	Aries Residential Suites F16	Not Issued	MH	9/2/2014	2345 Hwy 85N F16	Watford City	65-00-00115	Shawn Duby	\$	\$	\$ 500.00	10/13/2014
14605	Aries Residential Suites F17	Not Issued	MH	9/2/2014	2345 Hwy 85N F17	Watford City	65-00-00115	Shawn Duby	\$	\$	\$ 500.00	10/13/2014
14606	Aries Residential Suites F18	Not Issued	MH	9/2/2014	2345 Hwy 85N F18	Watford City	65-00-00116	Shawn Duby	\$	\$	\$ 500.00	10/13/2014
14607	Double A Welding Office	Drywall	Com	10/3/2014	1005 Main St	Grassy Butte	18-00-15310	Lucas Trotter	\$	\$	\$ -	
14608	Patriot Lodge Lot 19	Failed Final	MH	10/3/2014	140th D Ave	Alexander	01-00-09730	Shane Moran	\$	\$	\$ 500.00	10/13/2014
14609	Gr American Lodge Maintenance Bldg	Issued	Com	10/3/2014	13021 Highway 85 North	Arnegard	03-00-06400	Darrell Pullen	\$ 455.23	\$ 700.36	\$ 1,155.59	10/7/2014
14610	Hovland Pole Building	Not Issued	Res	9/26/2014	12115 41st V St. NW	Watford City	22-00-14760	Casey Kindel			\$ -	
14611	Gronlund Garage	Stem Wall	Res	9/26/2014	3251 125th Y Ave NW	Watford City	64-32-01300	Mark Gronlund	\$ 168.56	\$ 421.39	\$ 589.95	10/9/2014
14612	Greg Tank Modular Home	Stem Wall	Res	9/29/2014	108 Bay Watch Ln	Watford City	22-20-00900	Brad Harper			\$ 1,171.95	10/8/2014
14613	Youngquist Wash Bay	Not Issued	Com	10/8/2014	2682 138th Ave NW	Alexander	03-00-07610	Tyler Rohrman			\$ -	
14614	Timber Creek Cell Tower	Not Issued	Com	9/22/2014	2738 131st Ave NW	Arnegard	11-00-06522	John Rowe	\$ 947.38	\$ 1,457.50	\$ 2,404.88	10/13/2014
14615	Montana Dakota Church Remodel	Framing	Res	10/9/2014	10641 23rd St NW	Keene	04-00-01500	Denny Larson	\$ 552.10	\$ 386.75	\$ 938.85	10/14/2014
14616	Idaho County Lot 3	Stem Wall	Res	10/9/2014	12556 20th F St. NW	Watford City	63-00-09110	John Meadows	\$ 791.65	\$ 1,979.12	\$ 2,770.77	10/14/2014
14617	Bonacci Steel Building	Not Issued	Com	10/7/2014	4135 144th F Ave NW	Alexander	15-24-04300	Scott Bonacci			\$ -	
14618	Fairview Transload Fabric Storage Bldg 3	Issued	Com	10/10/2014	16105 32nd St NW	Fairview	24-00-22350	Ivan Arceneoux			\$ 5,579.78	10/28/2014
14619	NO RESIDENCE ALLOWED CDA Shop	Footing	Com	10/10/2014	4131 144th F Ave NW	Alexander	15-24-04300	Brian Eiter	\$ 3,287.93	\$ 5,058.35	\$ 8,346.28	10/17/2014
14620	America Haulong	Not Issued	Com	10/14/2014	3646 160 Q Ave	East Fairview	24-00-32110	Mark Moore			\$ -	
14621	Adam Zurcher Modular Home	Temp CO	Res	10/13/2014	12696 21st St NW	Watford City	65-00-08100	Adam Zurcher			\$ 1,515.79	10/20/2014
14622	Harold Wilson Modular Home/Gar	Issued	Res	10/15/2014	425 124th St	Grassy Butte	39-00-02500	Byron Robinson			\$ 3,272.68	10/29/2014
14623	Sweet Crude Travel Ctr Sign	Issued	Com	10/1/2014	12678 Hwy 200	Grassy Butte	18-00-05950	Wayne Walker			\$ 900.00	10/23/2014
14624	Legion Terminal Equipment Enclos	Footing	Com	10/17/2014	10758 Hwy 73	Watford City	09-00-08000	Kevin Cooper	\$ 123.62	\$ 1,893.27	\$ 2,016.89	10/24/2014
14625	Cartwright Water Depot	Framing	Com	10/20/2014	2492 Cherry Creek Rd	Cartwright		Skip Vest			\$ -	

14626	Watford Residence Suites space 9	Footing		MH	10/20/2014	2312 12th St NW	Watford City	20-22-02700	John Couvillion	\$	500.00	10/23/2014		
14627	Watford Residence Suites space 11	Footing		MH	10/20/2014	2312 12th St NW	Watford City	20-22-02700	John Couvillion	\$	500.00	10/23/2014		
14628	Watford Residence Suites space 12	Footing		MH	10/20/2014	2312 12th St NW	Watford City	20-22-02700	John Couvillion	\$	500.00	10/23/2014		
14629	Watford Residence Suites space 13	Footing		MH	10/20/2014	2312 12th St NW	Watford City	20-22-02700	John Couvillion	\$	500.00	10/23/2014		
14630	Watford Residence Suites space 14	Footing		MH	10/20/2014	2312 12th St NW	Watford City	20-22-02700	John Couvillion	\$	500.00	10/23/2014		
14631	Watford Residence Suites space 15	Footing		MH	10/20/2014	2312 12th St NW	Watford City	20-22-02700	John Couvillion	\$	500.00	10/23/2014		
14632	Watford Residence Suites space 16	Footing		MH	10/20/2014	2312 12th St NW	Watford City	20-22-02700	John Couvillion	\$	500.00	10/23/2014		
14633	Watford Residence Suites space 18	Footing		MH	10/20/2014	2312 12th St NW	Watford City	20-22-02700	John Couvillion	\$	500.00	10/23/2014		
14634	Watford Residence Suites space 19	Footing		MH	10/20/2014	2312 12th St NW	Watford City	20-22-02700	John Couvillion	\$	500.00	10/23/2014		
14635	Watford Residence Suites space 20	Footing		MH	10/20/2014	2312 12th St NW	Watford City	20-22-02700	John Couvillion	\$	500.00	10/23/2014		
14636	Watford Residence Suites space 21	Footing		MH	10/20/2014	2312 12th St NW	Watford City	20-22-02700	John Couvillion	\$	500.00	10/23/2014		
14637	Watford Residence Suites space 22	Footing		MH	10/20/2014	2312 12th St NW	Watford City	20-22-02700	John Couvillion	\$	500.00	10/23/2014		
14638	Joyce Temp Fabric Garage	Closed		Res	10/21/2014	2947 133rd F Ave	Arnegard	30-00-01555	James Joyce	\$	300.00	10/21/2014		
14639	Blim6 Tenant Improvement	CO	\$ 896,111.62	Com	10/22/2014	14414 41st J Street NW	Alexander	15-24-00600	Eric Ditter	\$	2,182.39	\$ 1,732.52	\$ 3,914.91	12/18/2014
14640	Kenny Hartog	Not Issued		Res	10/22/2014	13407 29th B St NW	Arnegard	03-10-02300	George Miles	\$	-			
14641	WCE Building	Footing		Com	10/23/2014	Lot 1, Block 2	Watford City	KENDALL	Mike Cebulla	\$	-			
14642	XTO Response Warehouse Interior Finish	Closed		Com	10/24/2014	2733 Roughneck Rd	Alexander	01-02-00600	FCI Constructors Inc	\$	300.00	10/24/2014		
14643	CANCELLED FOR RESUBMIT 1st Baptist	Cancelled		Com	10/24/2014	1525 24th Ave	Watford City	11-00-14800	John Lane	\$	-			
14644	Fila-mar Energy Services Pole Bldg #4	Issued		Com	10/10/2014	16105 32nd St NW	Fairview	24-00-17700	Ivan Arceneoux	\$	5,579.78	10/28/2014		
14645	Newfield Explorations Office Bldg	Footing		Com	10/28/2014	2691 131st Ave NW	Arnegard	11-00-06530	Tina Michaels	\$	1,629.71	10/30/2014		
14646	MCC Electrical Bldg	Footing		Com	10/28/2014	10731 32nd St NW	Keene	68-00-02700	Sandra Rice	\$ -	\$ 1,815.00	\$ 1,815.00	1/8/2015	
14647	Watford City Station Pump House	Issued		Com	10/28/2014	12177 34th St NW	Watford City	64-00-06100	Sandra Rice	\$ 1,101.02	\$ 1,693.88	\$ 2,794.90	1/16/2015	
14648	Tim & Christen Miller Residence	Footing		Res	10/28/2014	2701 Sage Court	Watford City	11-13-00300	Jon	\$	-			
14649	Redinger Residence	Foundation		Res	10/28/2014	12468 Woodland Lane Lot 18	Watford City	63-37-01800	Roth Redinger	\$ 218.58	\$ 546.45	\$ 765.03	10/30/2014	
14650	Lupine Construction Shop	Not Issued		Com	10/24/2014	2788 138th Ave NW	Alexander	03-00-07432	Jolene	\$	-			
14651	Starlight Lot 14	Stem Wall		Res	10/31/2014	13061 Sandy St	Arnegard	11-17-01400	Mike Malais	\$	-			
14652	Patriot Lodging Lot 58	Not Issued		MH	11/6/2014	14022B 26th St NW	Alexander	01-00-09730	Samborn	\$	-			
14653	Buffalo Wallow East Tower	Issued		Com	11/6/2014	12789 21st St NW	Watford City	65-00-09200	Alan Mayo	\$	-			
14654	Buffalo Wallow Central Tower	Issued		Com	11/6/2014	2447 138th Ave. NW	Alexander	01-00-15700	Alan Mayo	\$	-			
14655	Bakken Suites Shed	Issued		Com	11/10/2014	2341 Highway 85	Watford City	65-00-00105	Peter Eberle	\$	-			
14656	Bakken Suites Laundry	Stem Wall		Com	11/10/2014	2341 Highway 85	Watford City	65-00-00105	Peter Eberle	\$	-			
14657	Patriot Lodge Lot 22	Not Issued		MH	11/12/2014	2660 C 140th D Ave	Alexander	01-00-15700	Trade Star	\$	-			
14658	Patriot Lodge Lot 23	Not Issued		MH	11/12/2014	2660 C 140th D Ave	Alexander	01-00-15700	Trade Star	\$	-			
14659	McJunkin-Redman	Issued		Com	11/12/2014	12635 23rd St NW	Watford City	65-02-00200	Scott Tabickman	\$ 6,746.42	\$ 10,379.11	\$ 17,125.53	11/21/2014	
14660	Lodge 85 Temporary Kitchen	Issued		Com	11/12/2014	2588 134th Ave NW	Arnegard	03-00-10850	Rick Sutton	\$	1,500.00	\$ 1,500.00	11/18/2014	
14661	Nichols Pole Barn	Issued		Res	11/13/2014	119 Lakeview Drive	Watford City	22-20-04200	Jonathan Stever	\$ 416.74	\$ 1,041.86	\$ 1,458.60	12/3/2014	
14662	NST Transload Warehouse	Issued		Com	11/17/2014	16105 32nd St NW	Fairview	24-00-22350	Brian Jensen	\$ 2,255.25	\$ 3,469.62	\$ 5,724.87	1/9/2014	
14663	Tank Garage	Footing		Res	11/21/2014	108 Baywatch	Watford City	22-00-00800	Greg Tank	\$ 196.69	\$ 491.73	\$ 688.42	11/21/2014	
14664	Starlight Subdivision Lot 12	Issued		Res	11/21/2014	13067 Sandy Street	Arnegard	11-17-01200	Mike Malais	\$	1,330.70	\$ 1,330.70	12/2/2014	
14665	Starlight Subdivision Lot 136	Stem Wall		Res	11/21/2014	13086 Sandy Street	Arnegard	11-17-13600	Mike Malais	\$	1,368.02	\$ 1,368.02	12/2/2014	





**2015 McKenzie County Budget**

	2015 Approved Budget	<b>NEW</b> 2015 Budget with Revised GPT
<b>Revenue - 2015 Budget - Revised</b>		
Gross Production Tax	\$ 63,000,000	\$ 35,000,000
Carry Forward Funds (General/Rd & Brdg)	65,000,000	65,000,000
Local County Revenue	31,070,878	31,070,878
<b>Surge Funding</b>	<b>50,000,000</b>	<b>50,000,000</b>
<b>Total Revenue 2015</b>	<b>\$ 209,070,878</b>	<b>\$ 181,070,878</b>
<b>Expenditures - 2015 Budget - Revised</b>		
Road Dept, Equipment, Payroll	\$ 12,689,359	\$ 12,689,359
Paved Roads incl. Northern Bypass Ph 1	101,497,000	101,497,000
Gravel Roads Maintenance	27,812,500	27,812,500
Building Projects incl. 120 bed LE Center	22,000,000	28,000,000
All Other County Expenses	33,150,021	33,150,021
<b>Total Expenditures 2015</b>	<b>\$ 197,148,880</b>	<b>\$ 203,148,880</b>
<b>DIFFERENCE</b>	<b>\$ 11,921,998</b>	<b>\$ (22,078,002)</b>

See attached chart showing Spring 2015 Shovel Ready Pavement projects

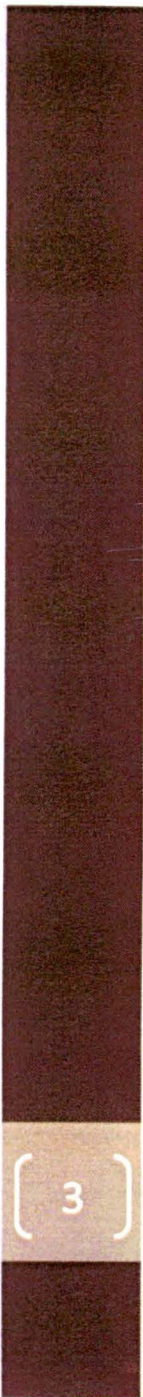


# ROADS TO UPGRADE TO 105,500# PAVEMENT

Year	County Route # (in order of priority)	Length	Current Weight Limitation	Estimated Cost to Bring Up To 105,500#	Annual Total
2015	Northern Bypass Ph1	14.0 miles	Gravel	\$ 47,271,311	
2015	53	5.6 miles	80,000# Paved	\$ 11,235,278	
2015	30	13.6 miles	80,000# Paved	\$ 27,276,887	
2015	30	7.1 miles	Gravel	\$ 15,713,086	\$ 101,496,562
2016	Northern Bypass Ph2	15.6 miles	Gravel	\$ 52,728,689	
2016	27	16.3 miles	80,000# Paved	\$ 32,568,497	
2016	12 Ph1	12.4 miles	Gravel	\$ 27,364,714	\$ 112,661,900
2017/18/19/20	31	8.0 miles	Gravel	\$ 17,634,246	
2017/18/19/20	55	7.5 miles	80,000# Paved	\$ 14,968,152	
2017/18/19/20	34	11.8 miles	Gravel	\$ 25,960,000	
2017/18/19/20	37	13.6 miles	Gravel	\$ 29,862,748	
2017/18/19/20	12 Ph2	10.9 miles	Gravel	\$ 24,006,544	
2017/18/19/20	6	14.2 miles	Gravel	\$ 31,344,929	
2017/18/19/20	27	8.7 miles	Gravel	\$ 19,165,694	
2017/18/19/20	1	14.1 miles	Paved/Gravel	\$ 28,240,000	(4 year total)
2017/18/19/20	38	21.4 miles	Paved/Gravel	\$ 44,958,208	\$ 236,140,521
		<b>194.8 miles</b>	<b>TOTAL</b>	<b>\$ 450,298,983</b>	

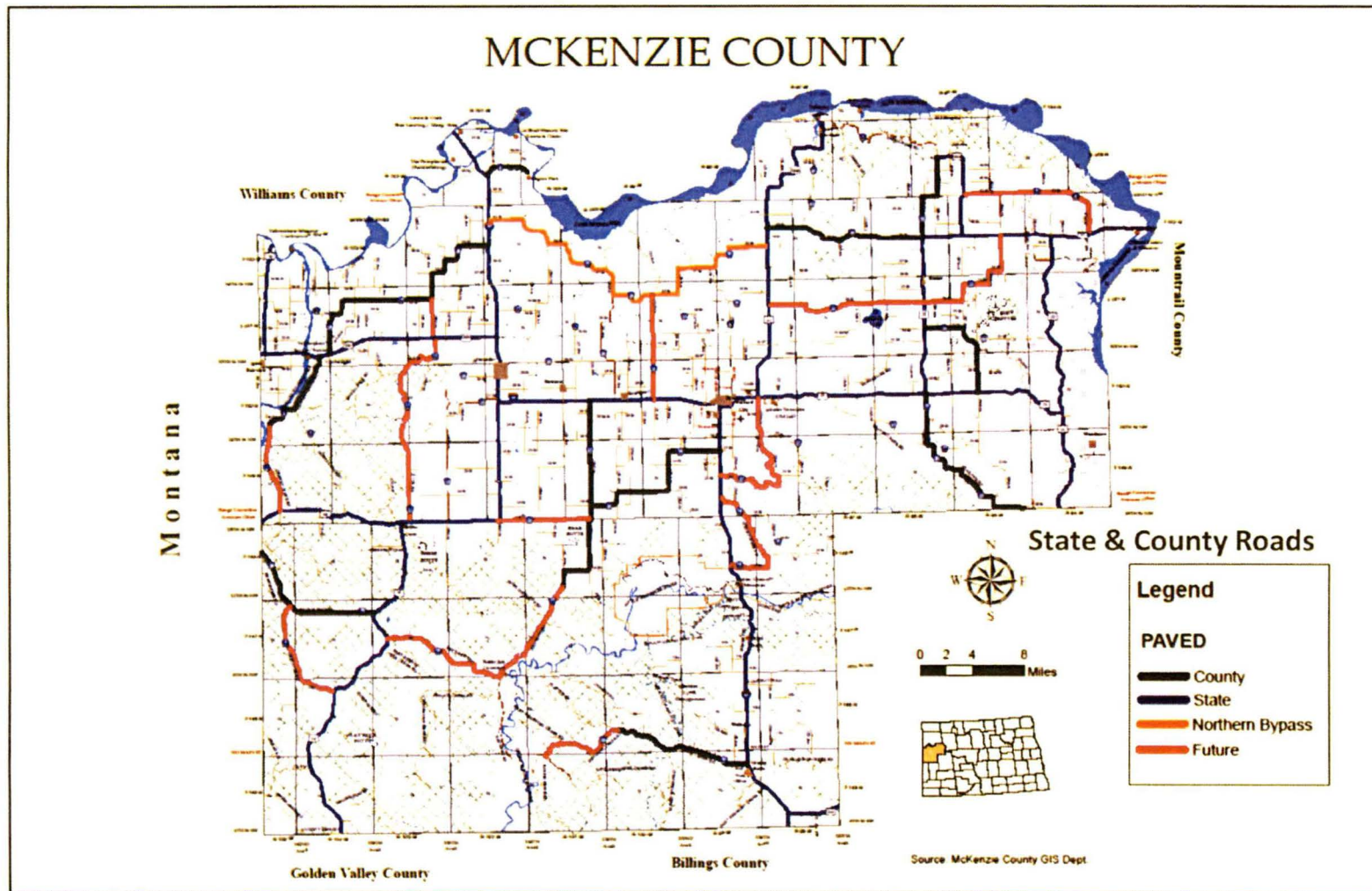
Shovel Ready Spring 2015

CR16 rebuilt in 2012 & 2013 – 21 miles – \$28 million  
 CR10 rebuilt in 2012 & 2013 – 12 miles - \$18 million  
 CR14 rebuilt in 2014 – 5.4 miles - \$10 million  
 CR53 rebuilt in 2014 – 8.4 miles - \$15 million





# 105,500# GVW PAVED COUNTY ROADS - Current & Future





# Why a Paved Northern Bypass

- **Safety**

- McKenzie County has led the state in fatalities the last 2 years
  - **18 Deaths in 2012**
  - **24 Deaths in 2013**
  - **24 Deaths in 2014**
  - *One county accounting for 20% of the deaths on North Dakota highways is unacceptable. Completion of the northern bypass route would help spread the traffic in the county.*

- **Efficiency for the Industry**

- This route is currently a gravel route that has been difficult for the county to maintain in reasonable condition.
- Paving this northern route shortens the commute from Williston to the Keene-Charlson and Ft. Berthold oil field by approximately 40 miles.

# McKenzie County Building Projects – Current & Future

	<u>Project Total</u>	<u>2015 Budget</u>
Employee & Senior Housing Projects	\$ 6,000,000	\$ 6,000,000
120 Bed City-County Law Enforcement Center	56,000,000	22,000,000
Public Works Facility – new location	<u>20,000,000</u>	<u>0</u>
<b>CAPITAL IMPROVEMENTS TOTAL</b>	<b>\$ 82,000,000</b>	<b>\$ 28,000,000</b>



### McKenzie County Taxable Value/Mills/Taxes Levied 2008-2014

County Levies	Mill Levy	TV	Tax Levied	Unorganized Twp Road Levy	Mill Levy	TV	Tax Levied	Total Mill Levy	Total Tax Levied
2008	35.81	18,563,593	664,762	2008	9.62	8,808,928	84,742	<b>45.43</b>	<b>749,504</b>
2009	34.65	19,895,934	689,394	2009	16.94	10,195,457	172,711	<b>51.59</b>	<b>862,105</b>
2010	39.23	21,509,930	843,835	2010	18.00	10,775,405	193,957	<b>57.23</b>	<b>1,037,792</b>
2011	35.89	26,905,474	965,637	2011	17.08	14,132,355	241,381	<b>52.97</b>	<b>1,207,018</b>
2012	24.91	46,539,018	1,159,287	2012	9.92	23,988,539	237,966	<b>34.83</b>	<b>1,397,253</b>
2013	17.21	81,996,121	1,411,153	2013	11.37	43,130,030	490,388	<b>28.58</b>	<b>1,901,542</b>
2014	22.36	105,098,558	2,350,004	2014	12.00	55,037,468	660,450	<b>34.36</b>	<b>3,010,453</b>

Township Roads	}	Organized Twps	30	407 miles
		Unorganized Twps	62	722 miles
		<b>Total # Twps</b>	<b>92</b>	<b>1129 miles</b>

MOUNTRAIL COUNTY - ROAD PROJECTS READY FOR CONSTRUCTION IN 2015

Route	Projects	Gravel (Current Status)	Paved (Current Status)	Project Description	Estimated Construction Cost	Estimated Engineering Cost (12%)	TOTAL ESTIMATED COST	FUNDING SOURCE
CR 10	53rd St NW - Hwy 8 West to ND 1804	12.00		Widening & HBP	14,400,000	1,728,000	16,128,000	Oil & Gas Revenue & Surge Money
CR 3	74th Ave NW - Hwy 23 No. to CR10 - Phase II	4.50	3.00	Grading & HBP	12,000,000	1,440,000	13,440,000	Oil & Gas Revenue & Surge Money
CR 1	Plaza South Pavement		3.00	Mine/Blend & Overlay	4,200,000	504,000	4,704,000	Surge Money
CR 1	Plaza North Pavement		3.25	Mine/Blend & Overlay	4,550,000	546,000	5,096,000	Surge Money
CR 2	Old 2 - Stanley East to Palermo		8.25	Mine/Blend & Overlay	11,550,000	1,386,000	12,936,000	Surge Money
CR 15	Van Hook - South of Hwy 8 & 23 Intersection		2.25	Mine/Blend & Overlay	3,150,000	378,000	3,528,000	Surge Money
CR 2	Old 2 - Palermo East to CR 1 (Coulee Rd)		10.25	Mine/Blend & Overlay	14,350,000	1,722,000	16,072,000	Surge Money
CR 2	Old 2 - CR 1 (Coulee Rd) to Ward Co		4.00	Mine/Blend & Overlay	5,600,000	672,000	6,272,000	Surge Money
Total Gravel / Paved		16.50	34.00					
GRAND TOTAL MILEAGE		50.50		TOTAL ESTIMATED COSTS	\$ 69,800,000	\$ 8,376,000	\$ 78,176,000	

\$23,100,000 - 2015 BUDGETED AMOUNT FOR ROAD PROJECTS (FUNDING FROM ANTICIPATED OIL & GAS REVENUE)

\$50,000,000 - ANTICIPATED SURGE MONEY. WILL BE USED TO COVER ROAD PROJECTS ABOVE NOT COVERED BY OIL & GAS REVENUE. MOUNTRAIL COUNTY ANTICIPATES A SHORTAGE OF OIL & GAS REVENUE DUE TO DECLINE IN OIL PRICES.

PROJECTS WILL NOT BE COMPLETED IF FUNDING IS NOT AVAILABLE.

Grading & Aggregate Surfacing	700,000
Grading & HBP - Per Mile	1,600,000
Widening & Overlay - Per Mile	1,200,000
Widening, Mine/Blend, Overlay - Per Mile	1,400,000
Overlay - Per Mile	600,000



**MOUNTRAIL COUNTY - 2009 TAXABLE VALUATIONS**  
**MOUNTRAIL COUNTY - 20,624,579**  
**LEVIES IN MILLS ON THE DOLLAR OF TAXABLE VALUATION FOR THE YEAR 2009**

STATE LEVY	
STATE MEDICAL CENTER.....	1.00
<b>TOTAL STATE RATE OF LEVY.....</b>	<b>1.00</b>
MOUNTRAIL COUNTY LEVIES	
GENERAL LEVY.....	19.27
COUNTY ROAD & BRIDGE.....	0.25
COUNTY JAIL.....	4.17
OASIS & FEDERAL SECURITY.....	27.54
FARM TO MARKET ROADS.....	10.00
VETERANS' SERVICE OFFICER.....	0.50
COUNTY AGENT.....	4.00
HISTORICAL SOCIETY.....	0.15
DISTRICT HEALTH UNIT.....	3.25
FAIR ASSOCIATION.....	0.89
HUMAN SERVICES (20.00) / EMERGENCY HUMAN SERVICES (3.37) (SUPPORTS THE SOCIAL SERVICE FUND)	23.37
SENIOR CITIZENS.....	1.00
ADVERTISING.....	0.42
WEATHER MODIFICATION.....	1.86
COMPREHENSIVE HEALTH INSURANCE.....	5.01
WATER MANAGEMENT.....	0.82
WEED CONTROL.....	3.00
JOB DEVELOPMENT AUTHORITY.....	2.73
* COUNTY LIBRARY.....	1.88
** COUNTY AIRPORT.....	1.50
** COUNTY PARKS.....	1.00
<b>TOTAL COUNTY RATE OF LEVY.....</b>	<b>112.61</b>
<b>TOTAL COUNTY &amp; STATE RATE OF LEVY.....</b>	<b>113.61</b>

\* COUNTY LIBRARY LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN & STANLEY  
 \*\* COUNTY AIRPORT LEVY AND COUNTY PARKS LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN, PARSHALL, PLAZA & STANLEY

**FIRE DISTRICT LEVIES: (PFD - PLAZA #1 - 4.05) (PRFD - PARSHALL #2 - 5.00) (NRFD - NEW TOWN #3 - 5.00) (SRFD - STANLEY #4 - 3.67) (PFRFD - POWERS LAKE #5 - 5.00) (BRFD - BERTHOLD #15 - 2.54) (DRFD - DONNYBROOK #16 DRFD - NONE)**

**OTHER LEVIES: (MOUNTRAIL SOIL DISTRICT 1.21) (VCD - TIOGA VECTOR CONTROL - 1.12) (PA - PARSHALL RURAL AMBULANCE - 2.74) (NA - NEW TOWN AMBULANCE - 1.82)**

**SCHOOL DISTRICT LEVIES: (NEW TOWN #1 - 115.88) (STANLEY #2 - 141.04) (PARSHALL #3 - 104.70) (TIOGA #15 - 106.75) (POWERS LAKE #27 - 119.85) (KENMARE #28 - 108.94) (LEWIS & CLARK #161 - 134.52)**

CITIES	SCH. #	VALUATION	STATE & COUNTY	SCHOOL DIST.	FIRE DIST.	SOIL DIST.	AMB. DIST.	CITY	GRAND TOTAL
NEW TOWN - NA	1	1,948,520	109.23	115.88		1.21	1.82	121.75	349.89
CITY = 116.78 MILLS: (GENERAL 38.00) (EMERGENCY 2.50) (FEDERAL SOCIAL SECURITY 28.37) (AIRPORT 4.00) (CITY SHARE OF SPECIAL ASSESSMENTS 7.04) (SPECIAL IMPROVEMENTS 3.37) (LIBRARY 4.00) (CEMETERY 2.00) (ADVERTISING 1.00) (PLANNING COMMISSION 1.00) (RECREATION 2.50) (PUBLIC BUILDINGS 5.00) (FIRE DEPARTMENT RESERVE 2.00) (FIRE DEPARTMENT STATION 5.00) (BAND 1.00) (INSURANCE RESERVE 5.00) (PENSION FOR CITY EMPLOYEES 5.00) CITY PARK = 4.97 MILLS: (PARK GENERAL 2.76) (FEDERAL SOCIAL SECURITY .55) (PARKS & RECREATIONAL FACILITIES 1.66)									
PALERMO - SRFD	2	73,896	113.61	141.04	3.67	1.21		8.03	267.56
CITY: (GENERAL 8.03)									
PARSHALL - PRFD PA	3	785,870	111.11	104.70	5.00	1.21	2.74	116.16	340.92
CITY = 101.34 MILLS: (GENERAL 53.68) (FEDERAL SOCIAL SECURITY 23.30) (AIRPORT 4.00) (LIBRARY 5.88) (CEMETERY 2.98) (PLANNING COMMISSION 1.00) (RECREATION 3.49) (PUBLIC BUILDINGS 5.00) (FORESTRY PURPOSES 2.01) CITY PARK = 14.82 MILLS: (PARK GENERAL 13.91) (FEDERAL SOCIAL SECURITY .91)									
PLAZA - PFD	161	174,583	111.11	134.52	4.05	1.21		48.99	299.88
CITY = 44.99 MILLS: (GENERAL 38.00) (FEDERAL SOCIAL SECURITY 3.85) (AIRPORT 3.14) CITY PARK = 4.00 MILLS: (PARK GENERAL 4.00)									
ROSS - SRFD	2	83,500	113.61	141.04	3.67	1.21		39.58	299.11
CITY: (GENERAL 39.58)									
STANLEY	2	1,871,630	109.23	141.04		1.21		125.84	377.32
CITY = 102.56 MILLS: (GENERAL 44.08) (EMERGENCY 2.50) (FEDERAL SOCIAL SECURITY 21.37) (AIRPORT 4.30) (CITY SHARE OF SPECIAL ASSESSMENTS 10.69) (LIBRARY 2.67) (ADVERTISING 1.00) (URBAN RENEWAL 1.07) (FIRE DEPARTMENT RESERVE 4.27) (AMBULANCE 4.27) (INSURANCE RESERVE 2.67) (PENSION FOR CITY EMPLOYEES 2.67) (PLANNING COMMISSION 1.00) CITY PARK = 23.28 MILLS: (PARK GENERAL 13.47) (FEDERAL SOCIAL SECURITY 1.07) (CEMETERY 1.07) (CONSTRUCTION FUND 2.67) (PARKS & RECREATION FAC. 5.00)									
WHITE EARTH	15	60,980	113.61	106.75		1.21		38.00	259.57
CITY: (GENERAL 38.00)									



TOWNSHIPS		SCH.	VALUATION	STATE & COUNTY	SCHOOL DIST.	FIRE DIST.	SOIL DIST.	OTHER DIST.	TWP.	GRAND TOTAL
158-88	LOWLAND - DRFD	2	1,530	113.61	141.04	0	1.21		18.00	273.86
158-88	LOWLAND	28	203,198	113.61	108.94		1.21		18.00	241.76
158-88	LOWLAND - DRFD	28	160,197	113.61	108.94	0	1.21		18.00	241.76
158-89	CROWFOOT	2	52,300	113.61	141.04		1.21		27.00	282.86
158-89	CROWFOOT	28	129,730	113.61	108.94		1.21		27.00	250.76
158-90	SIDONIA	2	88,712	113.61	141.04		1.21		25.82	281.68
158-90	SIDONIA	28	42,419	113.61	108.94		1.21		25.82	249.58
158-91	LOSTWOOD - SRFD	2	191,747	113.61	141.04	3.67	1.21		19.11	278.64
158-91	LOSTWOOD - SRFD	27	8,215	113.61	119.85	3.67	1.21		19.11	257.45
158-92	POWERS - PLRFD	2	96,047	113.61	141.04	5.00	1.21		27.00	287.86
158-92	POWERS - PLRFD	27	172,644	113.61	119.85	5.00	1.21		27.00	266.67
158-93	POWERS LAKE - PLRFD	27	305,226	113.61	119.85	5.00	1.21		17.69	257.36
158-94	BICKER	15	297,959	113.61	106.75		1.21		18.00	239.57
158-94	BICKER	27	4,443	113.61	119.85		1.21		18.00	252.67
157-88	STAVE - BRFD	2	99,720	113.61	141.04	2.54	1.21		36.00	294.40
157-88	STAVE - DRFD	2	40,402	113.61	141.04	0	1.21		36.00	291.86
157-88	STAVE - DRFD	28	51,100	113.61	108.94	0	1.21		36.00	259.76
157-89	REDMOND - SRFD	2	92,439	113.61	141.04	3.67	1.21		18.95	278.48
157-90	CLEARWATER - SRFD	2	150,705	113.61	141.04	3.67	1.21		18.00	277.53
157-91	JAMES HILL - SRFD	2	312,841	113.61	141.04	3.67	1.21		18.00	277.53
157-92	COTTONWOOD - SRFD	2	76,442	113.61	141.04	3.67	1.21		27.00	286.53
157-92	COTTONWOOD - PLRFD	2	67,789	113.61	141.04	5.00	1.21		27.00	287.86
157-92	COTTONWOOD - PLRFD	27	17,589	113.61	119.85	5.00	1.21		27.00	266.67
157-93	SORKNESS	15	41,315	113.61	106.75		1.21		18.00	239.57
157-93	SORKNESS - PLRFD	15	24,831	113.61	106.75	5.00	1.21		18.00	244.57
157-93	SORKNESS	27	17,055	113.61	119.85		1.21		18.00	252.67
157-93	SORKNESS - PLRFD	27	99,605	113.61	119.85	5.00	1.21		18.00	257.67
157-94	WHITE EARTH	15	243,188	113.61	106.75		1.21		18.00	239.57
157-94	WHITE EARTH - VCD	15	102,400	113.61	106.75		1.21	1.12	18.00	240.69
156-88	EGAN - BRFD	2	298,879	113.61	141.04	2.54	1.21		11.26	269.66
156-88	EGAN - BRFD	161	189,590	113.61	134.52	2.54	1.21		11.26	263.14
156-89	MCGAHAN - SRFD	2	292,605	113.61	141.04	3.67	1.21		14.87	274.40
156-90	PALERMO - SRFD	2	328,404	113.61	141.04	3.67	1.21		6.09	265.62
156-91	IDAHO - SRFD	2	853,250	113.61	141.04	3.67	1.21		12.31	271.84
156-92	ROSS - SRFD	2	512,400	113.61	141.04	3.67	1.21		18.00	277.53
156-93	MANITOU - SRFD	2	453,743	113.61	141.04	3.67	1.21		18.00	277.53
156-94	MYRTLE	15	267,386	113.61	106.75		1.21		18.00	239.57
155-88	KICKAPOO - BRFD	2	12,076	113.61	141.04	2.54	1.21		18.00	276.40
155-88	KICKAPOO - PFD	161	130,351	113.61	134.52	4.05	1.21		18.00	271.39
155-88	KICKAPOO - BRFD	161	62,942	113.61	134.52	2.54	1.21		18.00	269.88
155-89	MCALMOND - SRFD	2	273,422	113.61	141.04	3.67	1.21		14.81	274.34
155-90	BURKE - SRFD	2	386,117	113.61	141.04	3.67	1.21		18.00	277.53
155-91	PURCELL - SRFD	2	347,892	113.61	141.04	3.67	1.21		18.00	277.53
155-92	ALGER - SRFD	2	268,614	113.61	141.04	3.67	1.21		18.00	277.53
155-93	DEBING - SRFD	2	198,067	113.61	141.04	3.67	1.21		27.00	286.53
155-94	UNORGANIZED	2	3,495	113.61	141.04		1.21		18.00	273.86
155-94	UNORGANIZED - SRFD	2	31,245	113.61	141.04	3.67	1.21		18.00	277.53
155-94	UNORGANIZED	15	61,290	113.61	106.75		1.21		18.00	239.57
155-94	UNORGANIZED - SRFD	15	700	113.61	106.75	3.67	1.21		18.00	243.24
154-88	OSLOE - PFD	161	277,903	113.61	134.52	4.05	1.21		16.70	270.09
154-89	OAKLAND - SRFD	2	95,154	113.61	141.04	3.67	1.21		18.00	277.53
154-89	OAKLAND - SRFD	3	33,190	113.61	104.70	3.67	1.21		18.00	241.19
154-89	OAKLAND - PFD	161	114,765	113.61	134.52	4.05	1.21		18.00	271.39
154-90	AUSTIN - SRFD	2	456,817	113.61	141.04	3.67	1.21		18.00	277.53
154-90	AUSTIN - SRFD	3	94,903	113.61	104.70	3.67	1.21		18.00	241.19
154-91	SIKES - SRFD	2	226,863	113.61	141.04	3.67	1.21		18.00	277.53
154-92	BROOKBANK - NRFD NA	1	19,484	113.61	115.88	5.00	1.21	1.82	27.00	264.52
154-92	BROOKBANK - SRFD	1	23,270	113.61	115.88	3.67	1.21		27.00	261.37
154-92	BROOKBANK - NRFD NA	2	12,940	113.61	141.04	5.00	1.21	1.82	27.00	289.68
154-92	BROOKBANK - SRFD	2	109,270	113.61	141.04	3.67	1.21		27.00	286.53
154-93	RAT LAKE - NRFD NA	1	103,202	113.61	115.88	5.00	1.21	1.82	18.00	255.52
154-93	RAT LAKE - NRFD NA	2	56,464	113.61	141.04	5.00	1.21	1.82	18.00	280.68
154-94	UNORGANIZED	2	2,780	113.61	141.04		1.21		18.00	273.86
154-94	UNORGANIZED - SRFD	2	22,107	113.61	141.04	3.67	1.21		18.00	277.53
154-94	UNORGANIZED	15	68,049	113.61	106.75		1.21		18.00	239.57
154-94	UNORGANIZED - SRFD	15	4,185	113.61	106.75	3.67	1.21		18.00	243.24
153-88	SPRING COULEE - PFD	161	391,646	113.61	134.52	4.05	1.21		16.34	269.73
153-89	SHELL - PRFD PA	3	123,348	113.61	104.70	5.00	1.21	2.74	16.80	244.06
153-89	SHELL - PFD	161	150,488	113.61	134.52	4.05	1.21		16.80	270.19
153-90	WAYZETTA - NRFD NA	1	136,078	113.61	115.88	5.00	1.21	1.82	12.83	250.35
153-90	WAYZETTA - PRFD PA	3	427,523	113.61	104.70	5.00	1.21	2.74	12.83	240.09
153-91	CRANE CREEK - NRFD NA	1	290,807	113.61	115.88	5.00	1.21	1.82	18.00	255.52
153-92	KNIFE RIVER - NRFD NA	1	163,233	113.61	115.88	5.00	1.21	1.82	18.00	255.52
153-93	UNORGANIZED - NRFD NA	1	54,856	113.61	115.88	5.00	1.21	1.82	18.00	255.52
152-88	PLAZA - PFD	3	28,942	113.61	104.70	4.05	1.21		12.92	236.49
152-88	PLAZA - PFD	161	421,548	113.61	134.52	4.05	1.21		12.92	266.31
152-89	MODEL - PFD	3	40,890	113.61	104.70	4.05	1.21		18.00	241.57
152-89	MODEL - PRFD PA	3	294,134	113.61	104.70	5.00	1.21	2.74	18.00	245.26
152-89	MODEL - PFD	161	59,490	113.61	134.52	4.05	1.21		18.00	271.39
152-90	PARSHALL - PRFD PA	3	397,957	113.61	104.70	5.00	1.21	2.74	18.00	245.26
152-91	VAN HOOK - PRFD NA	1	79,595	113.61	115.88	5.00	1.21	1.82	18.00	255.52
152-91	VAN HOOK - NRFD NA	1	292,468	113.61	115.88	5.00	1.21	1.82	18.00	255.52
152-92	OSBORN - NRFD NA	1	327,099	113.61	115.88	5.00	1.21	1.82	18.00	255.52
152-93	UNORGANIZED - NRFD NA	1	316,366	113.61	115.88	5.00	1.21	1.82	18.00	255.52
151-88	MOUNTRAIL - PFD	3	72,085	113.61	104.70	4.05	1.21		18.00	241.57
151-88	MOUNTRAIL - PFD	161	332,540	113.61	134.52	4.05	1.21		18.00	271.39
151-89	BANNER - PRFD PA	3	421,974	113.61	104.70	5.00	1.21	2.74	18.00	245.26
151-90	FERTILE - PRFD PA	3	361,923	113.61	104.70	5.00	1.21	2.74	18.00	245.26
151-91	LIBERTY - PRFD PA	1	3,960	113.61	115.88	5.00	1.21	2.74	18.00	256.44
151-91	LIBERTY - PRFD PA	3	91,877	113.61	104.70	5.00	1.21	2.74	18.00	245.26
151-92	HOWIE - NRFD NA	1	217,193	113.61	115.88	5.00	1.21	1.82	17.38	254.90
151-93	BIG BEND - NRFD NA	1	196,160	113.61	115.88	5.00	1.21	1.82	18.00	255.52
150-92	UNORGANIZED - NA	1	24,738	113.61	115.88		1.21	1.82	18.00	250.52
150-93	UNORGANIZED - NA	1	21,080	113.61	115.88		1.21	1.82	18.00	250.52

Townships with Excess Levy = Crowfoot, Powers, Stave, Cottonwood, Brookbank & Debing



**MOUNTRAIL COUNTY - 2010 TAXABLE VALUATIONS**  
**MOUNTRAIL COUNTY - 35,874,867**  
**LEVIES IN MILLS ON THE DOLLAR OF TAXABLE VALUATION FOR THE YEAR 2010**

**STATE LEVY**

STATE MEDICAL CENTER.....	1.00	
TOTAL STATE RATE OF LEVY.....		<b>1.00</b>

**MOUNTRAIL COUNTY LEVIES**

GENERAL LEVY.....	11.08	
COUNTY ROAD & BRIDGE.....	0.25	
COUNTY JAIL.....	2.40	
OASIS & FEDERAL SECURITY.....	14.24	
FARM TO MARKET ROADS.....	10.00	
VETERANS' SERVICE OFFICER.....	0.36	
COUNTY AGENT.....	3.07	
HISTORICAL SOCIETY.....	0.10	
DISTRICT HEALTH UNIT.....	2.62	
FAIR ASSOCIATION.....	0.58	
HUMAN SERVICES (11.50) / EMERGENCY HUMAN SERVICES (0) (SUPPORTS THE SOCIAL SERVICE FUND)	11.50	
SENIOR CITIZENS.....	1.00	
ADVERTISING.....	0.25	
WEATHER MODIFICATION.....	1.20	
COMPREHENSIVE HEALTH INSURANCE.....	3.83	
WATER MANAGEMENT.....	0.47	
WEED CONTROL.....	3.00	
JOB DEVELOPMENT AUTHORITY.....	1.65	
• COUNTY LIBRARY.....	1.03	
** COUNTY AIRPORT.....	1.50	
** COUNTY PARKS.....	1.00	
TOTAL COUNTY RATE OF LEVY.....		<b>71.13</b>
TOTAL COUNTY & STATE RATE OF LEVY.....		<b>72.13</b>

\* COUNTY LIBRARY LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN & STANLEY  
 \*\* COUNTY AIRPORT LEVY AND COUNTY PARKS LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN, PARSHALL, PLAZA & STANLEY

**FIRE DISTRICT LEVIES: (PFD - PLAZA #1 - 3.60) (PRFD - PARSHALL #2 - 3.67) (NRFD - NEW TOWN #3 - 5.00) (SRFD - STANLEY #4 - 1.73) (PRFRD - POWERS LAKE #5 - 5.00) (BRFD - BERTHOLD #15 - 1.86) (DRFD - DONNYBROOK #16 - NONE) (KRFD - KENMARE #17 - 3.96)**

**OTHER LEVIES: (MOUNTRAIL SOIL DISTRICT 0.70) (VCD - TIOGA VECTOR CONTROL - 1.00) (PA - PARSHALL RURAL AMBULANCE #1 - 5.00) (NA - NEW TOWN AMBULANCE #2 - 1.02) (UA - UNITED AMBULANCE #3 - NONE)**

**SCHOOL DISTRICT LEVIES: (NEW TOWN #1 - 126.57) (STANLEY #2 - 128.50) (PARSHALL #3 - 100.00) (TIOGA #15 - 83.68) (POWERS LAKE #27 - 103.70) (KENMARE #28 - 107.38) (LEWIS & CLARK #161 - 105.38)**

CITIES	SCH #	VALUATION	STATE & COUNTY	SCHOOL DIST.	FIRE DIST.	SOIL DIST.	AMB. DIST.	CITY	GRAND TOTAL
NEW TOWN - NA	1	2,093,672	68.60	126.57		0.70	1.02	120.61	317.50
CITY = <b>116.00 MILLS</b> : ((GENERAL 38.00) (EMERGENCY 2.50) (FEDERAL SOCIAL SECURITY 27.99) (AIRPORT 4.00) (CITY SHARE OF SPECIAL ASSESSMENTS 6.88) (SPECIAL IMPROVEMENTS 3.13) (LIBRARY 4.00) (CEMETERY 2.00) (ADVERTISING 1.00) (PLANNING COMMISSION 1.00) (RECREATION 2.50) (PUBLIC BUILDINGS 5.00) (FIRE DEPARTMENT RESERVE 2.00) (FIRE DEPARTMENT STATION 5.00) (BAND 1.00) (INSURANCE RESERVE 5.00) (PENSION FOR CITY EMPLOYEES 5.00)) CITY PARK = <b>4.61 MILLS</b> (PARK GENERAL 2.56) (FEDERAL SOCIAL SECURITY .51) (PARKS & RECREATIONAL FACILITIES 1.54)									
PALERMO - SRFD	2	80,378	72.13	128.50	1.73	0.70		3.98	207.04
CITY: (GENERAL 3.98)									
PARSHALL - PRFD PA	3	772,758	69.63	100.00	3.67	0.70	5.00	118.74	297.74
CITY = <b>103.58 MILLS</b> : (GENERAL 54.72) (FEDERAL SOCIAL SECURITY 24.13) (AIRPORT 4.08) (LIBRARY 5.99) (CEMETERY 3.04) (PLANNING COMMISSION 1.02) (RECREATION 3.55) (PUBLIC BUILDINGS 5.10) (FORESTRY PURPOSES 1.95) CITY PARK = <b>15.16 MILLS</b> (PARK GENERAL 14.18) (FEDERAL SOCIAL SECURITY 0.98)									
PLAZA - PFD	161	233,828	69.63	105.38	3.60	0.70		41.88	221.19
CITY = <b>38.46 MILLS</b> (GENERAL 32.88) (FEDERAL SOCIAL SECURITY 4.23) (AIRPORT 1.35) CITY PARK = <b>3.42 MILLS</b> (PARK GENERAL 3.42)									
ROSS - SRFD	2	116,875	72.13	128.50	1.73	0.70		38.00	241.06
CITY: (GENERAL 38.00)									
STANLEY	2	2,534,225	68.60	128.50		0.70		98.33	296.13
CITY = <b>81.92 MILLS</b> : (GENERAL 38.00) (FEDERAL SOCIAL SECURITY 20.21) (AIRPORT 4.00) (LIBRARY 3.95) (ADVERTISING 1.00) (PLANNING COMMISSION 0.39) (URBAN RENEWAL 3.31) (FIRE DEPARTMENT RESERVE 3.16) (AMBULANCE 3.16) (INS. RESERVE 0.79) (PENSION FOR CITY EMPLOYEES 3.95) CITY PARK = <b>16.41 MILLS</b> : (PARK GENERAL 11.47) (FEDERAL SOCIAL SECURITY 0.99) (CEMETERY 0.79) (CONSTRUCTION FUND 3.16) (PARKS & RECREATION FAC. NONE)									
WHITE EARTH	15	66,593	72.13	83.68		0.70		38.00	194.51
CITY: (GENERAL 38.00)									



TOWNSHIPS		SCH. #	VALUATION	STATE & COUNTY	SCHOOL DIST.	FIRE DIST.	SOIL DIST.	OTHER DIST.	TWP	GRAND TOTAL
158-88	LOWLAND - DRFD	2	1,685	72.13	128.50	0	0.70		18.00	219.33
158-88	LOWLAND - DRFD	28	168,360	72.13	107.38	0	0.70		18.00	198.21
158-88	LOWLAND - KRFD	28	224,424	72.13	107.38	3.96	0.70		18.00	202.17
158-89	CROWFOOT - KRFD	2	57,490	72.13	128.50	3.96	0.70		36.00	241.29
158-89	CROWFOOT - KRFD	28	142,645	72.13	107.38	3.96	0.70		36.00	220.17
158-90	SIDONIA - KRFD	2	99,669	72.13	128.50	3.96	0.70		23.70	228.99
158-90	SIDONIA - KRFD	28	46,357	72.13	107.38	3.96	0.70		23.70	207.87
158-91	LOSTWOOD - SRFD	2	218,078	72.13	128.50	1.73	0.70		18.00	221.06
158-91	LOSTWOOD - SRFD	27	9,040	72.13	103.70	1.73	0.70		18.00	196.26
158-92	POWERS - PLRFD	2	105,424	72.13	128.50	5.00	0.70		27.00	233.33
158-92	POWERS - PLRFD	27	189,529	72.13	103.70	5.00	0.70		27.00	208.53
158-93	POWERS LAKE - PLRFD	27	343,531	72.13	103.70	5.00	0.70		16.74	198.27
158-94	BICKER	15	329,825	72.13	83.68		0.70		18.00	174.51
158-94	BICKER	27	4,502	72.13	103.70		0.70		18.00	194.53
157-88	STAVE - BRFD-UA	2	109,680	72.13	128.50	1.86	0.70	0	36.00	239.19
157-88	STAVE - DRFD	2	49,151	72.13	128.50	0	0.70		36.00	237.33
157-88	STAVE - DRFD	28	56,220	72.13	107.38	0	0.70		36.00	216.21
157-89	REDMOND - SRFD	2	101,619	72.13	128.50	1.73	0.70		18.00	221.06
157-90	CLEARWATER - SRFD	2	169,422	72.13	128.50	1.73	0.70		18.00	221.06
157-91	JAMES HILL - SRFD	2	364,564	72.13	128.50	1.73	0.70		17.83	220.89
157-92	COTTONWOOD - SRFD	2	91,142	72.13	128.50	1.73	0.70		27.00	230.06
157-92	COTTONWOOD - PLRFD	2	74,371	72.13	128.50	5.00	0.70		27.00	233.33
157-92	COTTONWOOD - PLRFD	27	19,366	72.13	103.70	5.00	0.70		27.00	208.53
157-93	SORKNESS	15	45,556	72.13	83.68		0.70		18.00	174.51
157-93	SORKNESS - PLRFD	15	27,168	72.13	83.68	5.00	0.70		18.00	179.51
157-93	SORKNESS	27	22,830	72.13	103.70		0.70		18.00	194.53
157-93	SORKNESS - PLRFD	27	108,952	72.13	103.70	5.00	0.70		18.00	199.53
157-94	WHITE EARTH	15	310,200	72.13	83.68		0.70		18.00	174.51
157-94	WHITE EARTH - VCD	15	112,938	72.13	83.68		0.70	1.00	18.00	175.51
156-88	EGAN - BRFD-UA	2	653,785	72.13	128.50	1.86	0.70	0	6.20	209.39
156-88	EGAN - BRFD-UA	161	313,178	72.13	105.38	1.86	0.70	0	6.20	186.27
156-89	MCGAHAN - SRFD	2	546,433	72.13	128.50	1.73	0.70		10.17	213.23
156-90	PALERMO - SRFD	2	1,273,511	72.13	128.50	1.73	0.70		1.57	204.63
156-91	IDAHO - SRFD	2	2,012,002	72.13	128.50	1.73	0.70		10.00	213.06
156-92	ROSS - SRFD	2	929,894	72.13	128.50	1.73	0.70		18.00	221.06
156-93	MANITOU - SRFD	2	716,698	72.13	128.50	1.73	0.70		18.00	221.06
156-94	MYRTLE	15	536,169	72.13	83.68		0.70		18.00	174.51
155-88	KICKAPOO - BRFD-UA	2	13,293	72.13	128.50	1.86	0.70	0	18.00	221.19
155-88	KICKAPOO - PFD	161	143,281	72.13	105.38	3.60	0.70		18.00	199.81
155-88	KICKAPOO - BRFD-UA	161	69,274	72.13	105.38	1.86	0.70	0	18.00	198.07
155-89	MCALMOND - SRFD	2	300,376	72.13	128.50	1.73	0.70		18.00	221.06
155-90	BURKE - SRFD	2	1,208,866	72.13	128.50	1.73	0.70		18.00	221.06
155-91	PURCELL - SRFD	2	523,376	72.13	128.50	1.73	0.70		18.00	221.06
155-92	ALGER - SRFD	2	390,007	72.13	128.50	1.73	0.70		18.00	221.06
155-93	DEBING - SRFD	2	277,817	72.13	128.50	1.73	0.70		27.00	230.06
155-94	UNORGANIZED	2	3,845	72.13	128.50		0.70		17.12	218.45
155-94	UNORGANIZED - SRFD	2	34,390	72.13	128.50	1.73	0.70		17.12	220.18
155-94	UNORGANIZED	15	76,089	72.13	83.68		0.70		17.12	173.63
155-94	UNORGANIZED - SRFD	15	770	72.13	83.68	1.73	0.70		17.12	175.36
154-88	OSLOE - PFD	161	305,343	72.13	105.38	3.60	0.70		16.38	198.19
154-89	OAKLAND - SRFD	2	193,742	72.13	128.50	1.73	0.70		18.00	221.06
154-89	OAKLAND - SRFD	3	112,345	72.13	100.00	1.73	0.70		18.00	192.56
154-89	OAKLAND - PFD	161	122,583	72.13	105.38	3.60	0.70		18.00	199.81
154-90	AUSTIN - SRFD	2	1,861,762	72.13	128.50	1.73	0.70		18.00	221.06
154-90	AUSTIN - SRFD	3	442,628	72.13	100.00	1.73	0.70		18.00	192.56
154-91	SIKES - SRFD	2	425,886	72.13	128.50	1.73	0.70		18.00	221.06
154-92	BROOKBANK - NRFD NA	1	21,289	72.13	126.57	5.00	0.70	1.02	20.86	226.28
154-92	BROOKBANK - SRFD	1	36,477	72.13	126.57	1.73	0.70		20.86	221.99
154-92	BROOKBANK - NRFD NA	2	63,972	72.13	128.50	5.00	0.70	1.02	20.86	228.21
154-92	BROOKBANK - SRFD	2	276,876	72.13	128.50	1.73	0.70		20.86	223.92
154-93	RAT LAKE - NRFD NA	1	126,192	72.13	126.57	5.00	0.70	1.02	18.00	223.42
154-93	RAT LAKE - NRFD NA	2	70,509	72.13	128.50	5.00	0.70	1.02	18.00	225.35
154-94	UNORGANIZED	2	3,070	72.13	128.50		0.70		18.00	219.33
154-94	UNORGANIZED - SRFD	2	23,765	72.13	128.50	1.73	0.70		18.00	221.06
154-94	UNORGANIZED	15	70,973	72.13	83.68		0.70		18.00	174.51
154-94	UNORGANIZED - SRFD	15	4,610	72.13	83.68	1.73	0.70		18.00	176.24
153-88	SPRING COULEE - PFD	161	433,512	72.13	105.38	3.60	0.70		15.22	197.03
153-89	SHELL - PRFD PA	3	460,229	72.13	100.00	3.67	0.70	5.00	12.69	194.19
153-89	SHELL - PFD	161	170,433	72.13	105.38	3.60	0.70		12.69	194.50
153-90	WAYZETTA - NRFD NA	1	484,104	72.13	126.57	5.00	0.70	1.02	18.00	223.42
153-90	WAYZETTA - PRFD PA	3	1,099,707	72.13	100.00	3.67	0.70	5.00	18.00	199.50
153-91	CRANE CREEK - NRFD NA	1	2,377,425	72.13	126.57	5.00	0.70	1.02	18.00	223.42
153-92	KNIFE RIVER - NRFD NA	1	468,669	72.13	126.57	5.00	0.70	1.02	18.00	223.42
153-93	UNORGANIZED - NRFD NA	1	83,386	72.13	126.57	5.00	0.70	1.02	13.85	219.27
152-88	PLAZA - PFD	3	31,836	72.13	100.00	3.60	0.70		18.00	194.43
152-88	PLAZA - PFD	161	468,931	72.13	105.38	3.60	0.70		18.00	199.81
152-89	MODEL - PFD	3	44,975	72.13	100.00	3.60	0.70		10.89	187.32
152-89	MODEL - PRFD PA	3	351,321	72.13	100.00	3.67	0.70	5.00	10.89	192.39
152-89	MODEL - PFD	161	65,455	72.13	105.38	3.60	0.70		10.89	192.70
152-90	PARSHALL - PRFD PA	3	1,744,869	72.13	100.00	3.67	0.70	5.00	10.10	191.60
152-91	VAN HOOK - PRFD NA	1	277,809	72.13	126.57	3.67	0.70	1.02	18.00	222.09
152-91	VAN HOOK - NRFD NA	1	391,164	72.13	126.57	5.00	0.70	1.02	18.00	223.42
152-92	OSBORN - NRFD NA	1	459,911	72.13	126.57	5.00	0.70	1.02	17.87	223.29
152-93	UNORGANIZED - NRFD NA	1	369,440	72.13	126.57	5.00	0.70	1.02	16.97	222.39
151-88	MOUNTRAIL - PFD	3	79,290	72.13	100.00	3.60	0.70		18.00	194.43
151-88	MOUNTRAIL - PFD	161	365,710	72.13	105.38	3.60	0.70		18.00	199.81
151-89	BANNER - PRFD PA	3	462,773	72.13	100.00	3.67	0.70	5.00	18.00	199.50
151-90	FERTILE - PRFD PA	3	824,974	72.13	100.00	3.67	0.70	5.00	16.45	197.95
151-91	LIBERTY - PRFD PA	1	50,560	72.13	126.57	3.67	0.70	5.00	0	208.07
151-91	LIBERTY - PRFD PA	3	116,828	72.13	100.00	3.67	0.70	5.00	0	181.50
151-92	HOWIE - NRFD NA	1	236,278	72.13	126.57	5.00	0.70	1.02	0	205.42
151-93	BIG BEND - NRFD NA	1	217,862	72.13	126.57	5.00	0.70	1.02	0	205.42
150-92	UNORGANIZED - NA	1	27,078	72.13	126.57		0.70	1.02	18.00	218.42
150-93	UNORGANIZED - NA	1	23,195	72.13	126.57		0.70	1.02	18.00	218.42

Townships with Excess Levy = Crowfoot, Powers, Stave, Cottonwood, Debing & Brookbank



**MOUNTRAIL COUNTY - 2011 TAXABLE VALUATIONS**  
**MOUNTRAIL COUNTY - 44,209,403**  
**LEVIES IN MILLS ON THE DOLLAR OF TAXABLE VALUATION FOR THE YEAR 2011**

STATE LEVY	
STATE MEDICAL CENTER.....	1.00
TOTAL STATE RATE OF LEVY.....	1.00
MOUNTRAIL COUNTY LEVIES	
GENERAL LEVY.....	13.01
COUNTY ROAD & BRIDGE.....	0.25
COUNTY JAIL.....	1.04
EMERGENCY.....	2.00
OASIS & FEDERAL SECURITY.....	11.64
FARM TO MARKET ROADS.....	10.00
VETERANS' SERVICE OFFICER.....	0.59
COUNTY AGENT.....	2.58
HISTORICAL SOCIETY.....	0.08
DISTRICT HEALTH UNIT.....	2.23
FAIR ASSOCIATION.....	1.00
HUMAN SERVICES (11.50) / EMERGENCY HUMAN SERVICES (0) (SUPPORTS THE SOCIAL SERVICE FUND)	8.90
SENIOR CITIZENS.....	1.00
ADVERTISING.....	0.26
WEATHER MODIFICATION.....	0.66
WATER MANAGEMENT.....	0.38
WEED CONTROL.....	3.00
JOB DEVELOPMENT AUTHORITY.....	1.30
* COUNTY LIBRARY.....	0.85
** COUNTY AIRPORT.....	1.50
** COUNTY PARKS.....	1.00
TOTAL COUNTY RATE OF LEVY.....	63.27
TOTAL COUNTY & STATE RATE OF LEVY.....	64.27

\* COUNTY LIBRARY LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN & STANLEY  
 \*\* COUNTY AIRPORT LEVY AND COUNTY PARKS LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN, PARSHALL, PLAZA & STANLEY

FIRE DISTRICT LEVIES: (PFD - PLAZA #1 - 5.00) (PRFD - PARSHALL #2 - 3.72) (NRFD - NEW TOWN #3 - 5.00) (SRFD - STANLEY #4 - 4.56) (PFRFD - POWERS LAKE #5 - 4.75) (BRFD - BERTHOLD #15 - 1.89) (DRFD - DONNYBROOK #16 - NONE) (KRFD - KENMARE #17 - 5.83)

OTHER LEVIES: (MOUNTRAIL SOIL DISTRICT 0.95) (VCD - TIOGA VECTOR CONTROL - 1.00) (PA - PARSHALL RURAL AMBULANCE #1 - 4.66) (NA - NEW TOWN AMBULANCE #2 - 4.54) (UA - UNITED AMBULANCE #3 - 10.00)

SCHOOL DISTRICT LEVIES: (NEW TOWN #1 - 102.26) (STANLEY #2 - 132.46) (PARSHALL #3 - 100.00) (TIOGA #15 - 90.50) (POWERS LAKE #27 - 106.39) (KENMARE #28 - 113.01) (LEWIS & CLARK #161 - 114.09)

CITIES	SCH. #	VALUATION	STATE & COUNTY	SCHOOL DIST.	FIRE DIST.	SOIL DIST.	AMB. DIST.	CITY	GRAND TOTAL
NEW TOWN - NA	1	2,114,887	60.92	102.26		0.95	4.54	110.55	279.22

CITY = 105.97 MILLS: (GENERAL 37.98) (EMERGENCY 2.50) (FEDERAL SOCIAL SECURITY 27.99) (AIRPORT 4.00) (LIBRARY 4.00) (CEMETERY 2.00) (ADVERTISING 1.00) (PLANNING COMMISSION 1.00) (RECREATION 2.50) (PUBLIC BUILDINGS 5.00) (FIRE DEPARTMENT RESERVE 2.00) (FIRE DEPARTMENT STATION 5.00) (BAND 1.00) (INSURANCE RESERVE 5.00) (PENSION FOR CITY EMPLOYEES 5.00)

CITY PARK = 4.58 MILLS: (PARK GENERAL 2.54) (FEDERAL SOCIAL SECURITY .51) (PARKS & RECREATIONAL FACILITIES 1.53)

PALERMO - SRFD	2	82,911	64.27	132.46	4.56	0.95		3.17	205.41
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CITY: (GENERAL 3.17)

PARSHALL - PRFD PA	3	824,407	61.77	100.00	3.72	0.95	4.66	112.67	283.77
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CITY = 98.33 MILLS: (GENERAL 52.04) (FEDERAL SOCIAL SECURITY 22.70) (AIRPORT 3.76) (LIBRARY 5.92) (CEMETERY 2.87) (PLANNING COMMISSION 0.97) (RECREATION 3.34) (PUBLIC BUILDINGS 4.79) (FORESTRY PURPOSES 1.94)

CITY PARK = 14.34 MILLS: (PARK GENERAL 13.98) (FEDERAL SOCIAL SECURITY 0.36)

PLAZA - PFD	161	247,931	61.77	114.09		0.95		43.27	225.08
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CITY = 39.98 MILLS: (GENERAL 35.57) (FEDERAL SOCIAL SECURITY 2.68) (AIRPORT 1.73)

CITY PARK = 3.29 MILLS: (PARK GENERAL 3.29)

ROSS - SRFD	2	179,494	64.27	132.46	4.56	0.95		38.00	240.24
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CITY: (GENERAL 38.00)

STANLEY	2	3,158,427	60.92	132.46		0.95		98.44	292.77
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CITY = 82.41 MILLS: (GENERAL 33.02) (EMERGENCY 1.88) (FEDERAL SOCIAL SECURITY 18.03) (AIRPORT 3.99) (LIBRARY 3.99) (ADVERTISING 1.00) (PLANNING COMMISSION 1.00) (URBAN RENEWAL 1.58) (FIRE DEPARTMENT RESERVE 5.00) (AMBULANCE 5.00) (INS. RESERVE 3.17) (PENSION FOR CITY EMPLOYEES 4.75)

CITY PARK = 16.03 MILLS: (PARK GENERAL 10.46) (FEDERAL SOCIAL SECURITY 1.11) (CEMETERY 1.93) (CONSTRUCTION FUND 2.53)

WHITE EARTH	15	67,664	64.27	90.50		0.95		38.14	193.86
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CITY: (GENERAL 38.14)



TOWNSHIPS		SCH. #	VALUATION	STATE & COUNTY	SCHOOL DIST.	FIRE DIST.	SOIL DIST.	OTHER DIST.	TWP	GRAND TOTAL
158-88	LOWLAND - DRFD	2	1,785	64.27	132.46	0	0.95		18.00	215.68
158-88	LOWLAND - DRFD	28	178,756	64.27	113.01	0	0.95		18.00	196.23
158-88	LOWLAND - KRFD	28	242,611	64.27	113.01	5.83	0.95		18.00	202.06
158-89	CROWFOOT - KRFD	2	60,860	64.27	132.46	5.83	0.95		36.00	239.51
158-89	CROWFOOT - KRFD	28	151,225	64.27	113.01	5.83	0.95		36.00	220.06
158-90	SIDONIA - KRFD	2	106,078	64.27	132.46	5.83	0.95		22.44	225.95
158-90	SIDONIA - KRFD	28	48,989	64.27	113.01	5.83	0.95		22.44	206.50
158-91	LOSTWOOD - SRFD	2	225,372	64.27	132.46	4.56	0.95		18.00	220.24
158-91	LOSTWOOD - SRFD	27	8,555	64.27	106.39	4.56	0.95		18.00	194.17
158-92	POWERS - PLRFD	2	111,565	64.27	132.46	4.75	0.95		27.00	229.43
158-92	POWERS - PLRFD	27	198,497	64.27	106.39	4.75	0.95		27.00	203.36
158-93	POWERS LAKE - PLRFD	27	361,017	64.27	106.39	4.75	0.95		18.00	194.36
158-94	BICKER	15	356,746	64.27	90.50		0.95		18.00	173.72
158-94	BICKER	27	7,215	64.27	106.39		0.95		18.00	189.61
157-88	STAVE - BRFD-UA	2	116,270	64.27	132.46	1.89	0.95	10.00	36.00	245.57
157-88	STAVE - DRFD	2	51,711	64.27	132.46	0	0.95		36.00	233.68
157-88	STAVE - DRFD	28	59,600	64.27	113.01	0	0.95		36.00	214.23
157-89	REDMOND - SRFD	2	107,659	64.27	132.46	4.56	0.95		18.00	220.24
157-90	CLEARWATER - SRFD	2	182,435	64.27	132.46	4.56	0.95		18.00	220.24
157-91	JAMES HILL - SRFD	2	386,257	64.27	132.46	4.56	0.95		18.00	220.24
157-92	COTTONWOOD - SRFD	2	98,772	64.27	132.46	4.56	0.95		18.00	220.24
157-92	COTTONWOOD - PLRFD	2	80,152	64.27	132.46	4.75	0.95		18.00	220.43
157-92	COTTONWOOD - PLRFD	27	20,631	64.27	106.39	4.75	0.95		18.00	194.36
157-93	SORKNESS	15	47,433	64.27	90.50		0.95		18.00	173.72
157-93	SORKNESS - PLRFD	15	28,889	64.27	90.50	4.75	0.95		18.00	178.47
157-93	SORKNESS	27	23,205	64.27	106.39		0.95		18.00	189.61
157-93	SORKNESS - PLRFD	27	116,648	64.27	106.39	4.75	0.95		18.00	194.36
157-94	WHITE EARTH	15	205,050	64.27	90.50		0.95		18.00	173.72
157-94	WHITE EARTH - VCD	15	244,169	64.27	90.50		0.95	1.00	18.00	174.72
156-88	EGAN - BRFD-UA	2	690,287	64.27	132.46	1.89	0.95	10.00	10.36	219.93
156-88	EGAN - BRFD-UA	161	323,526	64.27	114.09	1.89	0.95	10.00	10.36	201.56
156-89	MCGAHAN - SRFD	2	577,900	64.27	132.46	4.56	0.95		18.00	220.24
156-90	PALEIRMO - SRFD	2	3,113,441	64.27	132.46	4.56	0.95		15.00	217.24
156-91	IDAHO - SRFD	2	3,935,454	64.27	132.46	4.56	0.95		16.00	218.24
156-92	ROSS - SRFD	2	981,585	64.27	132.46	4.56	0.95		18.00	220.24
156-93	MANITOU - SRFD	2	716,659	64.27	132.46	4.56	0.95		18.49	220.73
156-94	MYRTLE	15	514,251	64.27	90.50		0.95		18.86	174.58
155-88	KICKAPOO - BRFD-UA	2	14,131	64.27	132.46	1.89	0.95	10.00	0	209.57
155-88	KICKAPOO - PFD	161	151,831	64.27	114.09	5.00	0.95	0	0	184.31
155-88	KICKAPOO - BRFD-UA	161	73,678	64.27	114.09	1.89	0.95	10.00	0	191.20
155-89	MCALMOND - SRFD	2	320,743	64.27	132.46	4.56	0.95		17.00	219.24
155-90	BURKE - SRFD	2	1,407,331	64.27	132.46	4.56	0.95		18.00	220.24
155-91	PURCELL - SRFD	2	705,011	64.27	132.46	4.56	0.95		18.00	220.24
155-92	ALGER - SRFD	2	488,553	64.27	132.46	4.56	0.95		18.00	220.24
155-93	DEBING - SRFD	2	331,924	64.27	132.46	4.56	0.95		27.00	229.24
155-94	UNORGANIZED	2	4,075	64.27	132.46		0.95		18.00	215.68
155-94	UNORGANIZED - SRFD	2	36,465	64.27	132.46	4.56	0.95		18.00	220.24
155-94	UNORGANIZED	15	78,674	64.27	90.50		0.95		18.00	173.72
155-94	UNORGANIZED - SRFD	15	815	64.27	90.50	4.56	0.95		18.00	178.28
154-88	OSLOE - PFD	161	323,503	64.27	114.09	5.00	0.95		18.00	202.31
154-89	OAKLAND - SRFD	2	221,225	64.27	132.46	4.56	0.95		18.00	220.24
154-89	OAKLAND - SRFD	3	124,824	64.27	100.00	4.56	0.95		18.00	187.78
154-89	OAKLAND - PFD	161	137,588	64.27	114.09	5.00	0.95		18.00	202.31
154-90	AUSTIN - SRFD	2	1,730,676	64.27	132.46	4.56	0.95		18.79	221.03
154-90	AUSTIN - SRFD	3	479,894	64.27	100.00	4.56	0.95		18.79	188.57
154-91	SIKES - SRFD	2	741,542	64.27	132.46	4.56	0.95		18.00	220.24
154-92	BROOKBANK - NRFD NA	1	22,464	64.27	102.26	5.00	0.95	4.54	18.00	195.02
154-92	BROOKBANK - SRFD	1	36,940	64.27	102.26	4.56	0.95		18.00	190.04
154-92	BROOKBANK - NRFD NA	2	59,970	64.27	132.46	5.00	0.95	4.54	18.00	225.22
154-92	BROOKBANK - SRFD	2	294,681	64.27	132.46	4.56	0.95		18.00	220.24
154-93	RAT LAKE - NRFD NA	1	130,280	64.27	102.26	5.00	0.95	4.54	18.00	195.02
154-93	RAT LAKE - NRFD NA	2	71,712	64.27	132.46	5.00	0.95	4.54	18.00	225.22
154-94	UNORGANIZED	2	3,245	64.27	132.46		0.95		18.00	215.68
154-94	UNORGANIZED - SRFD	2	24,477	64.27	132.46	4.56	0.95		18.00	220.24
154-94	UNORGANIZED	15	85,452	64.27	90.50		0.95		18.00	173.72
154-94	UNORGANIZED - SRFD	15	4,890	64.27	90.50	4.56	0.95		18.00	178.28
153-88	SPRING COULEE - PFD	161	458,311	64.27	114.09	5.00	0.95		15.71	200.02
153-89	SHELL - PRFD PA	3	462,284	64.27	100.00	3.72	0.95	4.66	12.45	186.05
153-89	SHELL - PFD	161	180,230	64.27	114.09	5.00	0.95		12.45	196.76
153-90	WAYZETTA - NRFD NA	1	572,633	64.27	102.26	5.00	0.95	4.54	18.00	195.02
153-90	WAYZETTA - PRFD PA	3	1,093,545	64.27	100.00	3.72	0.95	4.66	18.00	191.60
153-91	CRANE CREEK - NRFD NA	1	3,682,515	64.27	102.26	5.00	0.95	4.54	18.00	195.02
153-92	KNIFE RIVER - NRFD NA	1	473,373	64.27	102.26	5.00	0.95	4.54	18.08	195.10
153-93	UNORGANIZED - NRFD NA	1	85,328	64.27	102.26	5.00	0.95	4.54	18.00	195.02
152-88	PLAZA - PFD	3	33,720	64.27	100.00	5.00	0.95		18.00	188.22
152-88	PLAZA - PFD	161	485,219	64.27	114.09	5.00	0.95		18.00	202.31
152-89	MODEL - PFD	3	49,895	64.27	100.00	5.00	0.95		14.09	184.31
152-89	MODEL - PRFD PA	3	415,393	64.27	100.00	3.72	0.95	4.66	14.09	187.69
152-89	MODEL - PFD	161	69,380	64.27	114.09	5.00	0.95		14.09	198.40
152-90	PARSHALL - PRFD PA	3	1,769,143	64.27	100.00	3.72	0.95	4.66	15.00	188.60
152-91	VAN HOOK - PRFD NA	1	377,836	64.27	102.26	3.72	0.95	4.54	18.00	193.74
152-91	VAN HOOK - NRFD NA	1	499,993	64.27	102.26	5.00	0.95	4.54	18.00	195.02
152-92	OSBORN - NRFD NA	1	589,086	64.27	102.26	5.00	0.95	4.54	18.00	195.02
152-93	UNORGANIZED - NRFD NA	1	421,548	64.27	102.26	5.00	0.95	4.54	18.00	195.02
151-88	MOUNTRAIL - PFD	3	84,040	64.27	100.00	5.00	0.95		18.00	188.22
151-88	MOUNTRAIL - PFD	161	387,615	64.27	114.09	5.00	0.95		18.00	202.31
151-89	BANNER - PRFD PA	3	491,802	64.27	100.00	3.72	0.95	4.66	18.00	191.60
151-90	FERTILE - PRFD PA	3	1,151,964	64.27	100.00	3.72	0.95	4.66	18.00	191.60
151-91	LIBERTY - PRFD PA	1	56,332	64.27	102.26	3.72	0.95	4.66	0	175.86
151-91	LIBERTY - PRFD PA	3	260,454	64.27	100.00	3.72	0.95	4.66	0	173.60
151-92	HOWIE - NRFD NA	1	309,292	64.27	102.26	5.00	0.95	4.54	0	177.02
151-93	BIG BEND - NRFD NA	1	231,294	64.27	102.26	5.00	0.95	4.54	0	177.02
150-92	UNORGANIZED - NA	1	28,623	64.27	102.26		0.95	4.54	18.00	190.02
150-93	UNORGANIZED - NA	1	24,985	64.27	102.26		0.95	4.54	18.00	190.02

Townships with Excess Levy = Crowfoot, Powers, Slave, & Debing



**MOUNTRAIL COUNTY - 2012 TAXABLE VALUATIONS**  
**MOUNTRAIL COUNTY - \$58,138,413**  
**LEVIES IN MILLS ON THE DOLLAR OF TAXABLE VALUATION FOR THE YEAR 2012**

<b>STATE LEVY</b>		
STATE MEDICAL CENTER.....		1.00
TOTAL STATE RATE OF LEVY.....		<b>1.00</b>
<b>MOUNTRAIL COUNTY LEVIES</b>		
GENERAL LEVY.....		9.26
COUNTY ROAD & BRIDGE.....		0.25
OASIS & FEDERAL SECURITY.....		16.26
FARM TO MARKET ROADS.....		10.00
VETERANS' SERVICE OFFICER.....		0.52
COUNTY AGENT.....		1.65
HISTORICAL SOCIETY.....		0.12
DISTRICT HEALTH UNIT.....		1.51
FAIR ASSOCIATION.....		0.94
HUMAN SERVICES (7.39) / EMERGENCY HUMAN SERVICES (0) (SUPPORTS THE SOCIAL SERVICE FUND)		7.39
SENIOR CITIZENS.....		1.00
WEATHER MODIFICATION.....		0.56
WATER MANAGEMENT.....		0.34
WEED CONTROL.....		3.00
* COUNTY LIBRARY.....		0.64
** COUNTY AIRPORT.....		1.50
TOTAL COUNTY RATE OF LEVY.....		<b>54.94</b>
TOTAL COUNTY & STATE RATE OF LEVY.....		<b>55.94</b>

\* COUNTY LIBRARY LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN & STANLEY  
 \*\* COUNTY AIRPORT LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN, PARSHALL, PLAZA & STANLEY

**FIRE DISTRICT LEVIES:** (PFD - PLAZA #1 - 4.29) (PRFD - PARSHALL #2 - 3.40) (NRFD - NEW TOWN #3 - 5.00) (SRFD - STANLEY #4 - 4.48) (PFRFD - POWERS LAKE #5 - 4.96) (BRFD-BERTHOLD #15 - NONE) (DRFD - DONNYBROOK #16 - NONE) (KRFD - KENMARE #17 - 2.62)

**OTHER LEVIES:** (MOUNTRAIL SOIL DISTRICT 0.73) (VCD - TIOGA VECTOR CONTROL - 1.00) (PA - PARSHALL RURAL AMBULANCE #1 - 5.00) (NA - NEW TOWN AMBULANCE #2 - 5.00) (UA - UNITED AMBULANCE #3 - 8.21) (PLA-POWERS LAKE AMBULANCE #4 - 6.00)

**SCHOOL DISTRICT LEVIES:** (NEW TOWN #1 - 85.3) (STANLEY #2 - 119.80) (PARSHALL #3 - 71.41) (TIOGA #15 - 81.98) (POWERS LAKE #27 - 78.63) (KENMARE #28 - 95.43) (LEWIS & CLARK #161 - 97.84)

<u>CITIES</u>	<u>SCH. #</u>	<u>VALUATION</u>	<u>STATE &amp; COUNTY</u>	<u>SCHOOL DIST.</u>	<u>FIRE DIST.</u>	<u>SOIL DIST.</u>	<u>AMB. DIST.</u>	<u>CITY</u>	<u>GRAND TOTAL</u>
NEW TOWN - NA	1	2,331,342	53.80	85.30		0.73	5.00	117.20	262.03
CITY - <b>113.05 MILLS:</b> (GENERAL 38.00) (EMERGENCY 2.50) (FEDERAL SOCIAL SECURITY 28.04) (AIRPORT 4.00) (SPECIAL ASSESMENT 7.01) (LIBRARY 4.00) (CEMETERY 2.00) (ADVERTISING 1.00) (PLANNING COMMISSION 1.00) (RECREATION 2.50) (PUBLIC BUILDINGS 5.00) (FIRE DEPARTMENT RESERVE 2.00) (FIRE DEPARTMENT STATION 5.00) (BAND 1.00) (INSURANCE RESERVE 5.00) (PENSION FOR CITY EMPLOYEES 5.00)									
CITY PARK - <b>4.15 MILLS:</b> (PARK GENERAL 2.30) (FEDERAL SOCIAL SECURITY .46) (PARKS & RECREATIONAL FACILITIES 1.39)									
PALERMO - SRFD	2	98,180	55.94	119.80	4.48	0.73			180.95
PARSHALL - PRFD PA	3	943,056	54.44	71.41	3.40	0.73	5.00	93.76	228.74
CITY - <b>81.92 MILLS:</b> (GENERAL 41.66) (FEDERAL SOCIAL SECURITY 20.04) (AIRPORT 3.45) (LIBRARY 4.74) (CEMETERY 2.30) (PLANNING COMMISSION 0.86) (RECREATION 2.67) (PUBLIC BUILDINGS 4.45) (FORESTRY PURPOSES 1.75)									
CITY PARK - <b>11.84 MILLS:</b> (PARK GENERAL 11.19) (FEDERAL SOCIAL SECURITY 0.65)									
PLAZA - PFD	161	328,384	54.44	97.84	4.29	0.73		25.35	182.65
CITY - <b>22.87 MILLS:</b> (GENERAL 18.99) (FEDERAL SOCIAL SECURITY .35) (AIRPORT 3.53)									
CITY PARK - <b>2.48 MILLS:</b> (PARK GENERAL 2.48)									
ROSS - SRFD	2	306,012	55.94	119.80	4.48	0.73			180.95
STANLEY	2	4,812,294	53.80	119.80		0.73		82.21	256.54
CITY - <b>67.82 MILLS:</b> (GENERAL 29.09) (EMERGENCY .39) (FEDERAL SOCIAL SECURITY 12.80) (AIRPORT 3.99) (LIBRARY 2.08) (ADVERTISING 1.00) (PLANNING COMMISSION 1.00) (URBAN RENEWAL .42) (FIRE DEPARTMENT RESERVE 4.99) (AMBULANCE 4.99) (INS. RESERVE 2.08) (PENSION FOR CITY EMPLOYEES 4.99)									
CITY PARK - <b>14.39 MILLS:</b> (PARK GENERAL 10.00) (FEDERAL SOCIAL SECURITY .73) (CEMETERY 2.00) (CONSTRUCTION FUND 1.66)									
WHITE EARTH	15	71,927	55.94	81.98		0.73		38.00	176.65
CITY - (GENERAL 38.00)									



TOWNSHIPS		SCH #	VALUATION	STATE & COUNTY	SCHOOL DIST	FIRE DIST	SOIL DIST	OTHER DIST	TWP	GRAND TOTAL
158-88	LOWLAND - DRFD	2	2,320	55.94	119.80		0.73		18.00	194.47
158-88	LOWLAND - DRFD	28	229,606	55.94	95.43		0.73		18.00	170.10
158-88	LOWLAND - KRFD	28	310,186	55.94	95.43	2.62	0.73		18.00	172.72
158-89	CROWFOOT - KRFD	2	84,134	55.94	119.80	2.62	0.73		36.00	215.09
158-89	CROWFOOT - KRFD	28	204,572	55.94	95.43	2.62	0.73		36.00	190.72
158-90	SIDONIA - KRFD	2	200,317	55.94	119.80	2.62	0.73		18.00	197.09
158-90	SIDONIA - KRFD	28	75,163	55.94	95.43	2.62	0.73		18.00	172.72
158-91	LOSTWOOD - SRFD	2	307,165	55.94	119.80	4.48	0.73		15.44	196.39
158-91	LOSTWOOD - SRFD	27	11,125	55.94	78.63	4.48	0.73		15.44	155.22
158-92	POWERS - PLRFD - PLA	2	157,457	55.94	119.80	4.96	0.73	6.00	18.00	205.43
158-92	POWERS - PLRFD - PLA	27	263,756	55.94	78.63	4.96	0.73	6.00	18.00	164.26
158-93	POWERS LAKE - PLRFD - PLA	27	464,594	55.94	78.63	4.96	0.73	6.00	18.00	164.26
158-94	BICKER	15	449,152	55.94	81.98		0.73		18.00	156.65
158-94	BICKER	27	7,325	55.94	78.63		0.73		18.00	153.30
157-88	STAVE - BRFD-UA	2	151,150	55.94	119.80		0.73	8.21	36.00	220.68
157-88	STAVE - DRFD	2	65,929	55.94	119.80		0.73		36.00	212.47
157-88	STAVE - DRFD	28	77,485	55.94	95.43		0.73		36.00	188.10
157-89	REDMOND - SRFD	2	144,043	55.94	119.80	4.48	0.73		18.00	198.95
157-90	CLEARWATER - SRFD	2	313,994	55.94	119.80	4.48	0.73		18.00	198.95
157-91	JAMES HILL - SRFD	2	506,536	55.94	119.80	4.48	0.73		18.00	198.95
157-92	COTTONWOOD - SRFD	2	154,334	55.94	119.80	4.48	0.73		18.00	198.95
157-92	COTTONWOOD - PLRFD - PLA	2	118,322	55.94	119.80	4.96	0.73	6.00	18.00	205.43
157-92	COTTONWOOD - PLRFD - PLA	27	47,666	55.94	78.63	4.96	0.73	6.00	18.00	164.26
157-93	SORKNESS	15	58,136	55.94	81.98		0.73		18.00	156.65
157-93	SORKNESS - PLRFD - PLA	15	37,259	55.94	81.98	4.96	0.73	6.00	18.00	167.61
157-93	SORKNESS	27	28,987	55.94	78.63		0.73		18.00	153.30
157-93	SORKNESS - PLRFD - PLA	27	153,084	55.94	78.63	4.96	0.73	6.00	18.00	164.26
157-94	WHITE EARTH	15	242,782	55.94	81.98		0.73		18.00	156.65
157-94	WHITE EARTH - VCD	15	291,323	55.94	81.98		0.73	1.00	18.00	157.65
156-88	EGAN - BRFD-UA	2	768,948	55.94	119.80		0.73	8.21	12.47	197.15
156-88	EGAN - BRFD-UA	161	492,437	55.94	97.84		0.73	8.21	12.47	175.19
156-89	MCGAHAN - SRFD	2	883,997	55.94	119.80	4.48	0.73		18.00	198.95
156-90	PALERMO - SRFD	2	3,510,143	55.94	119.80	4.48	0.73		13.30	194.25
156-91	IDAHO - SRFD	2	5,064,253	55.94	119.80	4.48	0.73		18.00	198.95
156-92	ROSS - SRFD	2	1,252,640	55.94	119.80	4.48	0.73		18.00	198.95
156-93	MANITOU - SRFD	2	1,214,940	55.94	119.80	4.48	0.73		18.00	198.95
156-94	MYRTLE	15	782,360	55.94	81.98		0.73		18.00	156.65
155-88	KICKAPOO - BRFD-UA	2	18,053	55.94	119.80		0.73	8.21		184.68
155-88	KICKAPOO - PFD	161	197,172	55.94	97.84	4.29	0.73			158.80
155-88	KICKAPOO - BRFD-UA	161	94,088	55.94	97.84		0.73	8.21		162.72
155-89	MCALMOND - SRFD	2	417,210	55.94	119.80	4.48	0.73		18.00	198.95
155-90	BURKE - SRFD	2	1,541,566	55.94	119.80	4.48	0.73		18.00	198.95
155-91	PURCELL - SRFD	2	959,799	55.94	119.80	4.48	0.73		18.00	198.95
155-92	ALGER - SRFD	2	689,583	55.94	119.80	4.48	0.73		18.00	198.95
155-93	DEBING - SRFD	2	470,892	55.94	119.80	4.48	0.73		18.00	198.95
155-94	UNORGANIZED	2	5,300	55.94	119.80		0.73		18.00	194.47
155-94	UNORGANIZED - SRFD	2	47,425	55.94	119.80	4.48	0.73		18.00	198.95
155-94	UNORGANIZED	15	98,373	55.94	81.98		0.73		18.00	156.65
155-94	UNORGANIZED - SRFD	15	1,060	55.94	81.98	4.48	0.73		18.00	161.13
154-88	OSLOE - PFD	161	419,832	55.94	97.84	4.29	0.73		14.29	173.09
154-89	OAKLAND - SRFD	2	296,204	55.94	119.80	4.48	0.73		18.00	198.95
154-89	OAKLAND - SRFD	3	105,537	55.94	71.41	4.48	0.73		18.00	150.56
154-89	OAKLAND - PFD	161	177,233	55.94	97.84	4.29	0.73		18.00	176.80
154-90	AUSTIN - SRFD	2	2,001,585	55.94	119.80	4.48	0.73		18.00	198.95
154-90	AUSTIN - SRFD	3	696,069	55.94	71.41	4.48	0.73		18.00	150.56
154-91	SIKES - SRFD	2	910,530	55.94	119.80	4.48	0.73		18.00	198.95
154-92	BROOKBANK - NRFD NA	1	28,892	55.94	85.30	5.00	0.73	5.00	18.00	169.97
154-92	BROOKBANK - SRFD	1	47,805	55.94	85.30	4.48	0.73		18.00	164.45
154-92	BROOKBANK - NRFD NA	2	63,235	55.94	119.80	5.00	0.73	5.00	18.00	204.47
154-92	BROOKBANK - SRFD	2	329,945	55.94	119.80	4.48	0.73		18.00	198.95
154-93	RAT LAKE - NRFD NA	1	194,571	55.94	85.30	5.00	0.73	5.00	18.00	169.97
154-93	RAT LAKE - NRFD NA	2	121,934	55.94	119.80	5.00	0.73	5.00	18.00	204.47
154-94	UNORGANIZED	2	4,225	55.94	119.80		0.73		18.00	194.47
154-94	UNORGANIZED - SRFD	2	32,279	55.94	119.80	4.48	0.73		18.00	198.95
154-94	UNORGANIZED	15	109,977	55.94	81.98		0.73		18.00	156.65
154-94	UNORGANIZED - SRFD	15	6,360	55.94	81.98	4.48	0.73		18.00	161.13
153-88	SPRING COULEE - PFD	161	583,116	55.94	97.84	4.29	0.73		12.69	171.49
153-89	SHELL - PRFD PA	3	574,336	55.94	71.41	3.40	0.73	5.00	12.45	148.93
153-89	SHELL - PFD	161	229,187	55.94	97.84	4.29	0.73		12.45	171.25
153-90	WAYZETTA - NRFD NA	1	656,984	55.94	85.30	5.00	0.73	5.00	18.00	169.97
153-90	WAYZETTA - PRFD PA	3	1,319,700	55.94	71.41	3.40	0.73	5.00	18.00	154.48
153-91	CRANE CREEK - NRFD NA	1	3,909,345	55.94	85.30	5.00	0.73	5.00	18.00	169.97
153-92	KNIFE RIVER - NRFD NA	1	532,276	55.94	85.30	5.00	0.73	5.00	18.00	169.97
153-93	UNORGANIZED - NRFD NA	1	99,984	55.94	85.30	5.00	0.73	5.00	18.00	169.97
152-88	PLAZA - PFD	3	43,495	55.94	71.41	4.29	0.73		18.00	150.37
152-88	PLAZA - PFD	161	669,570	55.94	97.84	4.29	0.73		18.00	176.80
152-89	MODEL - PFD	3	87,445	55.94	71.41	4.29	0.73		12.15	144.52
152-89	MODEL - PRFD PA	3	554,673	55.94	71.41	3.40	0.73	5.00	12.15	148.63
152-89	MODEL - PFD	161	90,195	55.94	97.84	4.29	0.73		12.15	170.95
152-90	PARSHALL - PRFD PA	3	3,068,340	55.94	71.41	3.40	0.73	5.00	10.00	146.48
152-91	VAN HOOK - PRFD NA	1	457,086	55.94	85.30	3.40	0.73	5.00	18.00	168.37
152-91	VAN HOOK - NRFD NA	1	1,067,181	55.94	85.30	5.00	0.73	5.00	18.00	169.97
152-92	OSBORN - NRFD NA	1	770,371	55.94	85.30	5.00	0.73	5.00	18.00	169.97
152-93	UNORGANIZED - NRFD NA	1	524,535	55.94	85.30	5.00	0.73	5.00	18.00	169.97
151-88	MOUNTRAIL - PFD	3	109,260	55.94	71.41	4.29	0.73		18.00	150.37
151-88	MOUNTRAIL - PFD	161	503,689	55.94	97.84	4.29	0.73		18.00	176.80
151-89	BANNER - PRFD PA	3	637,239	55.94	71.41	3.40	0.73	5.00	18.00	154.48
151-90	FERTILE - PRFD PA	3	1,967,400	55.94	71.41	3.40	0.73	5.00	18.00	154.48
151-91	LIBERTY - PRFD PA	1	109,330	55.94	85.30	3.40	0.73	5.00		150.37
151-91	LIBERTY - PRFD PA	3	676,309	55.94	71.41	3.40	0.73	5.00		136.48
151-92	HOWIE - NRFD NA	1	395,216	55.94	85.30	5.00	0.73	5.00		151.97
151-93	BIG BEND - NRFD NA	1	325,779	55.94	85.30	5.00	0.73	5.00		151.97
150-92	UNORGANIZED - NA	1	36,938	55.94	85.30		0.73	5.00	18.00	164.97
150-93	UNORGANIZED - NA	1	33,885	55.94	85.30		0.73	5.00	18.00	164.97

Townships with Excess Levy = Crowfoot & Stave



**MOUNTRAIL COUNTY - 2013 TAXABLE VALUATIONS**  
**MOUNTRAIL COUNTY - \$73,666,562**  
**LEVIES IN MILLS ON THE DOLLAR OF TAXABLE VALUATION FOR THE YEAR 2013**

STATE LEVY		1.00	
STATE MEDICAL CENTER.....		1.00	
TOTAL STATE RATE OF LEVY.....			1.00
MOUNTRAIL COUNTY LEVIES			
GENERAL LEVY.....		6.31	
COUNTY ROAD & BRIDGE.....		0.25	
OASIS & FEDERAL SECURITY.....		9.91	
FARM TO MARKET ROADS.....		10.00	
VETERANS' SERVICE OFFICER.....		0.38	
COUNTY AGENT.....		2.02	
HISTORICAL SOCIETY.....		0.09	
DISTRICT HEALTH UNIT.....		1.36	
FAIR ASSOCIATION.....		0.85	
HUMAN SERVICES (SUPPORTS THE SOCIAL SERVICE FUND).....		9.80	
SENIOR CITIZENS.....		1.00	
WEATHER MODIFICATION.....		0.74	
WATER MANAGEMENT.....		0.95	
WEED CONTROL.....		3.00	
JOB DEVELOPMENT AUTHORITY.....		1.64	
* COUNTY LIBRARY.....		0.43	
** COUNTY AIRPORT.....		1.50	
TOTAL COUNTY RATE OF LEVY.....			50.23
TOTAL COUNTY & STATE RATE OF LEVY.....			51.23

\* COUNTY LIBRARY LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN & STANLEY  
 \*\* COUNTY AIRPORT LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN, PARSHALL, PLAZA & STANLEY

**FIRE DISTRICT LEVIES:** (PFD - PLAZA #1 - 3.85) (PRFD - PARSHALL #2 - 3.38) (NRFD - NEW TOWN #3 - 5.00) (SRFD - STANLEY #4 - 4.22) (PFRFD - POWERS LAKE #5 - 5.00) (BRFD-BERTHOLD #15 - NONE) (DRFD - DONNYBROOK #16 - NONE) (KRFD - KENMARE #17 - 4.39)

**OTHER LEVIES:** (MOUNTRAIL SOIL DISTRICT 0.41) (VCD - TIOGA VECTOR CONTROL - 1.00) (PA - PARSHALL RURAL AMBULANCE #1 - 5.00) (NA - NEW TOWN AMBULANCE #2 - 5.00) (UA - UNITED AMBULANCE #3 - 6.06) (PLA-POWERS LAKE AMBULANCE #4 - 4.45)

**SCHOOL DISTRICT LEVIES:** (NEW TOWN #1 - 60.43) (STANLEY #2 - 92.04) (PARSHALL #3 - 59.86) (TIOGA #15 - 62.47) (POWERS LAKE #27 - 107.82) (KENMARE #28 - 83.01) (LEWIS & CLARK #161 - 83.68)

CITIES	SCH. #	VALUATION	STATE & COUNTY	SCHOOL DIST.	FIRE DIST.	SOIL DIST.	AMB. DIST.	CITY	GRAND TOTAL
NEW TOWN - NA	1	2,792,514	49.30	60.43		0.41	5.00	98.39	213.53
<p><u>CITY - 94.93 MILLS:</u> (GENERAL 37.30) (FEDERAL SOCIAL SECURITY 30.00) (AIRPORT 4.00) (LIBRARY 4.00) (ADVERTISING 0.98) (PLANNING COMMISSION 0.93) (FIRE DEPARTMENT RESERVE 2.00) (FIRE DEPARTMENT STATION 5.00) (BAND 0.72) (INSURANCE RESERVE 5.00) (PENSION FOR CITY EMPLOYEES 5.00)</p> <p><u>CITY PARK - 3.46 MILLS:</u> (PARK GENERAL 1.92) (FEDERAL SOCIAL SECURITY 0.38) (PARKS &amp; RECREATIONAL FACILITIES 1.16)</p>									
PALERMO - SRFD	2	145,167	51.23	92.04	4.22	0.41			147.90
PARSHALL - PRFD PA	3	1,432,745	49.73	59.86	3.38	0.41	5.00	73.67	192.05
<p><u>CITY - 63.18 MILLS:</u> (GENERAL 32.17) (FEDERAL SOCIAL SECURITY 15.43) (AIRPORT 2.66) (LIBRARY 3.65) (CEMETERY 1.77) (PLANNING COMMISSION 0.66) (RECREATION 2.06) (PUBLIC BUILDINGS 3.43) (FORESTRY PURPOSES 1.35)</p> <p><u>CITY PARK - 10.49 MILLS:</u> (PARK GENERAL 10.00) (FEDERAL SOCIAL SECURITY 0.49)</p>									
PLAZA - PFD	161	517,778	49.73	83.68	3.85	0.41		16.78	154.45
<p><u>CITY - 15.10 MILLS:</u> (GENERAL 12.39) (FEDERAL SOCIAL SECURITY 0.25) (AIRPORT 2.46)</p> <p><u>CITY PARK - 1.68 MILLS:</u> (PARK GENERAL 1.68)</p>									
ROSS - SRFD	2	737,656	51.23	92.04	4.22	0.41		38.00	185.90
STANLEY	2	8,495,870	49.30	92.04		0.41		73.05	214.80
<p><u>CITY - 60.34 MILLS:</u> (GENERAL 35.56) (EMERGENCY 0.21) (FEDERAL SOCIAL SECURITY 7.89) (AIRPORT 4.00) (LIBRARY 0.22) (PLANNING COMMISSION 0.70) (FIRE DEPARTMENT RESERVE 4.47) (AMBULANCE 4.47) (PENSION FOR CITY EMPLOYEES 2.82)</p> <p><u>CITY PARK - 12.71 MILLS:</u> (PARK GENERAL 10.00) (FEDERAL SOCIAL SECURITY 0.59) (CEMETERY 0.94) (CONSTRUCTION FUND 1.18)</p>									
WHITE EARTH	15	89,435	51.23	62.47		0.41		38.00	152.11
<p><u>CITY - (GENERAL 38.00)</u></p>									



TOWNSHIPS		SCH.	VALUATION	STATE & COUNTY	SCHOOL DIST.	FIRE DIST.	SOIL DIST.	OTHER DIST.	TWP.	GRAND TOTAL
		#								
158-88	LOWLAND - DRFD	2	2,460	51.23	92.04		0.41		18.00	161.68
158-88	LOWLAND - DRFD	28	242,457	51.23	83.01		0.41		18.00	152.65
158-88	LOWLAND - KRFD	28	330,866	51.23	83.01	4.39	0.41		18.00	157.04
158-89	CROWFOOT - KRFD	2	107,050	51.23	92.04	4.39	0.41		36.00	184.07
158-89	CROWFOOT - KRFD	28	217,635	51.23	83.01	4.39	0.41		36.00	175.04
158-90	SIDONIA - KRFD	2	545,967	51.23	92.04	4.39	0.41		18.00	166.07
158-90	SIDONIA - KRFD	28	115,812	51.23	83.01	4.39	0.41		18.00	157.04
158-91	LOSTWOOD - SRFD	2	429,224	51.23	92.04	4.22	0.41		11.16	159.06
158-91	LOSTWOOD - SRFD	27	11,889	51.23	107.82	4.22	0.41		11.16	174.84
158-92	POWERS - PLRFD - PLA	2	183,346	51.23	92.04	5.00	0.41	4.45	18.00	171.13
158-92	POWERS - PLRFD - PLA	27	315,001	51.23	107.82	5.00	0.41	4.45	18.00	186.91
158-93	POWERS LAKE - PLRFD - PLA	27	564,588	51.23	107.82	5.00	0.41	4.45	18.00	186.91
158-94	BICKER	15	494,413	51.23	62.47		0.41		18.00	132.11
158-94	BICKER	27	7,619	51.23	107.82		0.41		18.00	177.46
157-88	STAVE - BRFD-UA	2	160,195	51.23	92.04		0.41	6.06	36.00	185.74
157-88	STAVE - DRFD	2	70,605	51.23	92.04		0.41		36.00	179.68
157-88	STAVE - DRFD	28	82,125	51.23	83.01		0.41		36.00	170.65
157-89	REDMOND - SRFD	2	162,388	51.23	92.04	4.22	0.41		18.00	165.90
157-90	CLEARWATER - SRFD	2	952,595	51.23	92.04	4.22	0.41		18.00	165.90
157-91	JAMES HILL - SRFD	2	586,041	51.23	92.04	4.22	0.41		16.55	164.45
157-92	COTTONWOOD - SRFD	2	226,947	51.23	92.04	4.22	0.41		18.00	165.90
157-92	COTTONWOOD - PLRFD - PLA	2	161,147	51.23	92.04	5.00	0.41	4.45	18.00	171.13
157-92	COTTONWOOD - PLRFD - PLA	27	69,045	51.23	107.82	5.00	0.41	4.45	18.00	186.91
157-93	SORKNESS	15	98,033	51.23	62.47		0.41		18.00	132.11
157-93	SORKNESS - PLRFD - PLA	15	40,737	51.23	62.47	5.00	0.41	4.45	18.00	141.56
157-93	SORKNESS	27	30,475	51.23	107.82		0.41		18.00	177.46
157-93	SORKNESS - PLRFD - PLA	27	379,283	51.23	107.82	5.00	0.41	4.45	18.00	186.91
157-94	WHITE EARTH	15	354,114	51.23	62.47		0.41		16.56	130.67
157-94	WHITE EARTH - VCD	15	341,016	51.23	62.47		0.41	1.00	16.56	131.67
156-88	EGAN - BRFD-UA	2	761,386	51.23	92.04		0.41	6.06	14.44	164.18
156-88	EGAN - BRFD-UA	161	639,348	51.23	83.68		0.41	6.06	14.44	155.82
156-89	MCGAHAN - SRFD	2	1,093,827	51.23	92.04	4.22	0.41		18.00	165.90
156-90	PALERMO - SRFD	2	4,769,828	51.23	92.04	4.22	0.41		10.00	157.90
156-91	IDAHO - SRFD	2	4,847,656	51.23	92.04	4.22	0.41		18.00	165.90
156-92	ROSS - SRFD	2	2,183,806	51.23	92.04	4.22	0.41		18.00	165.90
156-93	MANITOU - SRFD	2	3,085,737	51.23	92.04	4.22	0.41		18.00	165.90
156-94	MYRTLE	15	1,224,745	51.23	62.47		0.41		18.00	132.11
155-88	KICKAPOO - BRFD-UA	2	19,020	51.23	92.04		0.41	6.06	11.85	161.59
155-88	KICKAPOO - PFD	161	209,188	51.23	83.68	3.85	0.41		11.85	151.02
155-88	KICKAPOO - BRFD-UA	161	99,139	51.23	83.68		0.41	6.06	11.85	153.23
155-89	MCALMOND - SRFD	2	445,850	51.23	92.04	4.22	0.41		18.00	165.90
155-90	BURKE - SRFD	2	1,550,755	51.23	92.04	4.22	0.41		18.00	165.90
155-91	PURCELL - SRFD	2	1,006,712	51.23	92.04	4.22	0.41		18.00	165.90
155-92	ALGER - SRFD	2	922,871	51.23	92.04	4.22	0.41		18.00	165.90
155-93	DEBING - SRFD	2	601,756	51.23	92.04	4.22	0.41		18.00	165.90
155-94	UNORGANIZED	2	30,348	51.23	92.04		0.41		18.00	161.68
155-94	UNORGANIZED - SRFD	2	65,240	51.23	92.04	4.22	0.41		18.00	165.90
155-94	UNORGANIZED	15	252,911	51.23	62.47		0.41		18.00	132.11
155-94	UNORGANIZED - SRFD	15	1,125	51.23	62.47	4.22	0.41		18.00	136.33
154-88	OSLOE - PFD	161	445,427	51.23	83.68	3.85	0.41		16.95	156.12
154-89	OAKLAND - SRFD	2	379,011	51.23	92.04	4.22	0.41		18.00	165.90
154-89	OAKLAND - SRFD	3	114,581	51.23	59.86	4.22	0.41		18.00	133.72
154-89	OAKLAND - PFD	161	203,056	51.23	83.68	3.85	0.41		18.00	157.17
154-90	AUSTIN - SRFD	2	2,001,238	51.23	92.04	4.22	0.41		18.09	165.99
154-90	AUSTIN - SRFD	3	683,262	51.23	59.86	4.22	0.41		18.09	133.81
154-91	SIKES - SRFD	2	967,401	51.23	92.04	4.22	0.41		18.18	166.08
154-92	BROOKBANK - NRFD NA	1	37,751	51.23	60.43	5.00	0.41	5.00	18.00	140.07
154-92	BROOKBANK - SRFD	1	45,765	51.23	60.43	4.22	0.41		18.00	134.29
154-92	BROOKBANK - NRFD NA	2	63,967	51.23	92.04	5.00	0.41	5.00	18.00	171.68
154-92	BROOKBANK - SRFD	2	343,339	51.23	92.04	4.22	0.41		18.00	165.90
154-93	RAT LAKE - NRFD NA	1	202,480	51.23	60.43	5.00	0.41	5.00	18.00	140.07
154-93	RAT LAKE - NRFD NA	2	130,250	51.23	92.04	5.00	0.41	5.00	18.00	171.68
154-94	UNORGANIZED	2	4,480	51.23	92.04		0.41		18.00	161.68
154-94	UNORGANIZED - SRFD	2	56,919	51.23	92.04	4.22	0.41		18.00	165.90
154-94	UNORGANIZED	15	137,170	51.23	62.47		0.41		18.00	132.11
154-94	UNORGANIZED - SRFD	15	6,745	51.23	62.47	4.22	0.41		18.00	136.33
153-88	SPRING COULEE - PFD	161	618,248	51.23	83.68	3.85	0.41		13.26	152.43
153-89	SHELL - PRFD PA	3	592,129	51.23	59.86	3.38	0.41	5.00	11.84	131.72
153-89	SHELL - PFD	161	252,363	51.23	83.68	3.85	0.41		11.84	151.01
153-90	WAYZETTA - NRFD NA	1	716,373	51.23	60.43	5.00	0.41	5.00	18.00	140.07
153-90	WAYZETTA - PRFD PA	3	1,303,605	51.23	59.86	3.38	0.41	5.00	18.00	137.88
153-91	CRANE CREEK - NRFD NA	1	4,732,569	51.23	60.43	5.00	0.41	5.00	18.61	140.68
153-92	KNIFE RIVER - NRFD NA	1	673,228	51.23	60.43	5.00	0.41	5.00	18.00	140.07
153-93	UNORGANIZED - NRFD NA	1	152,019	51.23	60.43	5.00	0.41	5.00	18.00	140.07
152-88	PLAZA - PFD	3	46,286	51.23	59.86	3.85	0.41		18.00	133.35
152-88	PLAZA - PFD	161	721,146	51.23	83.68	3.85	0.41		18.00	157.17
152-89	MODEL - PFD	3	100,401	51.23	59.86	3.85	0.41		10.81	126.16
152-89	MODEL - PRFD PA	3	534,974	51.23	59.86	3.38	0.41	5.00	10.81	130.69
152-89	MODEL - PFD	161	106,255	51.23	83.68	3.85	0.41		10.81	149.98
152-90	PARSHALL - PRFD PA	3	3,130,361	51.23	59.86	3.38	0.41	5.00	10.00	129.88
152-91	VAN HOOK - PRFD NA	1	485,935	51.23	60.43	3.38	0.41	5.00	18.00	138.45
152-91	VAN HOOK - NRFD NA	1	1,263,788	51.23	60.43	5.00	0.41	5.00	18.00	140.07
152-92	OSBORN - NRFD NA	1	1,000,328	51.23	60.43	5.00	0.41	5.00	16.65	138.72
152-93	UNORGANIZED - NRFD NA	1	748,465	51.23	60.43	5.00	0.41	5.00	18.00	140.07
151-88	MOUNTRAIL - PFD	3	116,492	51.23	59.86	3.85	0.41		18.00	133.35
151-88	MOUNTRAIL - PFD	161	534,545	51.23	83.68	3.85	0.41		18.00	157.17
151-89	BANNER - PRFD PA	3	677,450	51.23	59.86	3.38	0.41	5.00	18.00	137.88
151-90	FERTILE - PRFD PA	3	2,071,846	51.23	59.86	3.38	0.41	5.00	18.00	137.88
151-91	LIBERTY - PRFD PA	1	119,199	51.23	60.43	3.38	0.41	5.00		120.45
151-91	LIBERTY - PRFD PA	3	782,530	51.23	59.86	3.38	0.41	5.00		119.88
151-92	HOWIE - NRFD NA	1	443,510	51.23	60.43	5.00	0.41	5.00		122.07
151-93	BIG BEND - NRFD NA	1	463,060	51.23	60.43	5.00	0.41	5.00		122.07
150-92	UNORGANIZED - NA	1	84,293	51.23	60.43		0.41	5.00	18.00	135.07
150-93	UNORGANIZED - NA	1	66,836	51.23	60.43		0.41	5.00	18.00	135.07

Townships with Excess Levy = Crowfoot & Stave



**MOUNTRAIL COUNTY - 2014 TAXABLE VALUATIONS**  
**MOUNTRAIL COUNTY - \$100,266,554**  
**LEVIES IN MILLS ON THE DOLLAR OF TAXABLE VALUATION FOR THE YEAR 2014**

STATE LEVY		1.00	
STATE MEDICAL CENTER.....		1.00	
TOTAL STATE RATE OF LEVY.....			1.00
MOUNTRAIL COUNTY LEVIES			
GENERAL LEVY.....		12.17	
COUNTY ROAD & BRIDGE.....		0.25	
OASIS & FEDERAL SECURITY.....		5.91	
FARM TO MARKET ROADS.....		10.00	
VETERANS' SERVICE OFFICER.....		0.32	
COUNTY AGENT.....		0.50	
HISTORICAL SOCIETY.....		0.07	
DISTRICT HEALTH UNIT.....		0.99	
FAIR ASSOCIATION.....		0.68	
HUMAN SERVICES (SUPPORTS THE SOCIAL SERVICE FUND).....		7.61	
SENIOR CITIZENS.....		1.00	
WEATHER MODIFICATION.....		0.59	
WATER MANAGEMENT.....		0.59	
WEED CONTROL.....		3.00	
JOB DEVELOPMENT AUTHORITY.....		0.24	
* COUNTY LIBRARY.....		0.37	
** COUNTY AIRPORT.....		1.50	
TOTAL COUNTY RATE OF LEVY.....			45.79
TOTAL COUNTY & STATE RATE OF LEVY.....			46.79

\* COUNTY LIBRARY LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN & STANLEY  
 \*\* COUNTY AIRPORT LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN, PARSHALL, PLAZA & STANLEY

**FIRE DISTRICT LEVIES:** (PFD - PLAZA #1 - 5.00) (PRFD - PARSHALL #2 - 3.21) (NRFD - NEW TOWN #3 - 5.00) (SRFD - STANLEY #4 - 3.20) (PFRFD - POWERS LAKE #5 - 3.19) (BRFD-BERTHOLD #15 - 1.68) (DRFD - DONNYBROOK #16 - NONE) (KRFD - KENMARE #17 - 4.06)

**OTHER LEVIES:** (MOUNTRAIL SOIL DISTRICT 0.45) (VCD - TIOGA VECTOR CONTROL - 1.00) (PA - PARSHALL RURAL AMBULANCE #1 - 5.00) (NA - NEW TOWN AMBULANCE #2 - 4.31) (UA - UNITED AMBULANCE #3 - 0.34) (PLA-POWERS LAKE AMBULANCE #4 - 2.76)

**SCHOOL DISTRICT LEVIES:** (NEW TOWN #1 - 42.00) (STANLEY #2 - 76.46) (PARSHALL #3 - 60.69) (TIOGA #15 - 56.79) (POWERS LAKE #27 - 97.59) (KENMARE #28 - 89.84) (LEWIS & CLARK #161 - 100.64)

CITIES	SCH. #	VALUATION	STATE & COUNTY	SCHOOL DIST.	FIRE DIST.	SOIL DIST.	AMB. DIST.	CITY	GRAND TOTAL
NEW TOWN - NA	1	3,515,050	44.92	42.00		0.45	4.31	79.04	170.72

**CITY - 76.28 MILLS:** (GENERAL 32.68) (FEDERAL SOCIAL SECURITY 18.02) (AIRPORT 4.00) (LIBRARY 4.00) (ADVERTISING 0.75) (PLANNING COMMISSION 0.30) (FIRE DEPARTMENT RESERVE 2.00) (FIRE DEPARTMENT STATION 4.91) (BAND NONE) (INSURANCE RESERVE 4.69) (PENSION FOR CITY EMPLOYEES 4.93)

**CITY PARK - 2.76 MILLS:** (PARK GENERAL 1.53) (FEDERAL SOCIAL SECURITY 0.31) (PARKS & RECREATIONAL FACILITIES 0.92)

PALERMO - SRFD- SA	2	230,399	46.79	76.46	3.20	0.45	4.64		131.54
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PARSHALL - PRFD PA	3	1,818,357	45.29	60.69	3.21	0.45	5.00	59.11	173.75
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**CITY - 50.69 MILLS:** (GENERAL 25.81) (FEDERAL SOCIAL SECURITY 12.38) (AIRPORT 2.14) (LIBRARY 2.93) (CEMETERY 1.42) (PLANNING COMMISSION 0.53) (RECREATION 1.65) (PUBLIC BUILDINGS 2.75) (FORESTRY PURPOSES 1.08)

**CITY PARK - 8.42 MILLS:** (PARK GENERAL 8.03) (FEDERAL SOCIAL SECURITY 0.39)

PLAZA - PFD	161	690,022	45.29	100.64	5.00	0.45		12.23	163.61
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**CITY - 15.10 MILLS:** (GENERAL 8.39) (FEDERAL SOCIAL SECURITY 0.91) (AIRPORT 1.92)

**CITY PARK - 1.01 MILLS:** (PARK GENERAL 1.01)

ROSS - SRFD- SA	2	788,722	46.79	76.46	3.20	0.45	4.64	38.00	169.54
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STANLEY - SA	2	12,867,299	44.92	76.46		0.45	4.64	63.74	190.21
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**CITY - 48.41 MILLS:** (GENERAL 29.38) (EMERGENCY 0.31) (FEDERAL SOCIAL SECURITY 5.28) (AIRPORT 3.85) (LIBRARY 1.20) (PLANNING COMMISSION 0.85) (FIRE DEPARTMENT RESERVE 4.82) (AMBULANCE NONE) (PENSION FOR CITY EMPLOYEES 2.72)

**CITY PARK - 15.33 MILLS:** (PARK GENERAL 9.73) (FEDERAL SOCIAL SECURITY 0.31) (CEMETERY 1.40) (CONSTRUCTION FUND 3.89)

WHITE EARTH	15	92,544	46.79	56.79		0.45		38.00	142.03
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**CITY - (GENERAL 38.00)**



TOWNSHIPS		SCH.	VALUATION	STATE & COUNTY	SCHOOL DIST	FIRE DIST.	SOIL DIST.	OTHER DIST.	TWP.	GRAND TOTAL
158-88	LOWLAND - DRFD	#	2,730	46.79	76.46		0.45		18.00	141.70
158-88	LOWLAND - DRFD	28	315,861	46.79	89.84		0.45		18.00	155.08
158-88	LOWLAND - KRFD	28	365,660	46.79	89.84	4.06	0.45		18.00	159.14
158-89	CROWFOOT - KRFD	2	153,267	46.79	76.46	4.06	0.45		36.00	163.76
158-89	CROWFOOT - KRFD	28	241,846	46.79	89.84	4.06	0.45		36.00	177.14
158-90	SIDONIA - KRFD	2	959,897	46.79	76.46	4.06	0.45		18.00	145.76
158-90	SIDONIA - KRFD	28	220,277	46.79	89.84	4.06	0.45		18.00	159.14
158-91	LOSTWOOD - SRFD-SA	2	659,414	46.79	76.46	3.20	0.45	4.64	7.13	138.67
158-91	LOSTWOOD - SRFD-SA	27	13,189	46.79	97.59	3.20	0.45	4.64	7.13	159.80
158-92	POWERS - PLRFD - PLA	2	515,776	46.79	76.46	3.19	0.45	2.76	13.43	143.08
158-92	POWERS - PLRFD - PLA	27	602,743	46.79	97.59	3.19	0.45	2.76	13.43	164.21
158-93	POWERS LAKE - PLRFD - PLA	27	561,831	46.79	97.59	3.19	0.45	2.76	18.25	169.03
158-94	BICKER	15	669,586	46.79	56.79		0.45		18.00	122.03
158-94	BICKER	27	3,714	46.79	97.59		0.45		18.00	162.83
157-88	STAVE - BRFD-UA	2	177,825	46.79	76.46	1.68	0.45	0.34	28.78	154.50
157-88	STAVE - DRFD	2	78,536	46.79	76.46		0.45		28.78	152.48
157-88	STAVE - DRFD	28	91,155	46.79	89.84		0.45		28.78	165.86
157-89	REDMOND - SRFD-SA	2	216,975	46.79	76.46	3.20	0.45	4.64	18.00	149.54
157-90	CLEARWATER - SRFD-SA	2	1,553,541	46.79	76.46	3.20	0.45	4.64	18.00	149.54
157-91	JAMES HILL - SRFD-SA	2	731,467	46.79	76.46	3.20	0.45	4.64	18.00	149.54
157-92	COTTONWOOD - SRFD-SA	2	492,506	46.79	76.46	3.20	0.45	4.64	18.00	149.54
157-92	COTTONWOOD - PLRFD - PLA	2	377,825	46.79	76.46	3.19	0.45	2.76	18.00	147.65
157-92	COTTONWOOD - PLRFD - PLA	27	230,543	46.79	97.59	3.19	0.45	2.76	18.00	168.78
157-93	SORKNESS	15	101,206	46.79	56.79		0.45		18.00	122.03
157-93	SORKNESS - PLRFD - PLA	15	53,413	46.79	56.79	3.19	0.45	2.76	18.00	127.98
157-93	SORKNESS	27	30,490	46.79	97.59		0.45		18.00	162.83
157-93	SORKNESS - PLRFD - PLA	27	504,571	46.79	97.59	3.19	0.45	2.76	18.00	168.78
157-94	WHITE EARTH	15	392,298	46.79	56.79		0.45		18.00	122.03
157-94	WHITE EARTH - VCD	15	401,122	46.79	56.79		0.45	1.00	18.00	123.03
156-88	EGAN - BRFD-UA	2	935,892	46.79	76.46	1.68	0.45	0.34	18.00	143.72
156-88	EGAN - BRFD-UA	161	765,722	46.79	100.64	1.68	0.45	0.34	18.00	167.90
156-89	MCGAHAN - SRFD-SA	2	1,567,142	46.79	76.46	3.20	0.45	4.64	18.00	149.54
156-90	PALERMO - SRFD-SA	2	5,390,076	46.79	76.46	3.20	0.45	4.64	10.00	141.54
156-91	IDAHO - SRFD-SA	2	5,762,318	46.79	76.46	3.20	0.45	4.64	18.00	149.54
156-92	ROSS - SRFD-SA	2	3,270,233	46.79	76.46	3.20	0.45	4.64	18.00	149.54
156-93	MANITOU - SRFD-SA	2	5,604,553	46.79	76.46	3.20	0.45	4.64	7.31	138.85
156-94	MYRTLE	15	1,722,813	46.79	56.79		0.45		18.00	122.03
155-88	KICKAPOO - BRFD-UA	2	21,002	46.79	76.46	1.68	0.45	0.34	11.09	136.81
155-88	KICKAPOO - PFD	161	232,290	46.79	100.64	5.00	0.45		11.09	163.97
155-88	KICKAPOO - BRFD-UA	161	109,501	46.79	100.64	1.68	0.45	0.34	11.09	160.99
155-89	MCALMOND - SRFD-SA	2	511,394	46.79	76.46	3.20	0.45	4.64	18.00	149.54
155-90	BURKE - SRFD-SA	2	1,635,943	46.79	76.46	3.20	0.45	4.64	18.00	149.54
155-91	PURCELL - SRFD-SA	2	1,318,064	46.79	76.46	3.20	0.45	4.64	18.00	149.54
155-92	ALGER - SRFD-SA	2	1,070,610	46.79	76.46	3.20	0.45	4.64	18.00	149.54
155-93	DEBING - SRFD-SA	2	980,792	46.79	76.46	3.20	0.45	4.64	18.00	149.54
155-94	UNORGANIZED	2	38,382	46.79	76.46		0.45		18.00	141.70
155-94	UNORGANIZED - SRFD-SA	2	250,266	46.79	76.46	3.20	0.45	4.64	18.00	149.54
155-94	UNORGANIZED	15	566,432	46.79	56.79		0.45		18.00	122.03
155-94	UNORGANIZED - SRFD-SA	15	1,250	46.79	56.79	3.20	0.45	4.64	18.00	129.87
154-88	OSLOE - PFD	161	494,445	46.79	100.64	5.00	0.45		16.58	169.46
154-89	OAKLAND - SRFD-SA	2	392,437	46.79	76.46	3.20	0.45	4.64	18.00	149.54
154-89	OAKLAND - SRFD-SA	3	119,988	46.79	60.69	3.20	0.45	4.64	18.00	133.77
154-89	OAKLAND - PFD	161	224,567	46.79	100.64	5.00	0.45		18.00	170.88
154-90	AUSTIN - SRFD-SA	2	2,025,981	46.79	76.46	3.20	0.45	4.64	18.02	149.56
154-90	AUSTIN - SRFD-SA	3	669,034	46.79	60.69	3.20	0.45	4.64	18.02	133.79
154-91	SIKES - SRFD-SA	2	1,295,830	46.79	76.46	3.20	0.45	4.64	11.81	143.35
154-92	BROOKBANK - NRFD NA	1	41,989	46.79	42.00	5.00	0.45	4.31	18.00	116.55
154-92	BROOKBANK - SRFD-SA	1	60,128	46.79	42.00	3.20	0.45	4.64	18.00	115.08
154-92	BROOKBANK - NRFD NA	2	65,260	46.79	76.46	5.00	0.45	4.31	18.00	151.01
154-92	BROOKBANK - SRFD-SA	2	381,206	46.79	76.46	3.20	0.45	4.64	18.00	149.54
154-93	RAT LAKE - NRFD NA	1	708,560	46.79	42.00	5.00	0.45	4.31	18.00	116.55
154-93	RAT LAKE - NRFD NA	2	245,586	46.79	76.46	5.00	0.45	4.31	18.00	151.01
154-94	UNORGANIZED	2	22,588	46.79	76.46		0.45		18.00	141.70
154-94	UNORGANIZED - SRFD-SA	2	472,505	46.79	76.46	3.20	0.45	4.64	18.00	149.54
154-94	UNORGANIZED	15	757,846	46.79	56.79		0.45		18.00	122.03
154-94	UNORGANIZED - SRFD-SA	15	7,485	46.79	56.79	3.20	0.45	4.64	18.00	129.87
153-88	SPRING COULEE - PFD	161	682,046	46.79	100.64	5.00	0.45		12.90	165.78
153-89	SHELL - PRFD PA	3	604,790	46.79	60.69	3.21	0.45	5.00	11.33	127.47
153-89	SHELL - PFD	161	277,504	46.79	100.64	5.00	0.45		11.33	164.21
153-90	WAYZETTA - NRFD NA	1	779,544	46.79	42.00	5.00	0.45	4.31	18.00	116.55
153-90	WAYZETTA - PRFD PA	3	1,367,175	46.79	60.69	3.21	0.45	5.00	18.00	134.14
153-91	CRANE CREEK - NRFD NA	1	5,457,627	46.79	42.00	5.00	0.45	4.31	18.00	116.55
153-92	KNIFE RIVER - NRFD NA	1	1,016,908	46.79	42.00	5.00	0.45	4.31	18.00	116.55
153-93	UNORGANIZED - NRFD NA	1	620,894	46.79	42.00	5.00	0.45	4.31	18.00	116.55
152-88	PLAZA - PFD	3	51,381	46.79	60.69	5.00	0.45		18.00	130.93
152-88	PLAZA - PFD	161	821,676	46.79	100.64	5.00	0.45		18.00	170.88
152-89	MODEL - PFD	3	108,742	46.79	60.69	5.00	0.45		10.08	123.01
152-89	MODEL - PRFD PA	3	575,271	46.79	60.69	3.21	0.45	5.00	10.08	126.22
152-89	MODEL - PFD	161	121,421	46.79	100.64	5.00	0.45		10.08	162.96
152-90	PARSHALL - PRFD PA	3	3,232,457	46.79	60.69	3.21	0.45	5.00	10.00	126.14
152-91	VAN HOOK - PRFD NA	1	655,771	46.79	42.00	3.21	0.45	4.31	18.00	114.76
152-91	VAN HOOK - NRFD NA	1	1,541,285	46.79	42.00	5.00	0.45	4.31	18.00	116.55
152-92	OSBORN - NRFD NA	1	4,607,767	46.79	42.00	5.00	0.45	4.31	6.15	104.70
152-93	UNORGANIZED - NRFD NA	1	1,069,693	46.79	42.00	5.00	0.45	4.31	18.00	116.55
151-88	MOUNTRAIL - PFD	3	129,332	46.79	60.69	5.00	0.45		18.00	130.93
151-88	MOUNTRAIL - PFD	161	595,301	46.79	100.64	5.00	0.45		18.00	170.88
151-89	BANNER - PRFD PA	3	752,032	46.79	60.69	3.21	0.45	5.00	18.00	134.14
151-90	FERTILE - PRFD PA	3	1,810,783	46.79	60.69	3.21	0.45	5.00	13.49	129.63
151-91	LIBERTY - PRFD PA	1	215,483	46.79	42.00	3.21	0.45	5.00		97.45
151-91	LIBERTY - PRFD PA	3	1,195,594	46.79	60.69	3.21	0.45	5.00		116.14
151-92	HOWIE - NRFD NA	1	533,844	46.79	42.00	5.00	0.45	4.31		98.55
151-93	BIG BEND - NRFD NA	1	781,744	46.79	42.00	5.00	0.45	4.31		98.55
150-92	UNORGANIZED - NA	1	92,166	46.79	42.00		0.45	4.31	18.00	111.55
150-93	UNORGANIZED - NA	1	106,556	46.79	42.00		0.45	4.31	18.00	111.55

Townships with Excess Levy = Crowfoot & Stave



*Stark County, North Dakota*

PO BOX 130  
DICKINSON, NORTH DAKOTA 58602-0130

TO: Chris Kadrmas  
FROM: Stark County  
SUBJECT: Taxable valuation  
DATE: February 5, 2015

The value of building permits issued in 2014 expected to be added to taxable valuation in 2015 is roughly \$4 million.

Thank you

*Stark County, North Dakota*

PO BOX 130  
DICKINSON, NORTH DAKOTA 58602-0130

TO: Chris Kadrmas  
FROM: Stark County  
SUBJECT: Senate Bill 2103, the Surge Bill  
DATE: February 6, 2015

The amount of "Surge" funding that is needed for Stark County is referenced by the attached documents.

Opinion of Cost – COIA-0045(059)  
COIA-0045(062)  
COIA-0045(063)  
COIA-0045(061)  
COIA-0045(056)

Stark County Project Estimates

Thank you.



**OPINION OF COST**

COIA-0045(059) PCN 20560  
 32nd Street Southwest, from ND 22 West  
 Stark County, North Dakota  
 Project Length: 1.1 Miles

Grading (Estimated Section 24' Finished Roadtop with 6" Aggr Surfacing) - 500'  
 Grading (Estimated Section 28' Finished Roadtop with 6" HBP with 18" Aggr Base Course) - 5250'

Item No.	Description	Quantity	Unit	Unit Cost	Total Sum
1	Contract Bond	1	LSUM	\$ 12,475.00	\$ 12,475.00
2	Removal & Salvage of Aggregate Surfacing	3,500	CY	\$ 5.00	\$ 17,500.00
3	Removal of Bituminous Surfacing	500	SY	\$ 6.00	\$ 3,000.00
4	Saw Bituminous Surfacing Full Depth	175	LF	\$ 10.00	\$ 1,750.00
5	Removal of Pipe All Types & Sizes	820	LF	\$ 10.00	\$ 8,200.00
6	Common Excavation-Type A	24,000	CY	\$ 5.00	\$ 120,000.00
7	Topsoil	4,700	CY	\$ 4.00	\$ 18,800.00
8	Foundation Fill	420	CY	\$ 45.00	\$ 18,900.00
9	Water	800	MGAL	\$ 30.00	\$ 24,000.00
10	Subgrade Preparation-Type A	52.5	STA	\$ 550.00	\$ 28,875.00
11	Seeding & Erosion Control	1.1	MILE	\$ 35,000.00	\$ 38,500.00
12	Aggregate Base Course CI 5	8,000	TON	\$ 40.00	\$ 320,000.00
13	Aggregate Base Course CI 5M	17,000	TON	\$ 30.00	\$ 510,000.00
14	Aggregate Surface Course	600	TON	\$ 45.00	\$ 27,000.00
15	Traffic Service Aggregate	700	CY	\$ 30.00	\$ 21,000.00
16	Mobilization	1	LSUM	\$ 73,000.00	\$ 73,000.00
17	Traffic Control	1	LSUM	\$ 70,000.00	\$ 70,000.00
18	Pipe Culverts	1.1	MILE	\$ 120,000.00	\$ 132,000.00
<b>TOTAL ESTIMATED CONSTRUCTION COST</b>					<b>\$ 1,445,000.00</b>
<b>CONSTRUCTION CONTINGENCIES</b> 3% of Construction Costs					<b>\$ 43,350.00</b>
<b>CONSTRUCTION ENGINEERING</b>					<b>\$ 186,650.00</b>
<b>UTILITY RELOCATIONS</b>					<b>\$ 100,000.00</b>
<b>R/W ACQUISITION</b>					<b>\$ 20,000.00</b>
<b>TOTAL ESTIMATED COST</b>					<b>\$ 1,795,000.00</b>

February 5, 2015  
 Project No. 3313110



**OPINION OF COST**

COIA-0045(059) PCN 20560 Phase 2  
 32nd Street Southwest, from ND 22 West  
 Stark County, North Dakota  
 Project Length: 1.0 Mile

Paving (Estimated Section 28' Finished Roadtop with 6" HBP with 18" Aggr Base Course) - 5250'

Item No.	Description	Quantity	Unit	Unit Cost	Total Sum
1	Contract Bond	1	LSUM	\$ 9,850.00	\$ 9,850.00
2	Water	130	MGAL	\$ 30.00	\$ 3,900.00
3	Reshaping Roadway	52.5	STA	\$ 500.00	\$ 26,250.00
4	Aggregate Base Course CI 5	1,500	TON	\$ 45.00	\$ 67,500.00
5	Tack Coat	2,400	GAL	\$ 3.50	\$ 8,400.00
6	Superpave FAA 45	7,500	TON	\$ 100.00	\$ 750,000.00
7	Cored Sample	32	EA	\$ 50.00	\$ 1,600.00
9	PG 64-28 Asphalt Cement	490	TON	\$ 750.00	\$ 367,500.00
10	Mobilization	1	LSUM	\$ 70,000.00	\$ 70,000.00
11	Traffic Control	1	LSUM	\$ 30,000.00	\$ 40,000.00
12	Contractor's Laboratory	1	EA	\$ 5,000.00	\$ 5,000.00
13	Pavement Marking	1	LSUM	\$ 10,000.00	\$ 10,000.00
<b>TOTAL ESTIMATED CONSTRUCTION COST</b>					<b>\$ 1,360,000.00</b>
<b>CONSTRUCTION CONTINGENCIES</b> 3% of Construction Costs					<b>\$ 40,800.00</b>
<b>CONSTRUCTION ENGINEERING</b>					<b>\$ 99,200.00</b>
<b>TOTAL ESTIMATED COST</b>					<b>\$ 1,500,000.00</b>

February 5, 2015  
 Project No. 3313110





## OPINION OF COST

COIA-0045(062) PCN 20986  
 112th Ave SW from 32nd Street Southwest north to Dunn County Line  
 Stark County, North Dakota  
 Project Length: 2.25 Miles  
 Grading (Estimated Section 24' Finished Roadtop with 6" Aggregate Surfacing)

Item No.	Description	Quantity	Unit	Unit Cost	Total Sum
1	Contract Bond	1	LSUM	\$ 14,650.00	\$ 14,650.00
2	Clearing & Grubbing	1	LSUM	\$ 10,000.00	\$ 10,000.00
3	Removal of Pipe All Types & Sizes	200	LF	\$ 15.00	\$ 3,000.00
4	Common Excavation-Type A	2,000	CY	\$ 5.00	\$ 10,000.00
5	Common Excavation-Type C	60,000	CY	\$ 4.00	\$ 240,000.00
6	Topsoil	16,000	CY	\$ 4.00	\$ 64,000.00
7	Topsoil-Wetland	600	CY	\$ 10.00	\$ 6,000.00
8	Roadway Obliteration	400	LF	\$ 10.00	\$ 4,000.00
9	Foundation Fill	600	CY	\$ 45.00	\$ 27,000.00
10	Water	900	MGAL	\$ 25.00	\$ 22,500.00
11	Subgrade Preparation-Type A	7.0	STA	\$ 550.00	\$ 3,850.00
12	Seeding & Erosion Control	2.3	MILE	\$ 35,000.00	\$ 80,500.00
13	Aggregate Surface Course	14,000	TON	\$ 40.00	\$ 560,000.00
14	Mobilization	1	LSUM	\$ 65,000.00	\$ 65,000.00
15	Traffic Control	1	LSUM	\$ 20,000.00	\$ 20,000.00
16	Pipe Culverts	2.3	MILE	\$ 65,000.00	\$ 149,500.00
<b>TOTAL ESTIMATED CONSTRUCTION COST</b>					<b>\$ 1,280,000.00</b>
<b>CONSTRUCTION CONTINGENCIES</b> 3% of Construction Costs					<b>\$ 38,400.00</b>
<b>CONSTRUCTION ENGINEERING</b>					<b>\$ 168,600.00</b>
<b>UTILITY RELOCATIONS</b>					<b>\$ 183,000.00</b>
<b>R/W ACQUISITION</b>					<b>\$ 50,000.00</b>
<b>TOTAL ESTIMATED COST</b>					<b>\$ 1,720,000.00</b>

February 5, 2015  
 Project No. 3314101



## OPINION OF COST

COIA-0045(063) PCN 20897  
 112th Ave SW from 33rd St SW north to 32nd St SW  
 Stark County, North Dakota  
 Project Length: 1.0 Miles

Grading & Paving (Estimated Section 28' Finished Roadtop with 6" HBP with 18" Aggr Base Course)

Item No.	Description	Quantity	Unit	Unit Cost	Total Sum
1	Contract Bond	1	LSUM	\$ 20,800.00	\$ 20,800.00
2	Removal of Pipe All Types & Sizes	260	LF	\$ 10.00	\$ 2,600.00
3	Common Excavation-Type A	35,000	CY	\$ 5.00	\$ 175,000.00
4	Topsoil	7,000	CY	\$ 4.00	\$ 28,000.00
5	Foundation Fill	300	CY	\$ 45.00	\$ 13,500.00
6	Water	900	MGAL	\$ 30.00	\$ 27,000.00
7	Subgrade Preparation-Type A	52.0	STA	\$ 550.00	\$ 28,600.00
8	Seeding & Erosion Control	1.0	MILE	\$ 35,000.00	\$ 35,000.00
9	Aggregate Base Course CI 5	6,500	TON	\$ 40.00	\$ 260,000.00
10	Aggregate Base Course CI 5M	15,000	TON	\$ 30.00	\$ 450,000.00
11	Tack Coat	2,100	GAL	\$ 3.50	\$ 7,350.00
12	Superpave FAA 45	6,200	TON	\$ 100.00	\$ 620,000.00
13	Cored Sample	16	EA	\$ 50.00	\$ 800.00
14	PG 58-28 Asphalt Cement	269	TON	\$ 650.00	\$ 174,850.00
15	PG 64-28 Asphalt Cement	134	TON	\$ 750.00	\$ 100,500.00
16	Mobilization	1	LSUM	\$ 116,000.00	\$ 116,000.00
17	Traffic Control	1	LSUM	\$ 150,000.00	\$ 150,000.00
18	Contractor's Laboratory	1	EA	\$ 5,000.00	\$ 5,000.00
19	Seeding & Erosion Control	1.0	MILE	\$ 35,000.00	\$ 35,000.00
20	Pipe Culverts	1.0	MILE	\$ 65,000.00	\$ 65,000.00
21	Pavement Marking	1	LSUM	\$ 5,000.00	\$ 5,000.00
<b>TOTAL ESTIMATED CONSTRUCTION COST</b>					<b>\$ 2,320,000.00</b>
<b>CONSTRUCTION CONTINGENCIES</b> 3% of Construction Costs					<b>\$ 69,600.00</b>
<b>CONSTRUCTION ENGINEERING</b>					<b>\$ 260,400.00</b>
<b>UTILITY RELOCATIONS</b>					<b>\$ 100,000.00</b>
<b>R/W ACQUISITION</b>					<b>\$ 20,000.00</b>
<b>TOTAL ESTIMATED COST</b>					<b>\$ 2,770,000.00</b>

February 5, 2015  
 Project No. 3314116





## OPINION OF COST

COIA-0045(061) PCN 20297 Phase 2  
 116th Ave Southwest, from Old Hwy 10 North to Truck Bypass Route &  
 Widening for Additional Turning Lanes on Hwy 10 & 116th South of Hwy 10  
 Stark County, North Dakota  
 Project Length: 1.1 Miles

8.5" HBP with 16" Aggregate Base; Finished Top 2-12' lanes with 16' center median & 8' shoulders  
 Include 2" Overlay over Turning lanes on Hwy 10 and 116th Ave SW south of Hwy 10  
 (Paving Only)

Item No.	Description	Quantity	Unit	Unit Cost	Total Sum
1	Contract Bond	1	LSUM	\$ 16,125.00	\$ 16,125.00
2	Water	100	MGAL	\$ 30.00	\$ 3,000.00
3	Reshaping Roadway	49.0	STA	\$ 500.00	\$ 24,500.00
4	Aggregate Base Course Cl 5	1,000	TON	\$ 45.00	\$ 45,000.00
5	Tack Coat	3,750	GAL	\$ 3.50	\$ 13,125.00
6	Milling Pavement Surface	900	SY	\$ 10.00	\$ 9,000.00
7	Superpave FAA 45	11,500	TON	\$ 100.00	\$ 1,150,000.00
8	Cored Sample	90	EA	\$ 50.00	\$ 4,500.00
9	PG 58-28 Asphalt Cement	482	TON	\$ 650.00	\$ 313,300.00
10	PG 64-34 Asphalt Cement	237	TON	\$ 850.00	\$ 201,450.00
11	Mobilization	1	LSUM	\$ 100,000.00	\$ 100,000.00
12	Traffic Control	1	LSUM	\$ 50,000.00	\$ 50,000.00
13	Contractor's Laboratory	1	EA	\$ 5,000.00	\$ 5,000.00
14	Pavement Marking	1	LSUM	\$ 50,000.00	\$ 50,000.00
<b>TOTAL ESTIMATED CONSTRUCTION COST</b>					<b>\$ 1,985,000.00</b>
<b>CONSTRUCTION CONTINGENCIES</b>				3% of Construction Cost	<b>\$ 59,550.00</b>
<b>CONSTRUCTION ENGINEERING</b>					<b>\$ 105,450.00</b>
<b>TOTAL ESTIMATED COST</b>					<b>\$ 2,150,000.00</b>

February 5, 2015  
 Project No. 3313111



## OPINION OF COST

COIA-0045(056) PCN 20557 Phase 2  
 38th Street SW 1 mile west and 1 mile south of Belfield  
 Stark County, North Dakota  
 Project Length: 1.0 miles  
 Paving (Estimated Section 7" HBP with 4" Treated Aggregate Base)

Item No.	Description	Quantity	Unit	Unit Cost	Total Sum
1	Contract Bond	1	LSUM	\$ 12,350.00	\$ 12,350.00
2	Water	150	MGAL	\$ 30.00	\$ 4,500.00
3	Aggregate Base Course	4,800	TON	\$ 40.00	\$ 192,000.00
4	Tack Coat	2,100	GAL	\$ 3.50	\$ 7,350.00
5	Superpave FAA 45	7,700	TON	\$ 100.00	\$ 770,000.00
6	Cored Sample	12	EA	\$ 50.00	\$ 600.00
7	PG 58-28 Asphalt Cement	358	TON	\$ 650.00	\$ 232,700.00
8	PG 64-28 Asphalt Cement	143	TON	\$ 800.00	\$ 114,400.00
9	Liquid Base Stabilizer	460	GAL	\$ 35.00	\$ 16,100.00
10	Mobilization	1	LSUM	\$ 75,000.00	\$ 75,000.00
11	Traffic Control	1	LSUM	\$ 30,000.00	\$ 30,000.00
12	Bituminous Laboratory	1	EA	\$ 5,000.00	\$ 5,000.00
13	Contractor's Laboratory	1	EA	\$ 5,000.00	\$ 5,000.00
14	Seeding & Erosion Control	1.0	MILE	\$ 15,000.00	\$ 15,000.00
15	Pavement Marking	1	LSUM	\$ 5,000.00	\$ 5,000.00
<b>TOTAL ESTIMATED CONSTRUCTION COST</b>					<b>\$ 1,485,000.00</b>
<b>CONSTRUCTION CONTINGENCIES</b>				3% of Construction Cost	<b>\$ 44,550.00</b>
<b>CONSTRUCTION ENGINEERING</b>					<b>\$ 110,450.00</b>
<b>TOTAL ESTIMATED COST</b>					<b>\$ 1,640,000.00</b>

February 5, 2015





**STARK COUNTY PROJECT ESTIMATES**

Project Location	Project Description	Project Number	PCN	Project Costs				Funding Source			
				Construction	Utility Relocation	R/W	Construction Engineering	Total Cost	Federal Aid	County	Surge
32nd St SW	Grading & Aggr Base	COIA-0045(059)	20560	\$ 1,488,350	\$ 100,000	\$ 20,000	\$ 186,650	\$ 1,795,000	\$ -	\$ -	\$ 1,795,000
32nd St SW - Phase 2	Paving	COIA-0045(059)	20560	\$ 1,400,800	\$ -	\$ -	\$ 99,200	\$ 1,500,000	\$ -	\$ -	\$ 1,500,000
112th Ave SW from 32nd to 30th	Grading & Aggr Surf	COIA-0045(062)	20986	\$ 1,318,400	\$ 183,000	\$ 50,000	\$ 168,600	\$ 1,720,000	\$ -	\$ -	\$ 1,720,000
112th Ave SW from 33rd to 32nd	Grading & Paving	COIA-0045(063)	20897	\$ 2,389,600	\$ 100,000	\$ 20,000	\$ 260,400	\$ 2,770,000	\$ -	\$ -	\$ 2,770,000
116th Ave SW - Phase 2	Paving	COIA-0045(061)	20297	\$ 2,044,550	\$ -	\$ -	\$ 105,450	\$ 2,150,000	\$ -	\$ -	\$ 2,150,000
38th St SW - Phase 2	Aggr Base & Paving	COIA-0045(056)	20557	\$ 1,529,550	\$ -	\$ -	\$ 110,450	\$ 1,640,000	\$ -	\$ -	\$ 1,640,000
Veverka Pit	Crushing			\$ 634,500	\$ -	\$ -	\$ -	\$ 634,500	\$ -	\$ 634,500	\$ -
Hindley Pit	Crushing			\$ 211,500	\$ -	\$ -	\$ -	\$ 211,500	\$ -	\$ 211,500	\$ -
County Wide	Gravel			\$ 2,000,000	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -
<b>Total</b>								<b>\$ 14,421,000</b>	<b>\$ -</b>	<b>\$ 2,846,000</b>	<b>\$ 11,575,000</b>

\*No federal funds available in 2015 for Stark County, Federal Aid Project BRO-0045(060) PCN 20705 will be constructed in 2016.

\*\*Mill levy funds are reserved for the remaining balance on Federal Aid Project BRO-0045(060) PCN 20705 which will be constructed in 2016.

\*\*\*Oil tax revenue is being used for gravel crushing and county wide graveling & maintenance.

\*\*\*\*Highway distribution tax is for paying road employees' salaries & benefits, and other road projects as needed.

\*\*\*\*\*All state funds have been used or are allocated to previous projects.

February 5, 2015

DESCRIPTION	EXPECTED	ABATEMENTS	ADDED TAXES	DISCOUNTS	TOT COLL	MTD COLL	UNCOLLECTED
STARK COUNTY							
01-COUNTY GENERAL	1,325,136.64	4,433.95	48.65	58,666.47	1,262,018.43		66.44
04-SPECIAL ROAD AND BRIDGE	86,353.50	282.67	3.18	3,826.05	82,243.47		4.49
12-FARM TO MARKET/FED AID ROAD	575,690.11	1,884.32	21.17	25,507.02	548,290.53		29.41
22-COUNTY POOR	1,762,763.06	5,769.79	64.82	78,102.77	1,678,865.67		89.65
08-JAIL	575,690.11	1,884.32	21.17	25,507.02	548,290.53		29.41
11-SOCIAL SECURITY	130,106.04	425.89	4.79	5,764.61	123,913.64		6.69
TECHNOLOGY LEVY FUND	230,276.11	753.74	8.47	10,202.86	219,316.26		11.72
14-EXTENSION AGENT	115,138.05	376.82	4.23	5,101.39	109,658.13		5.94
13-VETERANS SERVICE OFFICE	71,961.28	235.54	2.65	3,188.44	68,536.36		3.59
24-ADVERTISING	28,784.56	94.26	1.06	1,275.41	27,414.49		1.46
35-INSURANCE RESERVE	35,117.11	114.93	1.29	1,556.00	33,445.71		1.76
62-COMP. HEALTH CARE	115,138.05	376.82	4.23	5,101.39	109,658.13		5.94
00-COUNTY FAIR BOARD	86,353.50	282.67	3.18	3,826.05	82,243.47		4.49
67-VECTOR CONTROL	57,569.01	188.45	2.12	2,550.62	54,829.05		3.01
21-SENIOR CITIZENS	57,569.01	188.45	2.12	2,550.62	54,829.05		3.01
17-SW HEALTH DISTRICT	182,493.81	597.33	6.71	8,085.77	173,808.16		9.26
19-CO. JOB DEVELOPMENT AUTH.	115,138.05	376.82	4.23	5,101.39	109,658.13		5.94
TOTAL ENTITY	5,551,278.00	18,266.77	204.07	245,913.88	5,287,019.21		282.21



DESCRIPTION	EXPECTED	ABATEMENTS	ADDED TAXES	DISCOUNTS	TOT COLL	MTD COLL	UNCOLLECTED
STARK COUNTY							
01-COUNTY GENERAL	1,450,379.81	10,041.93	52.25	64,238.33	1,376,151.50	7.68	.30
04-SPECIAL ROAD AND BRIDGE	101,395.44	702.94	3.66	4,496.73	96,199.52	.53	.09-
12-FARM TO MARKET/FED AID ROAD	629,784.78	4,366.01	22.71	27,929.73	597,511.70	3.30	.05
22-COUNTY POOR	1,632,402.26	11,316.69	58.86	72,393.98	1,548,750.49	8.55	.04-
08-JAIL	629,784.78	4,366.01	22.71	27,929.73	597,511.70	3.30	.05
11-SOCIAL SECURITY	251,913.97	1,746.39	9.08	11,171.95	239,004.66	1.32	.05
TECHNOLOGY LEVY FUND	251,913.97	1,746.39	9.08	11,171.95	239,004.66	1.32	.05
14-EXTENSION AGENT	125,956.98	873.18	4.54	5,585.87	119,502.41	.66	.06
13-VETERANS SERVICE OFFICE	78,723.10	545.75	2.84	3,491.27	74,688.94	.41	.02-
24-ADVERTISING	31,489.22	218.28	1.14	1,396.39	29,875.60	.17	.09
35-INSURANCE RESERVE	36,527.54	253.24	1.31	1,619.91	34,655.76	.19	.06-
62-COMP. HEALTH CARE	251,913.97	1,746.39	9.08	11,171.95	239,004.66	1.32	.05
00-COUNTY FAIR BOARD	94,467.76	654.87	3.40	4,189.45	89,626.82	.49	.02
67-VECTOR CONTROL	62,978.45	436.59	2.27	2,793.01	59,751.15	.32	.03-
21-SENIOR CITIZENS	62,978.45	436.59	2.27	2,793.01	59,751.15	.32	.03-
17-SW HEALTH DISTRICT	221,054.41	1,532.48	7.97	9,803.40	209,726.66	1.16	.16-
19-CO. JOB DEVELOPMENT AUTH.	125,956.98	873.18	4.54	5,585.87	119,502.41	.66	.06
TOTAL ENTITY	6,039,621.87	41,856.91	217.71	267,762.53	5,730,219.79	31.70	.35

DESCRIPTION	EXPECTED	ABATEMENTS	ADDED TAXES	DISCOUNTS	TOT COLL	MTD COLL	UNCOLLECTED
STARK COUNTY							
01-COUNTY GENERAL	1,564,509.65	5,890.54	250.04	69,194.73	1,489,679.24	1.15	4.82-
04-SPECIAL ROAD AND BRIDGE	100,931.96	294.51	16.31	4,512.78	96,140.90	.08	.08
12-FARM TO MARKET/FED AID ROAD	672,879.27	1,963.40	108.72	30,084.52	640,939.01	.50	1.06
22-COUNTY POOR	1,821,484.34	5,314.90	294.30	81,438.87	1,735,022.09	1.35	2.78
08-JAIL	672,879.27	1,963.40	108.72	30,084.52	640,939.01	.50	1.06
11-SOCIAL SECURITY	269,151.73	785.37	43.49	12,033.80	256,375.64	.20	.41
TECHNOLOGY LEVY FUND	269,151.73	785.37	43.49	12,033.80	256,375.64	.20	.41
14-EXTENSION AGENT	134,575.82	392.67	21.74	6,016.94	128,187.75	.10	.20
13-VETERANS SERVICE OFFICE	84,109.88	245.43	13.60	3,760.58	80,117.37	.06	.10
24-ADVERTISING	33,643.99	98.14	5.44	1,504.23	32,046.92	.02	.14
35-INSURANCE RESERVE	33,643.99	98.14	5.44	1,504.23	32,046.92	.02	.14
62-COMP. HEALTH CARE	269,151.73	785.37	43.49	12,033.80	256,375.64	.20	.41
00-COUNTY FAIR BOARD	100,931.96	294.51	16.31	4,512.78	96,140.90	.08	.08
67-VECTOR CONTROL	67,287.97	196.38	10.87	3,008.42	64,094.02	.05	.02
21-SENIOR CITIZENS	67,287.97	196.38	10.87	3,008.42	64,094.02	.05	.02
17-SW HEALTH DISTRICT	244,255.15	712.72	39.47	10,920.69	232,660.86	.18	.35
19-CO. JOB DEVELOPMENT AUTH.	134,575.82	392.67	21.74	6,016.94	128,187.75	.10	.20
TOTAL ENTITY	6,540,452.23	20,409.90	1,054.04	291,670.05	6,229,423.68	4.84	2.64



JNC10 TAX YEAR...2011 UNCOLLECTED LEDGER FOR..... STARK COUNTY					DECEMBER 2014		PAGE... 0001	
DESCRIPTION	EXPECTED	ABATEMENTS	ADDED TAXES	DISCOUNTS	TOT COLL	MTD COLL	UNCOLLECTED	
STARK COUNTY								
01-COUNTY GENERAL	1,754,123.67	3,754.68	141.55	78,240.19	1,672,267.14	2.57	3.21	
04-SPECIAL ROAD AND BRIDGE	114,325.94	244.85	9.22	5,102.66	108,987.39	.17	.26	
12-FARM TO MARKET/FED AID ROAD	762,172.79	1,632.46	61.52	34,017.72	726,583.27	1.12	.86	
22-COUNTY POOR	1,753,759.75	3,756.30	141.56	78,274.70	1,671,868.06	2.59	2.25	
08-JAIL	762,172.79	1,632.46	61.52	34,017.72	726,583.27	1.12	.86	
11-SOCIAL SECURITY	304,869.12	652.98	24.61	13,607.07	290,633.29	.45	.39	
TECHNOLOGY LEVY FUND	304,869.12	652.98	24.61	13,607.07	290,633.29	.45	.39	
14-EXTENSION AGENT	152,434.56	326.52	12.31	6,803.55	145,316.70	.22	.10	
13-VETERANS SERVICE OFFICE	95,271.59	204.05	7.69	4,252.22	90,822.90	.14	.11	
24-ADVERTISING	38,108.61	81.60	3.07	1,700.88	36,329.11	.06	.09	
35-INSURANCE RESERVE	38,108.61	81.60	3.07	1,700.88	36,329.11	.06	.09	
62-COMP. HEALTH CARE	304,869.12	652.98	24.61	13,607.07	290,633.29	.45	.39	
00-COUNTY FAIR BOARD	114,325.94	244.85	9.22	5,102.66	108,987.39	.17	.26	
67-VECTOR CONTROL	76,217.39	163.26	6.15	3,401.80	72,658.32	.11	.16	
21-SENIOR CITIZENS	76,217.39	163.26	6.15	3,401.80	72,658.32	.11	.16	
17-SW HEALTH DISTRICT	275,144.37	589.35	22.21	12,280.45	262,296.50	.41	.28	
19-CO. JOB DEVELOPMENT AUTH.	76,217.39	163.26	6.15	3,401.80	72,658.32	.11	.16	
TOTAL ENTITY	7,003,208.15	14,997.44	565.22	312,520.24	6,676,245.67	10.31	10.02	

MONTH, YEAR	PAYMENTS*	MISC.RECEIPTS	TAX COLLECTED
January 2012	\$ 6,530,993.09	\$ 1,564,825.60	\$ 5,643,004.75
January 2013	\$ 5,834,467.67	\$ 1,829,200.44	\$ 8,181,796.41
January 2014	\$ 5,593,813.77	\$ 1,785,583.97	\$ 8,994,475.87
February 2012	\$ 5,491,663.90	\$ 1,348,021.58	\$ 7,784,964.69
February 2013	\$ 7,584,907.11	\$ 2,020,278.31	\$ 9,502,915.46
February 2014	\$ 7,603,974.94	\$ 2,266,499.06	\$ 9,365,668.33
March 2012	\$ 6,648,726.28	\$ 1,493,022.90	\$ 840,827.71
March 2013	\$ 7,816,345.69	\$ 1,414,036.27	\$ 820,737.46
March 2014	\$ 7,381,361.19	\$ 1,479,508.48	\$ 1,471,453.03
April 2012	\$ 1,888,840.54	\$ 1,384,758.12	\$ 162,254.04
April 2013	\$ 2,666,271.85	\$ 1,641,054.06	\$ 270,873.84
April 2014	\$ 2,509,591.24	\$ 2,640,318.31	\$ 3,065,153.56
May 2012	\$ 1,362,648.65	\$ 7,898,091.37	\$ 96,171.86
May 2013	\$ 1,843,131.53	\$ 1,314,510.49	\$ 90,409.88
May 2014	\$ 4,030,648.02	\$ 1,495,062.59	\$ 384,936.26
June 2012	\$ 3,431,673.03	\$ 1,035,539.29	\$ 424,509.44
June 2013	\$ 2,182,423.41	\$ 1,376,310.70	\$ 76,415.82
June 2014	\$ 3,615,800.20	\$ 2,008,215.61	\$ 979,241.35
July 2012	\$ 1,310,946.12	\$ 2,519,799.62	\$ 39,967.38
July 2013	\$ 2,335,165.82	\$ 7,347,355.65	\$ 60,408.31
July 2014	\$ 3,629,052.99	\$ 2,940,760.68	\$ 65,692.47
August 2012	\$ 2,065,656.16	\$ 876,499.05	\$ 54,975.92
August 2013	\$ 2,513,063.11	\$ 1,020,616.63	\$ 61,872.55
August 2014	\$ 2,002,986.42	\$ 1,895,992.66	\$ 43,518.02
September 2012	\$ 1,896,841.42	\$ 2,362,114.69	\$ 87,453.61
September 2013	\$ 1,916,044.36	\$ 3,734,026.26	\$ 96,071.52
September 2014	\$ 2,339,904.06	\$ 2,228,814.10	\$ 240,299.62
October 2012	\$ 2,613,699.52	\$ 2,341,873.65	\$ 284,402.05
October 2013	\$ 4,565,011.28	\$ 2,732,962.99	\$ 665,904.34
October 2014	\$ 4,895,519.24	\$ 3,996,273.43	\$ 585,224.47
November 2012	\$ 4,102,269.06	\$ 2,068,482.70	\$ 38,444.87
November 2013	\$ 2,988,215.67	\$ 1,606,613.83	\$ 51,519.34
November 2014	\$ 2,871,484.94	\$ 2,101,226.77	\$ 98,832.77
December 2012	\$ 2,541,998.79	\$ 1,740,386.88	\$ 6,620,660.82
December 2013	\$ 1,844,614.84	\$ 3,369,579.30	\$ 5,573,254.86
December 2014	\$ 2,426,462.80	\$ 2,005,592.28	\$ 6,446,305.43

\* Payments do not include payroll.





February 10, 2015

Mr. Chris Kadmras  
Legislative Council  
600 East Boulevard Avenue  
Bismarck, ND 58505  
cjkadrmras@nd.gov

RE: Request for Information

Dear Mr. Kadmras,

Please find below the information requested per Chairman Delzer to be used in relation with Senate Bill No. 2103:

1. Williams County anticipates using funding from the "Surge" bill for two primary categories. The Williams County Highway Department will use a large portion of funds allotted to get a head start on early bidding for road projects in the county. A smaller portion of "surge" funding received will go toward the first phase of a much larger project to address space needs. This project overall will include a jail expansion and an expansion of county office space. The surge funding will help to fund the initial steps of this project, but there will be considerable costs later into the 2015 construction season to get the full project underway.
2. The amount of "Surge" funding that is needed prior to June 30, 2015 will be an estimated \$60,200,000.00. A large portion of the funds will be spent on road improvement projects across the county. A smaller portion of the funds will be used on projects to increase space for county and state services, part of a larger project to solve the space issue at Williams County. Details on all projects intending to use funding from the "Surge" funding are detailed below.
3. "Shovel ready" projects with the Williams County Highway Department alone total **\$96,200,000.00** for the construction season of 2015. It is the intent of Williams County to fund these projects completely with the funding from the "Surge" bill Senate Bill No. 2103.

County Highway "Shovel Ready" Projects				
Road	Description	Miles	Bid Opening	Estimate
CO. 15	FROM HWY 2 SOUTH TO 1804 (GRIND/STABILIZE/CHIP)	13	MARCH	\$6,500,000.00
CO. 11	FROM ALAMO NORTH TO CO. LINE (GRIND/STABILIZE CHIP)	3.5	MARCH	\$1,750,000.00
CO. 7	FROM HWY 50 SOUTH TO CO. 12 AND ½ MILE EACH WAY (REBUILD)	6	MARCH	\$3,600,000.00
CO. 7	FROM CO. 8A NORTH TO CO. 10 (REBUILD)	2	MARCH	\$1,200,000.00
CO. 8	FROM HWY 2 EAST TO CO. 9 (GRADE/GRAVEL/STABILIZER/CHIP)	3	MARCH	\$9,000,000.00
CO. 9	FROM HWY 2 NORTH TO C. 10 WEST (GRADE/GRAVEL/STABILIZER/CHIP)	5	MARCH	\$4,000,000.00
CO.19	HWY 2 NORTH TO CO. 10 EAST	5	APRIL	\$2,500,000.00

**BOARD OF COMMISSIONERS**

First District – Martin Hanson | Second District - Dan Kalil | Third District – Wayne Aberle  
Fourth District - David Montgomery | Fifth District – Barry Ramberg

PO Box 2047 | 205 E. Broadway | Williston, ND 58802-2047 | Phone 701.577.4500 | Fax 701.577.4510 | www.williamsnd.com

	(GRIND/GRAVEL/STABILIZER/CHIP			
CO. 8	CO. 21 EAST (REBUILD/CONCRETE)	3	MAY	\$10,000,000.00
CO. 15	1804 SOUTH TO LEWIS/CLARK (GRADE/GRAVEL/PAVE)	3	MAY	\$3,000,000.00
CO. 17	FROM HWY 2 NORTH TO HWY 50 (WIDEN PAVE)	17	JUNE	\$18,000,000.00
CO. 8	FROM HWY 85 WEST TO CO. 5 (CHIP)	15	TBD PER CONSULTANT	\$3,000,000.00
CO. 19	HWY 50 NORTH TO CO. LINE (DBL CHIP)	3	TBD PER CONSULTANT	\$600,000.00
CO. 10	FROM CO. 21 WEST (DBL CHIP)	5	TBD PER CONSULTANT	\$1,000,000.00
CO. 17A	FROM HWY 1804 SOUTH (GRIND/STABILIZE/CHIP)	2	TBD PER CONSULTANT	\$1,000,000.00
CO. 17	FROM HWY 2 SOUTH TO CO. 8 (CHIP)	4	TBD PER CONSULTANT	\$800,000.00
CO. 3	FROM ZAHL NORTH TO CO. LINE (GRIND/STABILIZE/CHIP)	5.5	TBD PER CONSULTANT	\$2,750,000.00
CO. 8	CO. 42 EAST TO CO. 15 (GRIND/GRAVEL/STABILIZE/CHIP)	4	TBD PER CONSULTANT	\$2,000,000.00
CO. 8	EPPING (CO. 42) WEST TO CO. 9 (GRIND/GRAVEL/STABILIZE/CHIP)	10	TBD PER CONSULTANT	\$4,500,000.00
52 <sup>ND</sup> ST	CITY LIMITS TO CO. 4	2	TBD PER CONSULTANT	\$2,000,000.00
CO. 23	PHASE II PHASE I LIMIT TO HWY 1804 (REBUILD)	5	TBD PER CONSULTANT	\$4,000,000.00
CO. 42	FROM HWY 2 SOUTH TO EPPING AND CO. 8 BY ENERGY RR TERMINAL (WIDEN/CONCRETE)	5	TBD PER CONSULTANT	\$15,000,000.00
	<b>TOTAL MILES</b>	<b>43.5</b>	<b>TOTAL ESTIMATE</b>	<b><u>\$96,200,000.00</u></b>

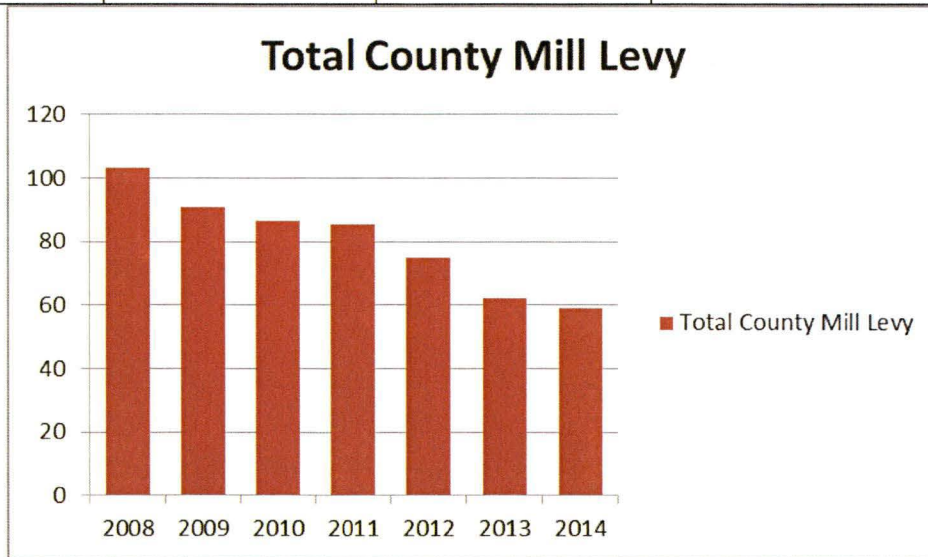
In addition to County Highway projects, Williams County plans to use some funds from the "Surge" funding to start a large scale project to solve the need for space at the county. Two parts of this project will be bid and completed during the 2015 construction season for a total cost **\$650,000.00**. The first project will be a remodel of a currently owned building so that it is ADA compliant to allow an increase in the level of office occupancy. This project's estimated cost is \$500,000.00. The second project will be to accommodate the needs of the State District Court system which resides in our buildings. The expectation of an approval for an additional judge (pending the legislative session) for the District Court offices requires the need for a conversion of 2,000 square feet of

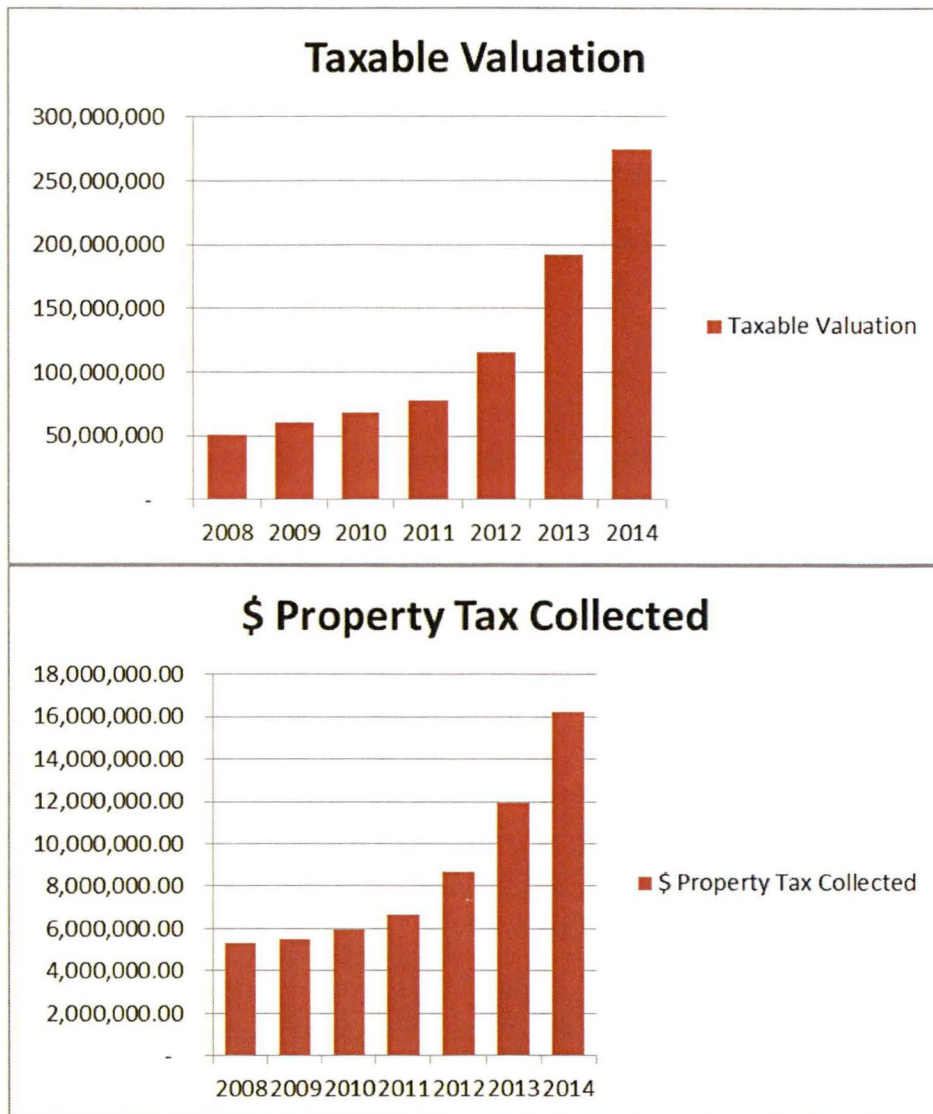


space to accommodate the additional needs this judge would require. Office space would be converted to accommodate this individual and to provide them with an office and a hearing room. The estimated project cost is \$150,000.00. Both of the projects described expect to be wholly funded from the "Surge" funding bill.

4. A schedule which shows Williams County's total county mill levy, taxable valuation, and property tax collections for each year since 2008 follows below:

Year	Total County Mill Levy	Taxable Valuation	\$ Property Tax Collected
2008	103.22	51,357,399	5,301,110.72
2009	90.80	60,912,734	5,530,876.25
2010	86.68	68,965,853	5,977,960.14
2011	85.39	77,927,382	6,654,219.15
2012	75.10	115,879,727	8,702,567.50
2013	62.03	192,193,482	11,921,761.69
2014	59.20	274,577,105	16,254,964.62





5. The value of building permits issued in 2014 expected to be added to taxable valuation in 2015 was **\$262,749,214.99**. Williams County offers no tax breaks and has not for many years.



SB 2103  
2/11/15

#3

Testimony in Support of SB 2103  
Kelly M. Armstrong

In April of 2006 a horizontal test well was drilled in Mountrail County. Shortly thereafter the Parshall 1-36H came online and the North Dakota Shale revolution began.

Since that time our state has seen unprecedented economic growth. Backed by strong Ag prices and a transcendent oil and gas development play, North Dakotans have seen wages grow, unemployment shrink, and insulation from the worldwide economic recession.

All the while our communities in western North Dakota have been besieged by growth. The strains on local roads and infrastructure cannot be overestimated. Communities that were dealing with out migration and shrinking populations now faces massive infrastructure projects for which they cannot support at the local level. The local taxing structures are simply not designed to handle such explosive growth.

And that is where 2103 comes in. At its heart, this is a local roads and infrastructure bill.

It is a way for this body to recognize the challenges these communities face and provide much needed funding quickly so that these communities can take full advantage of the 2015 construction season and to finally begin to get ahead of the infrastructure challenges they are faced with.

The two major factors that can curtail the energy industries continued success in North Dakota are price and infrastructure. While we cannot do anything about price as it is set at an international lever, we can and must deal with the infrastructure problem to ensure continued economic success for our state.

This strategic investment for infrastructure improvements in our local communities is a smart investment for North Dakota. Local Ag producers will benefit, the oil and gas industry will benefit. And the communities across the region will have a fighting chance to get out ahead of the significant challenges they face.

# NORTH DAKOTA HOUSE OF REPRESENTATIVES



STATE CAPITOL  
600 EAST BOULEVARD  
BISMARCK, ND 58505-0360



**Representative Vicky Steiner**

District 37  
859 Senior Avenue  
Dickinson, ND 58601-3755

Residence: 701-225-4227  
Cell: 701-290-1376  
vsteiner@nd.gov

SB 2103  
2/11/15

**COMMITTEES:**  
Finance and Taxation  
Government and Veterans Affairs

February 11, 2015

## In Support 2103- Surge funding from the SIIF funds

Chairman Delzer and Members of House Appropriations Committee.

My name is Vicky Steiner, District 37, Dickinson.

Thank you for accommodating this hearing this morning.

We've had a legislative team working on the Surge plan since last February, 12 months ago.

In 2011, we created the Strategic Investment and Improvements Fund which we call the "SIIF". As a refresher, the SIIF fund holds the revenue from assets and collections earned from 758,000 sovereign mineral acres, including those formerly owned by the Bank of N.D. and State Treasurer and minerals located under navigable rivers and lakes.

The SIIF is intended to provide one-time funding expenditures relating to improving state infrastructure or for initiatives to improve the efficiency and effectiveness of state government.

I appreciate the fact that moving forward with the lower oil price, that the chairman may say "Times are tough."



The money for this bill is already collected and in the SIIF. Please release this oil tax revenue and allow them to build the infrastructure needed for the \$30 billion Bakken oil play.

We appreciate the fact that you've been supportive in the past and we look forward to working with you on this bill.

Thank you Chairman Delzer and members of the committee.

# NORTH DAKOTA HOUSE OF REPRESENTATIVES



STATE CAPITOL  
600 EAST BOULEVARD  
BISMARCK, ND 58505-0360



## **Representative Vicky Steiner**

District 37  
859 Senior Avenue  
Dickinson, ND 58601-3755

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**COMMITTEES:**  
Finance and Taxation  
Government and Veterans Affairs

February 11, 2015

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SB 2103  
2/11/15

#5

Good Morning, Chairman Delzer and Members of the Committee. My name is Nicole Poolman, representing District 7 - Bismarck and Lincoln - in the state senate.

You will hear today from many western leaders and citizens advocating for passage of the Surge Bill, but I wanted to be here to remind you that citizens all across our state are concerned about our neighbors in the West. I saw this first-hand during the last election cycle as I - like many of you - ran for reelection and spent a number of hours making phone calls to citizens in the Bismarck - Mandan area. I began my phone calls with a simple question: Is North Dakota headed in the right or wrong direction? Without fail, every single person said we were headed in the right direction, BUT they were concerned about western North Dakota. I made hundreds of calls, and *every single person* answered the same way.

The West needs to catch up, and with the recent drop in oil prices, we can seize this opportunity to do so. This is not the time for legislators across the state to ask, "What's in it for me and my community?" This is the time for us to collectively do what is best for the State of North Dakota. We need to invest in the West as they face their challenges now, so the West can help the rest of the state face challenges for generations to come.



SB2103  
2/11/15

#6

Pam Sharp

PROPOSED AMENDMENTS TO ENGROSSED SENATE BILL NO. 2103

Page 1, line 3, after the semicolon insert "to provide an appropriation to the attorney general for hiring full-time equivalent positions; to provide an appropriation to the state department of health for hiring full-time equivalent positions;"

Page 1, line 3, after "transfer" insert "from the strategic investment and improvements fund to the highway fund; to provide for a transfer from the general fund to the housing incentive fund"

Page 6, after line 16, insert:

**"SECTION 4. APPROPRIATION - TRANSFER - GENERAL FUND TO HOUSING INCENTIVE FUND.** There is appropriated out of any moneys in the general fund in the state treasury, not otherwise appropriated, the sum of \$20,000,000, or so much of the sum as may be necessary, which the office of management and budget shall transfer to the housing incentive fund, for the period beginning with the effective date of this Act, and ending June 30, 2015. The funding provided in this section is considered a one-time funding item.

**SECTION 5. APPROPRIATION - ATTORNEY GENERAL.** There is appropriated out of any moneys in the general fund in the state treasury, not otherwise appropriated, the sum of \$1,000,000, or so much of the sum as may be necessary, to the attorney general for up to ten full-time equivalent positions to assist with law enforcement activities in areas impacted by oil development, for the period beginning with the effective date of this Act, and ending June 30, 2015. The funding provided in this section is considered a one-time funding item.

**SECTION 6. APPROPRIATION - STATE DEPARTMENT OF HEALTH.** There is appropriated out of any moneys in the general fund in the state treasury, not otherwise appropriated, the sum of \$2,000,000, or so much of the sum as may be necessary, to the state department of health for the purpose of hiring up to fifteen additional environmental scientist full-time equivalent positions for the period beginning with the effective date of this Act, and ending June 30, 2015. The funding provided in this section is considered a one-time funding item."

Renumber accordingly

**STATEMENT OF PURPOSE OF AMENDMENT:**

This amendment adds three new sections to provide the following:

- \$20 million transfer from the general fund to the housing incentive fund;
- \$1 million from the general fund to the Attorney General's office for hiring up to 10 FTE positions prior to the start of the 2015-17 biennium; and
- \$2 million from the general fund to the State Department of Health for hiring up to 15 FTE positions prior to the start of the 2015-17 biennium.



**THE HOUSE APPROPRIATIONS  
COMMITTEE**

~~SB 2103~~

SB 2103

2-11-15

#7

**SB 2103**

Grant Levi

Prepared by  
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION  
BISMARCK, NORTH DAKOTA

DIRECTOR  
Grant Levi, P.E.

FEBRUARY 11, 2015



# **House Appropriations Committee**

## **SB 2103**

**NDDOT**  
North Dakota  
Department of Transportation



**February 11, 2015**

# Support SB 2103

## *NDDOT supports SB 2103.*

- Section 3. Appropriation of \$300 million to Department of Transportation.
- It is a portion of the \$1.354 billion for enhanced state highway investment apportionment as requested in HB 1012.
- DOT's Executive Budget included SB 2126 which requested \$450 million. SB 2126 did not pass – the requested \$450 million is reduced to \$300 million in SB 2103.



# State Needs Study

- ▶ The State Needs Study identified resources necessary to take state highways up to Highway Performance Classification System guidelines. These guidelines allow continued seasonal load restrictions.

<b>UGPTI State Highway &amp; Bridge Needs</b>	
<b>Time Frame</b>	<b>Cost in Millions</b>
2015-2016	\$3,543
2017-2018	\$1,878
2019-2020	\$750
2021 - 2022	\$604
2023-2024	\$650



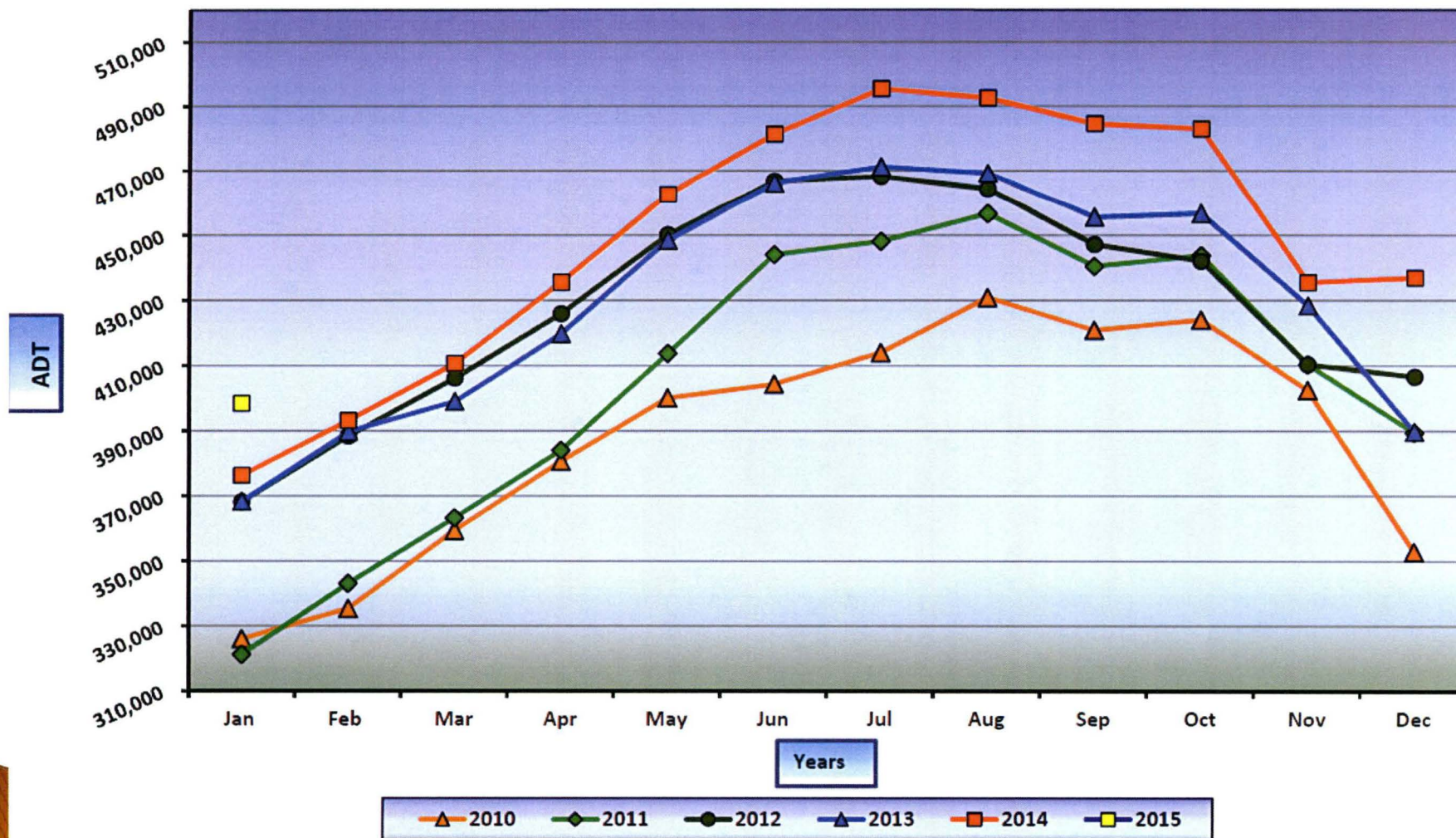
# UGPTI Study for County, Township and Tribal Infrastructure Needs

Period	Unpaved (in millions)	Paved (in millions)	Bridges (in millions)	Final Total (in millions)
2015-16	\$633	\$453	\$86	\$1,172
2017-18	\$574	\$366	\$86	\$1,026
2019-20	\$573	\$322	\$86	\$981
2021-22	\$571	\$297	\$86	\$954
2023-24	\$567	\$143	\$86	\$796

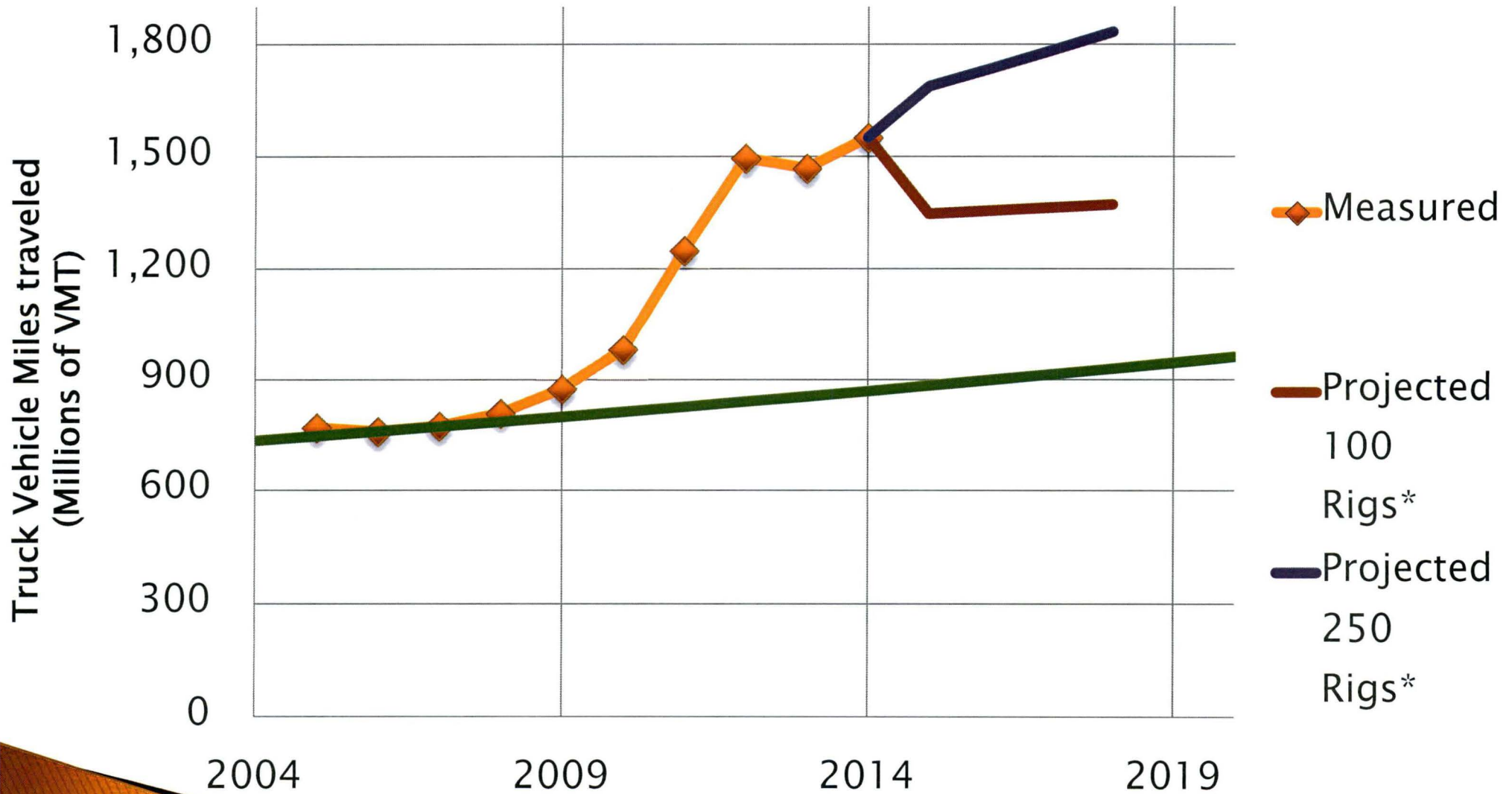


# Traffic Growth

The number of miles driven on State highways have increased. From 2010-2012 North Dakota saw a 22% increase in traffic statewide and a 53% increase in traffic in western North Dakota. Traffic growth remained at high levels in 2013 and 2014.



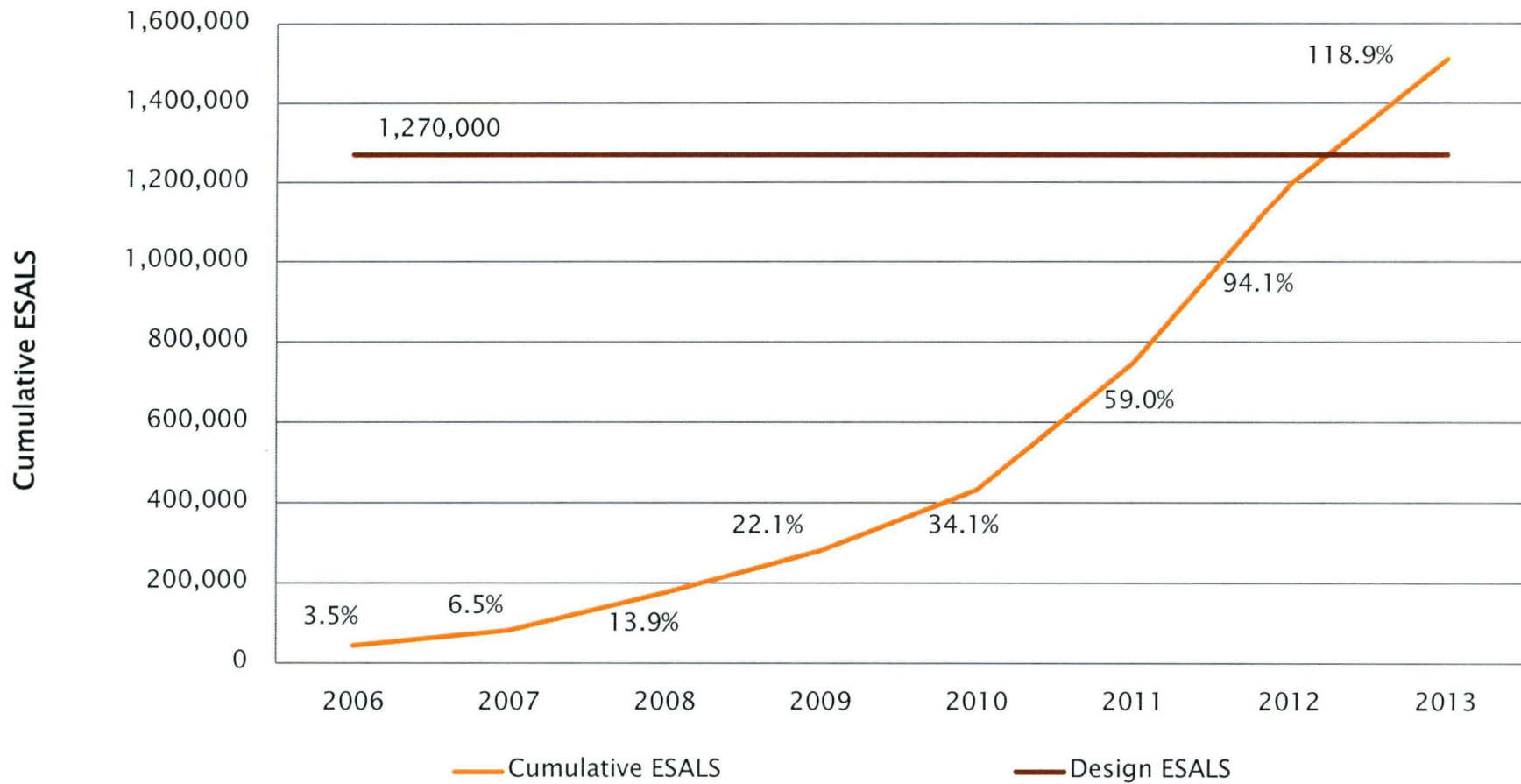
# Truck Traffic Vehicle Miles





# Roadway Design Life

US 2 EB: Stanley East to Palermo  
20 Year Design = 1,270,000 ESALS



# Roadway Design Life

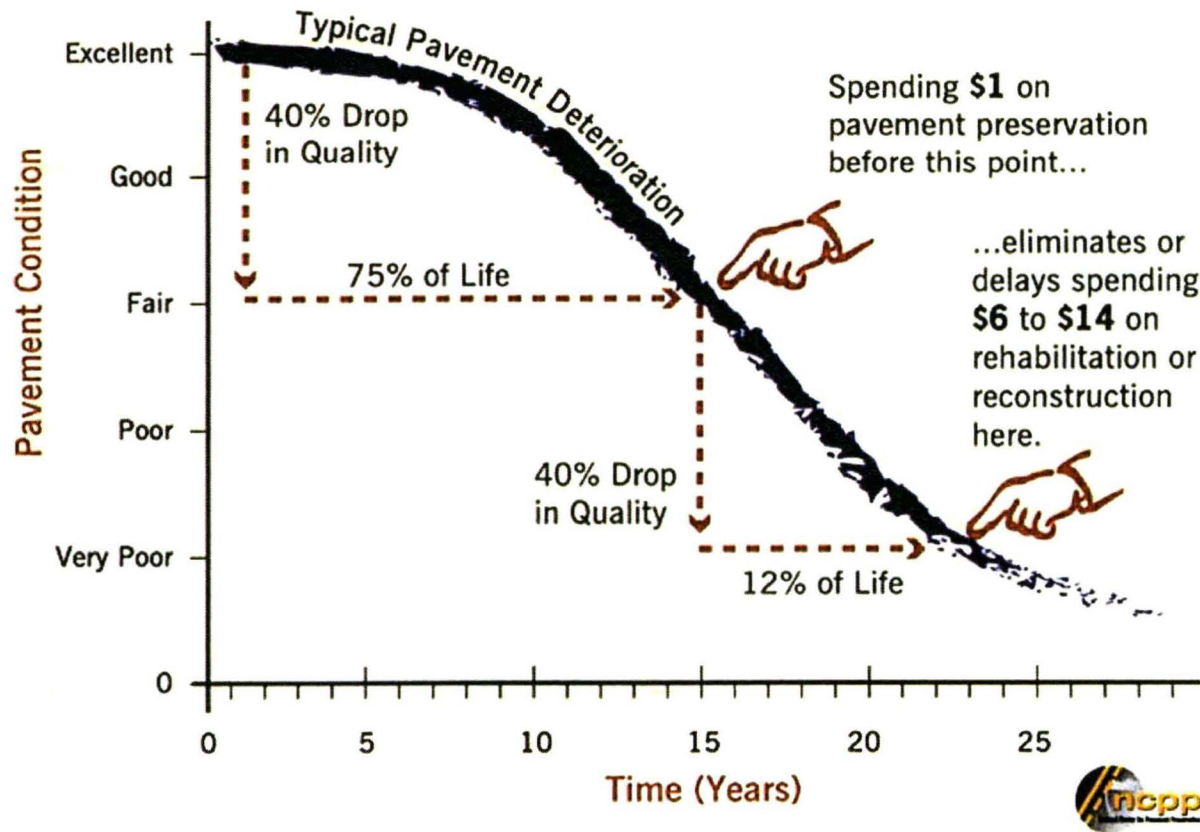


*Rutting on US Highway 2 Eastbound from Stanley to Palermo.*



# Timeliness of Improvements

## PAVEMENT PRESERVATION IS COST EFFECTIVE



Source: National Center for Pavement Preservation.



# 2015-2017 Executive Budget Recommendation

**Recommended Total = \$2.7 billion total appropriation.**

***Oil Producing Counties*** (NDDOT Williston, Minot & Dickinson Districts)

\$ 1.35 billion one time for enhanced state highway investments

\$ 108.8 million - Federal Funds (state & local match) State/Cities/Counties

\$ 4.6 million Federal Carryover

\$ 22.8 million Federal Emergency Relief

***Non-Oil Producing Counties, Cities and Townships*** (NDDOT Districts – Bismarck, Fargo, Devils Lake, Grand Forks, Valley City)

\$ 100 million - Distribution to cities, counties, & townships

\$ 508.2 million - Federal Funds (state & local match) State/Cities/Counties

\$ 57.8 million – Federal Carryover

Executive Budget Request proposed an Early Access bill (SB 2126) – which did not pass. The bill included \$450 million of the \$1.35 billion for enhanced state infrastructure as well as the \$100 million for transportation distributions for non-oil producing counties, cities and townships.

SB 2103 includes \$300 million, therefore reducing the DOT Executive Budget Request for the enhanced state highway system by \$150 million.



# Executive Budget Proposed 2015-17

## Road and Bridge Funding

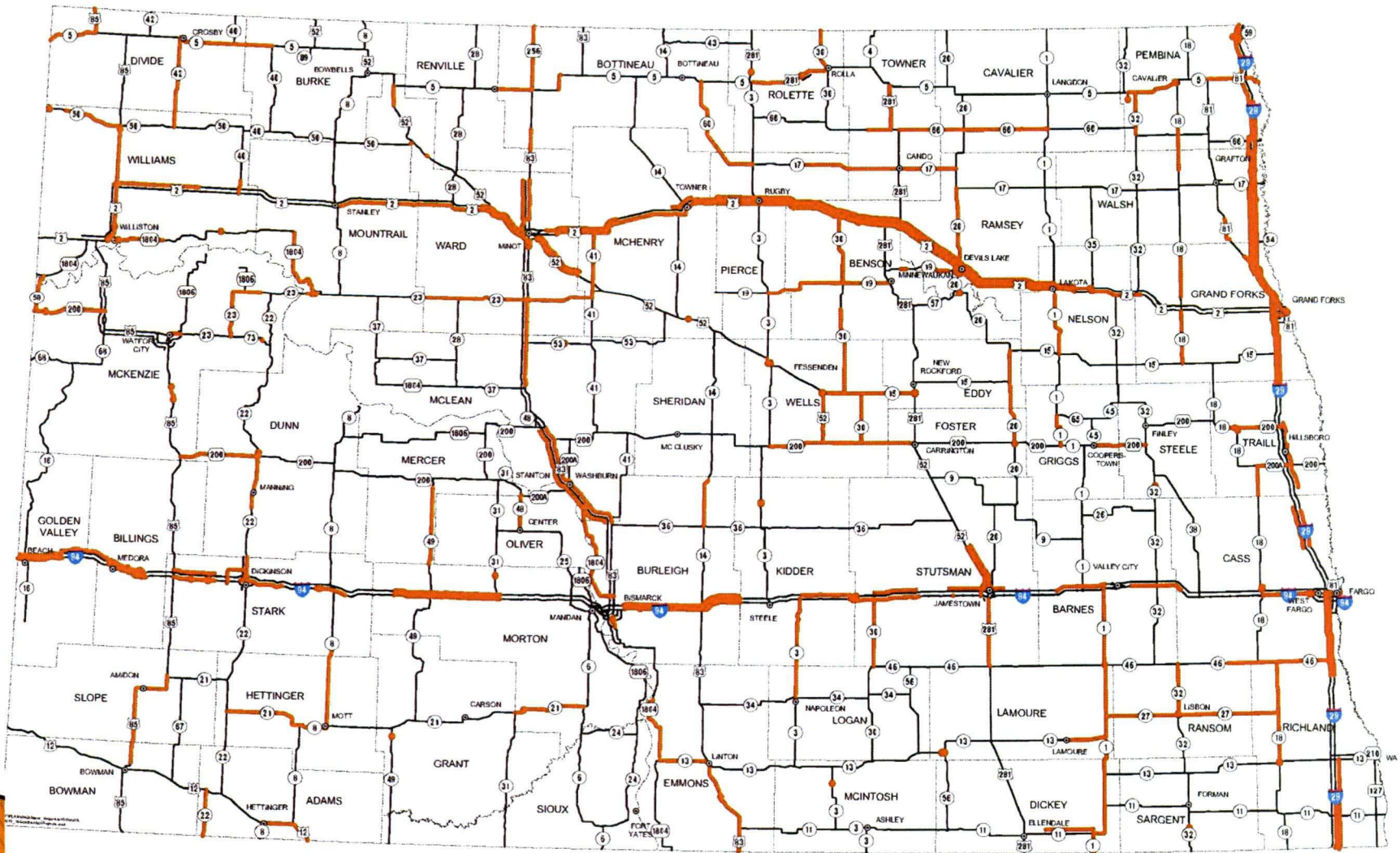
FUNDING 2015-2017 BIENNIUM	WEST REGION (\$ Millions)	CENTRAL & EAST REGIONS (\$ Millions)	TOTAL (\$ Millions)
Enhanced State Highway Investments (Rural, city and state highways)	TOTAL \$1,354.0	TOTAL \$0.0	TOTAL \$1,354.0
Statewide Transportation Improvement Program (2015 - 2016) (Federal funds with state and local matches)	State \$46.6	State \$449.6	State \$496.1
	Urban \$21.5	Urban \$87.4	Urban \$108.9
	County \$45.4	County \$29.1	County \$74.4
	TOTAL \$113.4	TOTAL \$566.0	TOTAL \$679.4
Emergency Relief (ER)	State \$22.8	State \$2.7	State \$25.5
	Urban \$0.0	Urban \$0.0	Urban \$0.0
	County \$0.0	County \$7.2	County \$7.2
	TOTAL \$22.8	TOTAL \$9.8	TOTAL \$32.7
State Funds Non-Oil Producing Counties, Cities, & Townships	\$0.0	\$100.0	\$100.0
<b>TOTAL 2015 - 2017 BIENNIUM</b>	<b>\$1,490.2</b>	<b>\$675.8</b>	<b>\$2,166.1</b>

\* Approximately \$1.875 billion of \$2.166 billion in budget recommendation is being spent on the state system, including state roadways within cities. The remaining funds are for local roadways.



# Proposed Construction 2015-2017

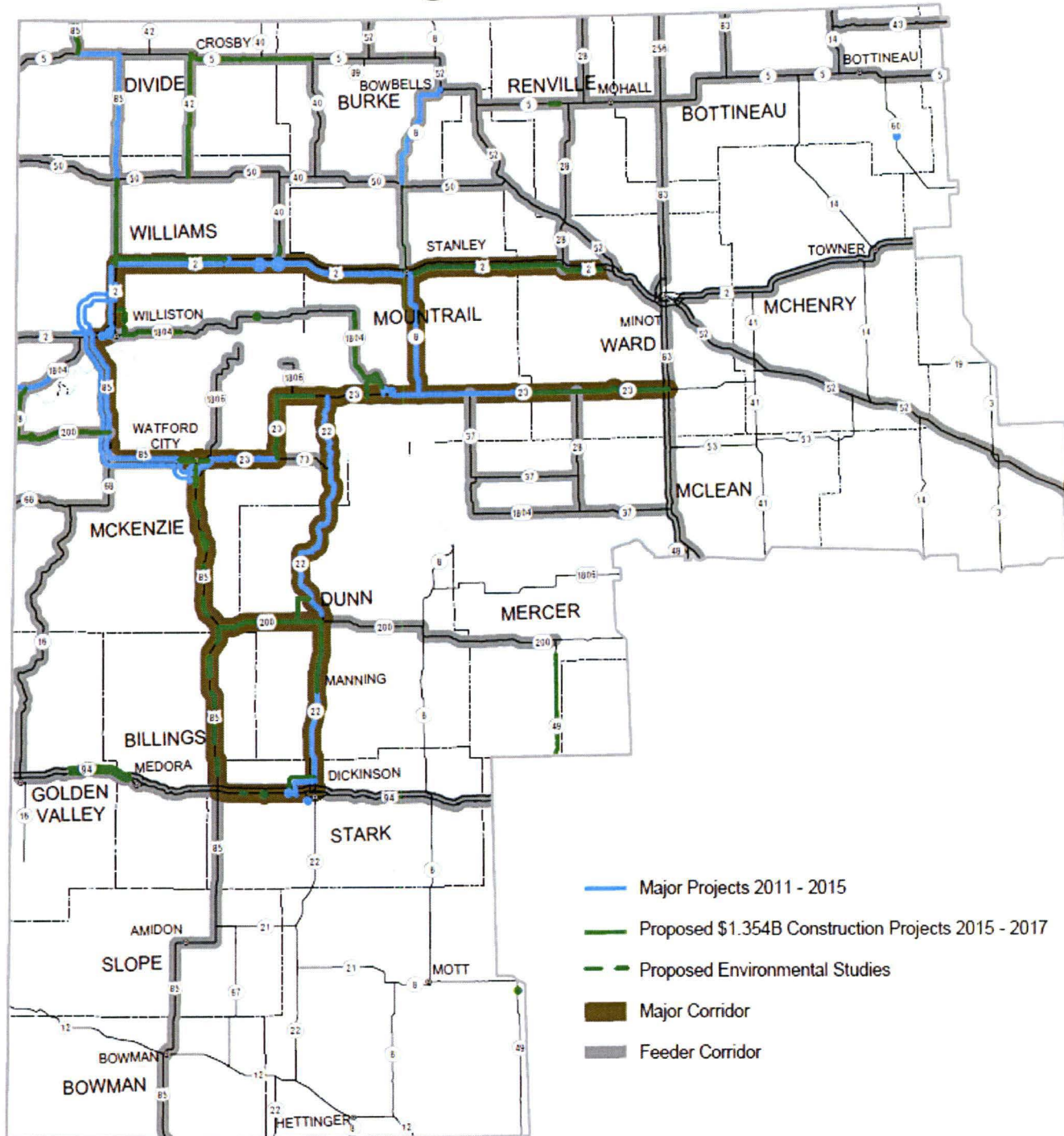
Aggressive construction program planned.





# Energy Corridor Projects

## 2015-17



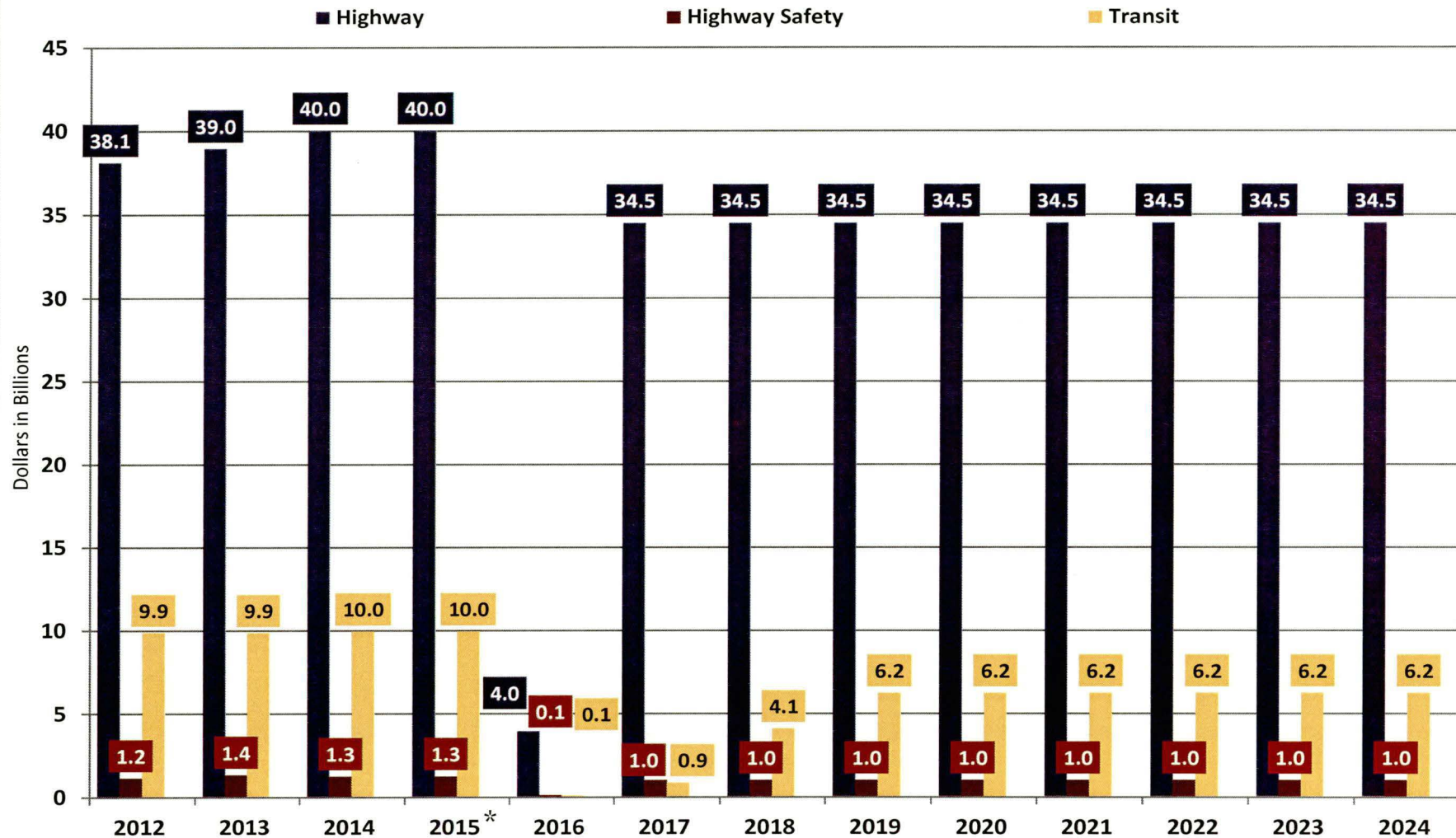
# Federal Funding Update

- NDDOT's Executive Budget recommendation assumes approximately \$616.5 million in federal funding will be received.
- Unfortunately, the current transportation funding program MAP-21 was extended to only May 31, 2015. This is a short-term extension of the program and as a result 2015 funding is still uncertain.
- To date NDDOT has received a federal appropriation of approximately \$143 million for 2015.



# Federal Funding

## ESTIMATED FEDERAL HIGHWAY TRUST FUND OBLIGATIONS



\* Assumes Congress will fully fund MAP21 proposed expenditures in 2015.

**If no new revenues are found, federal highway obligations will fall by almost 100% in FY 2016.**

# **State Laws Affecting State Agency Appropriations Authority**

## **54-44. 1-09. All expenditures must be appropriated.**

All expenditures of the state and of its budget units of moneys drawn from the state treasury must be made under authority of biennial appropriations acts, which must be based upon a budget as provided by law, and no money may be drawn from the treasury, except by appropriation made by law as required by section 12 of article X of the Constitution of North Dakota.

## **54-44. 1-10. Payments made pursuant to law only.**

No payment may be made and no obligation may be incurred against any appropriation unless such payment or obligation has been authorized as provided by law. Every official authorizing payments in violation of this chapter is subject to the penalties and provisions of chapter 12. 1-23.

## **54-16-03. Unlawful to expend more than appropriated-May secure approval from commission for use of other funds-Deficit void**

A state officer may not expend, or agree or contract to expend, any amount in excess of the sum appropriated for that expenditure, and may not expend an amount appropriated for any specific purpose or fund or for any other purpose without prior approval in the form of a transfer approval or expenditure authorization as provided in this chapter. The office of management and budget shall provide information to the emergency commission with respect to all emergency requests. Any debt or deficit created by a state officer in violation of this section is void.



# No Funds to Bid Projects

- NDDOT has bid or committed all state resources for the 2013-15 biennium to road projects, with the exception of minimum resources to cover right of way lawsuits and contract changes.
- The Department was prepared to bid projects this month, but we decided to delay February bid openings due to uncertainty in federal and state funding.
- We do not have sufficient funds to proceed with project bid openings.

# Early state funding is needed

- NDDOT needs to be able to take advantage of two full construction seasons and immediately start work to address transportation challenges in the state.
- Proceeding early will save the state millions of dollars.





# Early state funding is needed

The contracting industry had a better opportunity to plan and complete the work that was needed in a timely fashion.

<u>Bid Opening</u>	<u>Engineers Estimate</u>	<u>Low Bid</u>
November 2012	\$110,491,446	\$97,125,176
February 15, 2013	\$68,863,771	\$65,421,029
March 15, 2013	\$75,044,680	\$69,615,911
March 22, 2013	\$68,107,222	\$64,463,570
April 5, 2013	\$48,298,334	\$44,977,806
April 19, 2013	\$89,491,897	\$85,456,071
April 26, 2013	\$31,025,481	\$25,813,185
May 3, 2013	\$4,077,055	\$3,919,320
May 17, 2013	\$113,895,212	\$112,933,580
June 7, 2013	\$59,959,562	\$50,993,127
June 21, 2013	\$12,049,769	\$11,783,204
June 28, 2013	\$71,594,344	\$70,279,889
July 1, 2013	\$1,855,289	\$2,434,739
July 12, 2013	\$3,957,993	\$4,656,633
July 19, 2013	\$5,374,953	\$5,227,863
July 26, 2013	\$1,229,287	\$1,557,137
July 31, 2013	\$6,143,254	\$11,965,000

As you can see up until the July Bid Openings the bids were lower than the Engineers Estimate.

# **NDDOT prepared to bid \$450 Million of state funds early**

Advanced funding of \$450 million would enable NDDOT to work on several phases of highway projects in 2015. Some of the NDDOT projects in western North Dakota that would benefit from early access funding include:

## **Enhancing Load Carrying Capacity and Restoring Pavement Infrastructure:**

- US 2 – restore the eastbound lanes of pavement for increased load carrying capacity from Stanley to west of Minot and reconstruct the westbound lanes from Junction US 85 to Ray.
- ND 23 – completion of Super 2 Highway concept on roadway from Watford City to US Highway 83. This project will enable NDDOT to work on the remaining 46 miles of the 175 mile segment of highway that is being reconstructed to increase load carrying capacity, add passing lanes, and widen the roadway and shoulders.
- ND 22 – reconstructing roadway from Manning to Killdeer.
- US 85 from Interstate 94 to the US 85 Bypass south of Watford City – environmental work to four-lane US 85 with the intent being to reconstruct Long X Bridge as the first project.
- US 85 – restore pavement for increased load carrying capacity from junction US 2 north to junction ND 50 near Appam.



# **NDDOT prepared to bid \$450 Million of state funds early**

## **Building truck bypasses and reliever routes to improve traffic movement and safety:**

- Funding resources will be utilized for bypass work which includes design, planning, engineering, right of way and construction of Dickinson Permanent Bypass and Killdeer Bypass.
- The bypass work also includes environmental work for the New Town Northwest and Williston Northeast truck reliever routes.

## **Rebuilding of state highways within communities:**

- New Town Main Street reconstruction.
- ND 23 reconstruction in Watford City from city limits to ND 23 bypass to serve new school.
- ND 40 from junction US 2 to the Tioga overpass – reconstruct road that is gateway to the community.
- Environmental work on ND 1804 from Williston east to the Epping turn - to accommodate expansion of Williston to the east.
- US 2 in Williston - Dakota Parkway from 32<sup>nd</sup> Ave W to 11<sup>th</sup> Street W - environmental work to consider operational improvements.

# Summary

- NDDOT does not have the resources to conduct any additional bid openings.
  
- Without early funding work will be delayed on projects including some of the following:
  - ND 23 in Watford City to ND 23 bypass.
  - New Town Main Street.
  - US 2 pavement restoration.
  - ND 23 pavement restoration and widening.
  - Design, planning, right of way and construction work on the Dickinson Permanent Bypass and Killdeer Bypass.
  - Environmental work for the New Town Northwest and Williston Northeast truck reliever routes.
  - Environmental work on US Highway 85 south of Watford City.
  - Work on eastern and central highways.





#8

DEPARTMENT OF COMMERCE TESTIMONY ON SENATE BILL 2103

FEBRUARY 11, 2015, 9:30 A.M.

HOUSE APPROPRIATIONS COMMITTEE  
REPRESENTATIVE JEFF DELZER, CHAIRMAN

ALAN ANDERSON – COMMISSION, ND DEPARTMENT OF COMMERCE

Good morning, Mr. Chairman and members of the committee, my name is Alan Anderson and I serve as the Commissioner for the North Dakota Department of Commerce. I am here to voice my support for additional funding to address infrastructure needs associated with oil and gas development.

Commerce has been involved in coordinating the multiple agency response with regards to western infrastructure needs. This has been an ongoing effort over several bienniums to ensure adequate communication existed to enhance the understanding of the critical infrastructure needs brought on by the explosive growth of the oil and gas industry in western North Dakota.

My predecessor led numerous meetings discussing the challenges faced by both state and local entities during his tenure and I've done the same. During the last couple of years, I've held town halls in western communities and met with both city and county leaders to discuss their challenges.

The 2013 Legislative Assembly made substantial progress towards meeting the critical infrastructure needs of the state with an investment of \$2.5 billion in oil and gas impacted areas, nearly double the amount appropriated in 2011. However, continued growth of our energy industry and the state's economy are leading to infrastructure shortfalls and more must be done to assist communities in closing the gap.

Of the many concerns raised by local leaders, infrastructure issues were identified as critical to maintaining North Dakota's quality of life. The state needs to continue to make a long-term commitment of capital to address the acute infrastructure shortfalls related to the significant growth of oil and gas production, processing and transportation facilities. It is important that this include some immediate funding in order to take full advantage of the 2015 construction season.

Over the last year, my focus has been on where the majority of the development and impact was occurring. This priority was based on rig count and locations, both current and planned, to highlight road and other impacts as well as on rapid population growth to highlight impacts to our people. All areas of North Dakota have some oil and gas impact but the acute growth occurs in 3 of our larger communities (Williston, Dickinson and Watford City) and 4 of our counties (Williams, McKenzie, Mountrail and Dunn). This is demonstrated in the attached graphs but can be simply said that 85% of our rigs were in the 4 counties last summer and will probably move closer to 100% with lower oil prices. These communities exceeded 20% growth per year over the last 6 years demonstrating their experience with the most acute infrastructure needs. This population growth is understated since the Census numbers are based on permanent residents and

we know that nearly 50% of the people living in Williston and Watford City are part of a transitional workforce and nearly 25% in Dickinson. This can be shown by the difference in population count versus water meter usage.

Questions have often been asked if the local leadership is doing everything they can to fund these needs with tools within their control. Areas of utility rates, tax rates and community debt were considered and discussed. What you'll see in all of the communities are significant increases in taxes, utility costs and debt loads that exceed any other city within North Dakota. I can also assure you that the quality and planning that has gone into their multi-year community growth plans are exceptional. Engineering companies have been employed and a great deal of discussion has occurred on what areas are critical to growth and what number of housing units can be established by year for the next several biennium's. Categories identified and discussed in detail by project included transportation (roadways, traffic signals/lights, rail needs); wastewater (treatment, lift/pump stations, trunk mains); water (trunk mains, modeling, pump stations/storage); storm water (modeling, ponds); solid waste (landfill); airports and public buildings and improvements. Each has the possibility to be funded differently. Models have been made to link city operational expenses and investments to the growth projections as well as include revenue changes associated with the oil price impact.

These discussions became critically important this past fall with the lack of funds available to do engineering and planning for the 2015 construction season and additional levers were identified to help in the interim. State Water Commission programs were accessed and the Bank of North Dakota has helped tremendously with a new short term loan program to bridge the gap. However, the need for additional funding remains and should be supported both in early funding and a gross production tax formula change.

Mr. Chairman and members of the Appropriations Committee, that concludes my testimony and I would gladly respond to any questions.



### Rigs and "LOC" Wells



County	LOC's	Rig
Billings	45	3
Bottineau	9	3
Bowman	8	1
Burke	42	4
Divide	83	11
<b>Dunn</b>	<b>265</b>	<b>27</b>
Golden Valley	8	1
<b>McKenzie</b>	<b>422</b>	<b>73</b>
McLean	6	
<b>Mountrail</b>	<b>177</b>	<b>35</b>
Renville	7	1
Stark	39	5
Ward		1
<b>Williams</b>	<b>210</b>	<b>21</b>

www.NDCommerce.com



### Total Debt in Millions

2012/2013 Financials



www.NDCommerce.com



### Debt per Capita



www.NDCommerce.com



### Population Change

Community	2008	2009	2010	2011	2012	2013	SixYrChg	PerChg6Yr
Watford City	1,679	1744	1764	1984	2487	3284	1,605	96%
Killdeer	667	751	752	789	823	975	308	46%
Williston	14,305	14716	14919	16205	18310	20850	6,545	46%
Minot	38,555	39,762	41,290	43,053	43,916	46,321	7,766	20%
Dickinson	17,450	17787	17973	18560	19744	20826	3,376	19%
West Fargo	25,085	25830	25928	26566	27560	29878	4,793	19%
North Dakota	657,569	664,968	674,344	684,867	701,345	723,393	65,824	10%

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Ron Anderson

#9

## Testimony to the House Appropriations Committee

Prepared February 11, 2015

Regarding SB 2103

Chairman Delzer and members of the Appropriations Committee,

My name is Ron Anderson and I am a McKenzie County Commissioner. I also sit on the Oil and Gas Association's Board of Directors. We are here today to express our strong support for SB 2103. Before I begin, I would like to sincerely thank the legislature for their efforts in the past for focusing on the unique needs facing not only the western part of our State but also the entire needs of our State due to this historic time of growth.

I know this committee already understands what we are facing out West. You have heard the stories and seen the pictures. What you might not be as familiar with is what has been done with the funds you have entrusted to us? In McKenzie County in 2014 we brought an additional 14 miles of our paved road up to 105,500 pounds at a cost of 28 million. We spent 10 million on our courthouse renovation with the rest in 2015.

If you will go to page 3 of the McKenzie County hand out you will see our six year plan.

Our 2015 schedule was made assuming 50 million from SB2103 and 70 dollar oil.

Obviously low oil prices will result in scaling back this schedule. Our priorities are 1/2 of the northern bypass (explain page 4), 13 million to begin building a 120 - bed jail to be completed in 2016, and additional road construction if there is anything left over.

The funds provided to us were critical. If those funds were not available, I can assure you the transportation network would have deteriorated even more than it is now. We all need that road network to work. NOT just Counties, Cities or Townships. NOT just farmers and ranchers. NOT just Industry but EVERYONE. Road funding is the foundation for all economic growth. We feel we have demonstrated good stewardship with the money previously provided and we will continue to ensure its proper use.

I also want to address some concerns I have heard in passing. Some have suggested maybe the West is not doing its fair share to support infrastructure development. That is completely false! First, I would like to remind those who have such thoughts that the legislature has removed our ability to tax the value of oil as the Gross Production Tax is a tax in lieu of property tax. But more significantly as the numbers below reflect, the western oil impacted counties indeed levy MORE road dollars than non-oil producing counties.

Total Road levies:

Top 10 Oil Counties average road levy:	28.84 mills
Rest of 43 Counties average road levy :	26.57 mills
All 17 Oil Producing Counties average road levy:	27.44 mills
Rest of 36 Counties average road levy:	26.78 mills



As you also all know, even to receive our allotted share of GPT we MUST impose the 10 mill levy rate. I know there are some who feel we do not have enough skin in the game.

The following is what McKenzie County and our cities have done:

- 1) McKenzie County School District #1 doubled the size of the elementary school in 2013.
- 2) They passed a 27 million dollar bond issue for the new high school in 2014.
- 3) Alexander School district passed also passed a bond issue in 2014.
- 4) McKenzie County School District #1 will have to add another elementary school in 2016.
- 5) We raised 5 million dollars locally for a new wellness center in 2012.
- 6) We are now raising 20 million dollars locally for a new medical facility that will include a new hospital with 10 emergency bays, a new clinic and a new skilled nursing home.
- 7) Watford City passed a 1 ½ percent sales tax last June

WE HAVE skin in the game. I am not mentioning this to complain but merely to suggest if anyone not living with the daily impact of thousands of 100,000 pound trucks running on narrow county roads thinks we are not doing our fair share they are gravely mistaken!

We also want the committee to know what we purpose going forward upon the passage of SB 2103. We fully agree with the "newer" model of using the Upper Great Plains

Transportation Institute to develop a strategic plan to ensure road infrastructure meets long range planning goals. As you are aware UGPTI has conducted both regional and statewide road by road needs analysis. Those studies evaluated not only the road network but also well locations, pipeline corridors, rail locations and other distribution points. Using those resources we intend to bring the rest of our 130 miles of paved roads up to 105,500 pounds, plus pave some of our highly traveled gravel haul roads. As you can see we are committed to building a road network that is safe and reliable for everyone including future generations.

Finally, I CANNOT stress enough the importance of the emergency clause. Our needs are now! We cannot afford to lose even one construction season. The longer it takes to receive dollars, the longer it takes to bid the projects. This only INCREASES our costs at taxpayer's expense. We ask that you continue to support this immediate funding so we can begin carrying out our strategic plans so this important industry can continue to flourish and benefit us all.

Thank you for your attention to this matter and we respectfully ask this committee to give a unanimous do pass recommendation to SB 2103.





**BUDGET & FINANCES**  
**2014 - 2015**

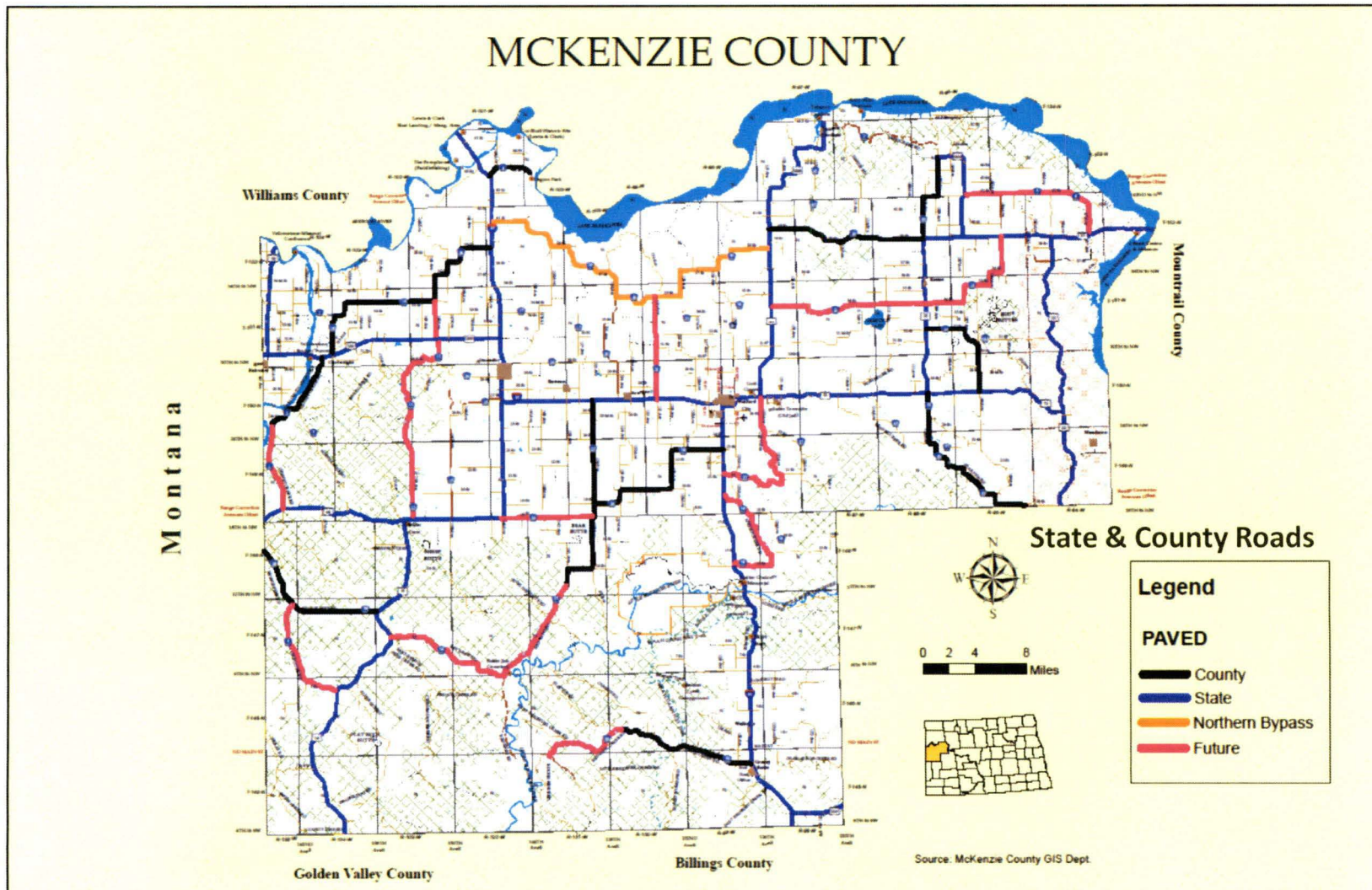
February 2015



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# 105,500# GVW PAVED COUNTY ROADS - Current & Future





# ROADS TO UPGRADE TO 105,500# PAVEMENT

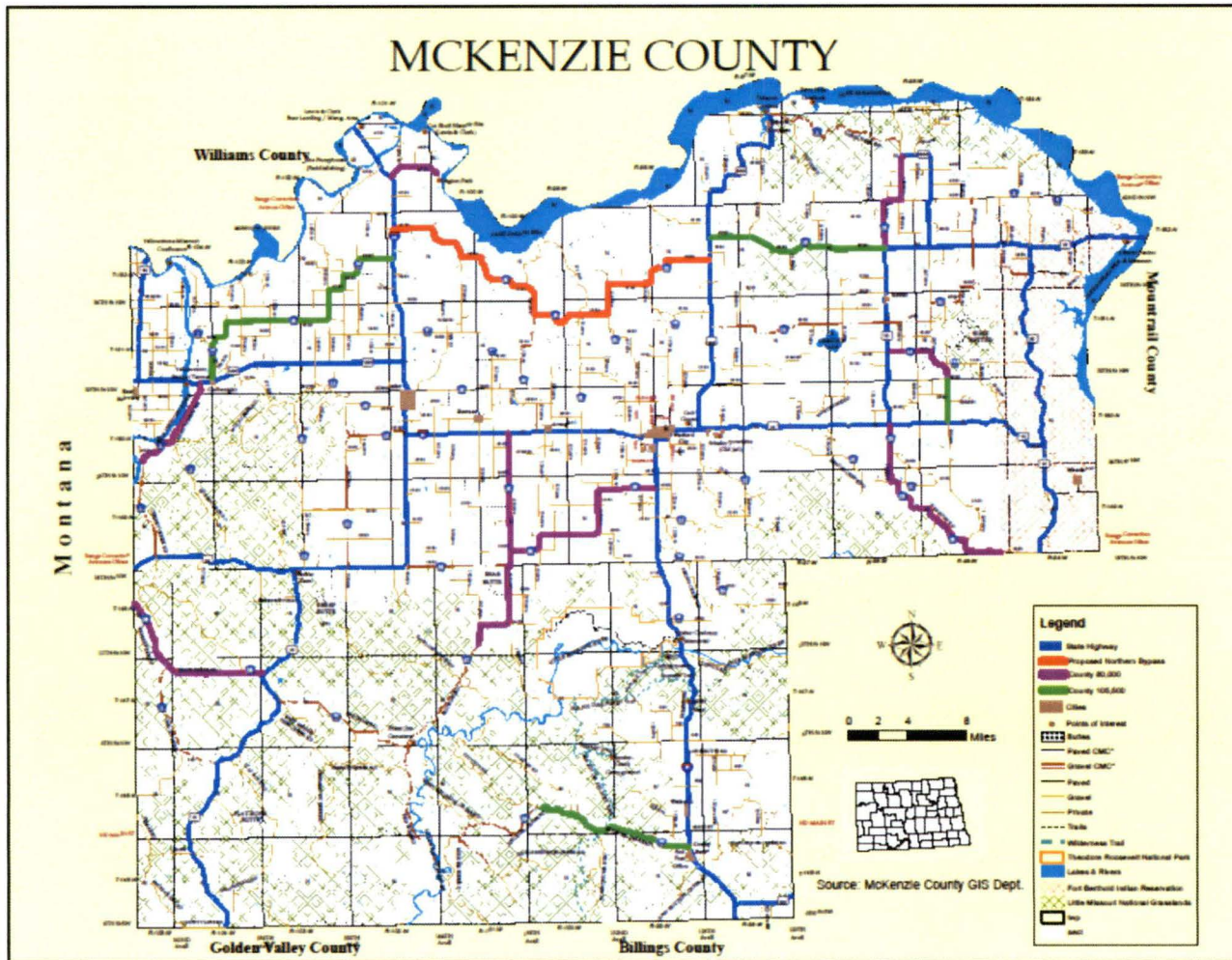
Year	County Route # (in order of priority)	Length	Current Weight Limitation	Estimated Cost to Bring Up To 105,500#	Annual Total
2015	Northern Bypass Ph1	14.0 miles	Gravel	\$ 47,271,311	
2015	53	5.6 miles	80,000# Paved	\$ 11,235,278	
2015	30	13.6 miles	80,000# Paved	\$ 27,276,887	
2015	30	7.1 miles	Gravel	\$ 15,713,086	\$ 101,496,562
2016	Northern Bypass Ph2	15.6 miles	Gravel	\$ 52,728,689	
2016	27	16.3 miles	80,000# Paved	\$ 32,568,497	
2016	12 Ph1	12.4 miles	Gravel	\$ 27,364,714	\$ 112,661,900
2017/18/19/20	31	8.0 miles	Gravel	\$ 17,634,246	
2017/18/19/20	55	7.5 miles	80,000# Paved	\$ 14,968,152	
2017/18/19/20	34	11.8 miles	Gravel	\$ 25,960,000	
2017/18/19/20	37	13.6 miles	Gravel	\$ 29,862,748	
2017/18/19/20	12 Ph2	10.9 miles	Gravel	\$ 24,006,544	
2017/18/19/20	6	14.2 miles	Gravel	\$ 31,344,929	
2017/18/19/20	27	8.7 miles	Gravel	\$ 19,165,694	
2017/18/19/20	1	14.1 miles	Paved/Gravel	\$ 28,240,000	(4 year total)
2017/18/19/20	38	21.4 miles	Paved/Gravel	\$ 44,958,208	\$236,140,521
		<b>194.8 miles</b>	<b>TOTAL</b>	<b>\$ 450,298,983</b>	

Shovel Ready Spring 2015

CR16 rebuilt in 2012 & 2013 – 21 miles – \$28 million CR10 rebuilt in 2012 & 2013 – 12 miles - \$18 million CR14 rebuilt in 2014 – 5.4 miles - \$10 million CR53 rebuilt in 2014 – 8.4 miles - \$15 million
--



# PROPOSED NORTHERN BYPASS





# Why a Paved Northern Bypass

- **Safety**

- McKenzie County has led the state in fatalities the last 2 years
  - **18 Deaths in 2012**
  - **24 Deaths in 2013**
  - **24 Deaths in 2014**
  - *One county accounting for 20% of the deaths on North Dakota highways is unacceptable. Completion of the northern bypass route would help spread the traffic in the county.*

- **Efficiency for the Industry**

- This route is currently a gravel route that has been difficult for the county to maintain in reasonable condition.
- Paving this northern route shortens the commute from Williston to the Keene-Charlson and Ft. Berthold oil field by approximately 40 miles.

# PROPOSED NORTHERN BYPASS

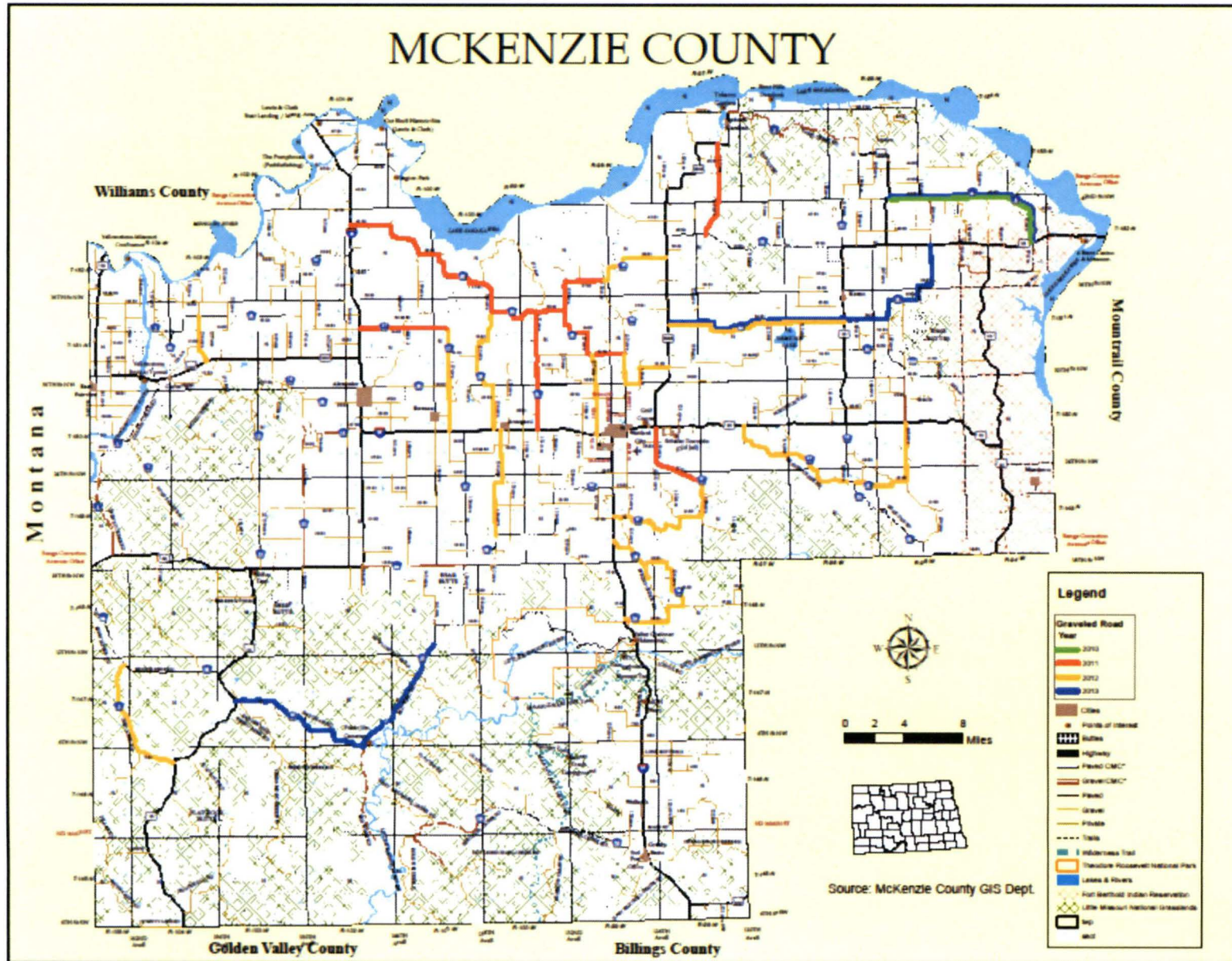
## LENGTH AND ESTIMATED COST

### PAVED TO 105,500#

Items	Estimated Costs
32 Miles of Roadway	\$96,000,000
Right of Way	\$4,000,000
Total Cost	<b>\$100,000,000</b>



# GRAVELED ROADS



# COST TO GRAVEL ROADS

- McKenzie County currently maintains 1130 total miles of roads. (407 miles organized townships, 130 miles paved, and 593 miles county gravel roads).
- We currently award contracts annually to reshape and regravel a limited amount of county roads.
- Current cost to gravel one mile of road in McKenzie County is \$125,000/mile due to long distance to transport aggregate.
- **The cost to reshape and regravel 890 miles (1000 less 110 to pavement) of county and township roads would be \$111,250,000 over two bienniums.**



# ANNUAL COST FOR PAVED AND GRAVEL ROADS – over 3 Bienniums

Calendar Year	Upgrade Roads to 105,500# Pavement (Current Paved Roads)	Gravel & Reshape 890 miles of Gravel Roads	Annual Cost per Budget Year
2015	\$ 101,496,562	\$ 27,812,500	\$ 129,309,062
2016	\$ 112,661,901	\$ 27,812,500	\$ 140,474,401
2017	\$ 59,035,130	\$ 27,812,500	\$ 86,847,630
2018	\$ 59,035,130	\$ 27,812,500	\$ 86,847,630
2019	\$ 59,035,130	\$ 15,000,000	\$ 74,035,130
2020	\$ 59,035,130	\$ 15,000,000	\$ 74,035,130
<b>TOTALS</b>	<b>\$450,298,983</b>	<b>\$141,250,000</b>	<b>\$ 591,548,983</b>

# McKenzie County Building Projects – Current & Future

	<u>Project Total</u>	<u>2015 Budget</u>
Employee & Senior Housing Projects	\$ 6,000,000	\$ 6,000,000
120 Bed City-County Law Enforcement Center	56,000,000	22,000,000
Public Works Facility – new location	<u>20,000,000</u>	<u>0</u>
<b>CAPITAL IMPROVEMENTS TOTAL</b>	<b>\$ 82,000,000</b>	<b>\$ 28,000,000</b>



# McKenzie County 2014 Revenue & Expenditures

## Revenue - 2014

Gross Production Tax	\$	64,469,948
Local County Revenue		46,787,186
HB1358 - NDDOT Road Funds		14,866,195
		<hr/>
Total Revenue 2014	\$	126,123,329

## Expenditures - 2014

Road Dept, Equipment, Payroll	\$	6,698,838
Paved Roads to 105,500#		27,989,260
Gravel Road Maintenance		13,895,585
Capital Improvement Projects		13,246,364
All Other County Expenses		29,644,898
		<hr/>
Total Expenditures 2014	\$	91,474,945
<i>Net Difference (for 2015 Budget)</i>	\$	<i>34,648,384</i>

# McKenzie County 2015 Budget

		<b>NEW</b>
	2015 Approved Budget	2015 Budget with Revised GPT
<u>Revenue - 2015 Budget - Revised</u>		
Gross Production Tax	\$ 63,000,000	\$ 35,000,000
Carry Forward Funds (General/Rd & Brdg)	65,000,000	65,000,000
Local County Revenue	31,070,878	31,070,878
<b>Surge Funding</b>	<b>50,000,000</b>	<b>50,000,000</b>
<b>Total Revenue 2015</b>	<b>\$ 209,070,878</b>	<b>\$ 181,070,878</b>
 <u>Expenditures - 2015 Budget - Revised</u>		
Road Dept, Equipment, Payroll	\$ 12,689,359	\$ 12,689,359
Paved Roads incl. Northern Bypass Ph 1	101,497,000	101,497,000
Gravel Roads Maintenance	27,812,500	27,812,500
Building Projects (incl. 120 bed LE Center)	22,000,000	28,000,000
All Other County Expenses	<u>33,150,021</u>	<u>33,150,021</u>
<b>Total Expenditures 2015</b>	<b>\$ 197,148,880</b>	<b>\$ 203,148,880</b>
<b>DIFFERENCE</b>	<b>\$ 11,921,998</b>	<b>\$ (22,078,002)</b>



# Other County Expenses

<u>Other County Expenses</u>	<u>2014</u>	<u>2015</u>
Social Services	\$ 1,149,896	\$ 1,663,749
Water Resource District	2,074,216	4,765,723
Weed Control	332,475	454,920
Employee Insurance	1,657,169	3,328,000
Planning & Zoning Dept.	1,321,091	1,008,218
Sheriff Dept/Jail	4,930,580	6,781,294
Landfill Operations	6,550,607	3,564,562
	<hr/>	<hr/>
Subtotal	18,016,034	21,566,466
	<hr/>	<hr/>
All Other Departments	11,628,864	11,583,555
	<hr/>	<hr/>
Total Other Expenses	\$ 29,644,898	\$33,150,021

# DUST CONTROL

McKenzie County has been applying Magnesium Chloride ( $\text{MgCl}_2$ ) to control dust on some of the Gravel Roads since 2008.

- **2009** → 387,000 gal, 55 miles, **\$471,465**
- **2010** → 872,000 gal, 124 miles, **\$1,062,494**
- **2011** → 1,614,300 gal, 230 miles, **\$1,921,759**
- **2012** → 2,875,000 gal, 408 miles, **\$2,426,676**
- **2013** → 1,980,000 gal, 355 miles, **\$2,208,111**
- **2014** → 2,500,000 gal, 350 miles, **\$2,543,490**
- **2015 Budgeted** → **\$3,500,000**



# WEATHER RELATED ROAD RESTRICTIONS

The McKenzie County Commissioners will consider closing all county non-paved roads to all traffic exceeding 20,000 lbs. GVW, during a rain event in which there is more than ½ inch of rain across the majority of the county lasting more than 3 hours. The Board Chairman will make the determination, with consultation from other Board Members, the County Engineer, Road Superintendent, the DES Coordinator, and the Sheriff's Department. The roads will remain closed for a 24 hour period, at which time the situation will be re-evaluated. Updates will be posted on McKenzie County's website:

(<http://county.mckenziecounty.net/DepartmentsDisplay/Un-paved-Road-Restrictions>), 660KEYZ Radio, and the McKenzie County Sheriff Department's Facebook page.

We would appreciate any help we could get from the oil companies in shutting down all gravel, scoria and water hauling during these events.

# 11

February 11<sup>th</sup>, 2015

Testimony for SB2103

Daryl DuKart

Provided by Dunn County Commissioners

House Appropriation Committee Members:

Gross Production Tax was imposed in **Lieu of property tax** on oil and gas producing properties at a rate of 5%.

Every North Dakota citizen has experienced some form of tax relief from the gross production tax collections over the past several years.

Yet we heard about the over flows which took place over the past six years and how conservative we were as we moved forward making sure the buckets got filled and the legacy fund took the over flow from the buckets. The 2014 tax report shows us that 53.6 percent of the taxes collected in our state arrived from Oil and Gas production.

I feel our legislative system has worked and will continue to provide for all of us as citizens of this state. We need to stay focused on the facts that with some 11,903 wells drilled and 1.2 plus million barrels of oil per day being produced the investment into the infrastructure needs of the communities that support the industry needs to continue so the provided tax relief in our state will continue.

Far too often infrastructure is based off of roads, water and sewer but it takes in far more when one works and lives in the areas of high growth impacts. It's about fire protection, road safety for travelers, law enforcement in cities and counties as well as state highways. It's about the need for hospitals and other new health and wellness issues because of a rapid change in population; educational needs climb rapidly in areas as the industry has a sincere need for young workers. The tax base from income and sales tax to these highly impacted areas is raising and will continue to raise over the next several years yet we as county official cannot place property tax levies so high no one wants to live in the area to provide the chosen infrastructure updates which are needed.

Dunn County as of October 2014 has 1509 active wells which are producing some 5,869,628 barrels of oil for the month. All of this activity happens in the west half of our county as many of you legislators have traveled the area and understand. Our total county road base is 1200 plus miles, 450 of these miles are in the energy development area with only 34 of these miles being paved as of December 2014. Daily



alone it takes some 800 plus trucks to move the oil and production water which is not being moved by a pipeline.

Restriction of roads due to wet weather periods cost the industry, our state, North Dakota citizens, local counties and cities thousands of dollars during these shut down periods. In Dunn County alone I figured a 24 hour restriction on roads is preventing a 150,000 plus barrels of oil which will not hit the market on a regular schedule plan. If we continue this to a time frame of 72 hours the effects of these road restriction increases dramatically. This is just one part of the great need for early surge funding.

Our Ambulance service in the Killdeer Areas Ambulance Service has seen these types of numbers climb over the past few years and yes we have adjusted and will continue to adjust to service the public needs for emergency medical services. An operating budget in 2010 of \$250,000 to an operating budget of \$1,200,000 for 2015. From one employee and volunteers to seven employees and volunteers. From 174 calls in 2010 to 476 calls in 2014 and as of 2/7/2015 we have had 54 calls which puts us on target for some 500 plus calls for this year.

Dunn County asks for your support in passing SB2103!

Dunn County Commissioners

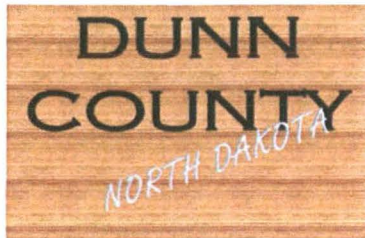
Reinhard Hauck Chairman

Daryl Dukart

Donna Scott

Robert Kleemann

Craig Pelton



**BOARD OF COUNTY COMMISSIONERS**

205 OWENS STREET  
MANNING, ND 58642  
TELEPHONE (701) 573-4448  
FAX (701) 573-4323

#12

Reinhard Hauck, Chairman  
Bob Kleemann  
Daryl Dukart  
Donna Scott  
Craig Pelton

Tracey Dolezal, Auditor

SB 2103  
2/11/15

February 9, 2015

Mr. Chris Kadrmas  
Legislative Council  
600 East Boulevard Avenue  
Bismarck, ND 58505

Dear Mr. Kadrmas:

The following is a summary of Representative Delzer's request for information regarding the "Surge" bill.

1. The proposed use, by major category is outlined on the attached spreadsheet.
2. Dunn County's 2015 budget for Roads and other Capital Improvements Was built based on receiving \$40 million in "Surge" funding. This funding Is essential to be in place prior to February 27, 2015 as the County must know what to Anticipate in revenue before going to bid early this spring. Costs for Engineering and right of way on the identified projects have already been incurred.
3. A detailed list of "shovel ready" projects and the estimated costs are also identified on the Attached spreadsheet. In addition to the "Surge" funding, Dunn County is anticipating Expending approximately \$31 million to complete the 2015 projects. The funding will mainly Come from local funds and oil tax formula allocations.
4. Also attached is a schedule showing mill levy, taxable value and property tax collections 2008-2014. Please note that 2014 is anticipated collections.
5. The taxable valuation of building permits issued in 2014 expected to be added in 2015 is \$400,000.

I hope this information is of assistance.

Sincerely,

A handwritten signature in black ink that reads "Reinhard Hauck".

Reinhard Hauck, Chairman  
Dunn County Board of Commissioners



County: **Dunn**

Year	Upgrade to Pavement	Gravel & Reshaping	Other Capital Improvement Projects	Total
2015	\$ 54,000,000.00	\$ 12,525,000.00	\$ 4,700,000.00	\$ 71,225,000.00

Year	Project - Paving	Projected Cost	Other Capital Projects	Projected Cost
<b>2015</b>	South Heart Phase II 13.5 miles	\$16,800,000.00	County Building	\$4,700,000.00
	Tank Battery/Gas Plant	\$6,000,000.00		
	101st /DC South	\$12,600,000.00		
	23rd/24th to Billings Co.	\$5,800,000.00		
	South Heart Phase III	\$12,800,000.00		
	Total	<b>\$54,000,000.00</b>		

**2015 Gravel & Grading Projected Cost**

19th Ave SW	\$5,000,000.00
Houghton Road	\$825,000.00
28th St SW	\$600,000.00
Lynch Box Culvert	\$650,000.00
97th Ave - 11th St SW	\$2,000,000.00
1st St. NW (95th - 93rd)	\$750,000.00
20th St SW (Kovash Road)	\$1,400,000.00
2nd St SW (113th - 110th)	\$1,300,000.00
	<b>\$12,525,000.00</b>

2015 Total Road Projects	<b>\$66,525,000.00</b>
County Building	<b>\$4,700,000.00</b>
2015 Projected Projects	<b>\$71,225,000.00</b>

DUNN COUNTY	2008	2009	2010	2011	2012	2013	2014
Mill Levy	98.04	88.36	83.10	71.50	64.36	54.29	49.06
Taxable Valuation	\$13,283,636	\$14,012,498	\$14,878,957	\$18,219,916	\$24,472,935	\$35,829,863	\$41,837,699
Property Tax Collections	\$1,302,300	\$1,230,144	\$1,236,442	\$1,302,723	\$1,575,077	\$1,945,200	\$2,052,000

NORTHERN PLAINS  
ENGINEERING

141 Third St. W. | Dickinson, ND 58601  
Office: 701.483.1858

#13

SB2103  
2/11/15

Daryl Dukart

February 10, 2015

Mr. Jeff Delzer  
House Appropriations Chairman  
North Dakota House of Representatives  
600 East Boulevard Ave.  
Bismarck, ND 58505-0360

Dear Mr. Delzer,

I am corresponding with your office to offer my support of Senate Bill 2103 in written testimony. My name is Jeremy Wood, owner of Northern Plains Engineering and the primary Consultant Engineer for Dunn County. Serving in this capacity allows me to be familiar with their road network and needs.

First I would like to thank the Legislature for its funding in prior sessions. The funds were used for roadway improvements projects including paving, reconstruction of unsafe road and bridges, and maintenance of existing roads. Monies from SB 2103 will be used efficiently for similar type projects to safely move people and goods throughout the County.

The estimated needs of Dunn County over the next 20 years are staggering (~\$345 million) as outlined in the Upper Great Plains Institute Report. The County maintains over 900 miles of roads and approximately half of those are directly impacted by the energy industry. SB 2103 offers the County a way to make investments and improve the safety and efficiency of their road network to promote all types of economic development.

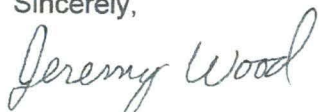
A couple of things I would bring to your attention considering the merits of SB 2103. The first is that Dunn County is in the core of the Bakken. Their road network suffered tremendously in the early stages of the energy development and is projected to see large traffic volumes as the oil play matures. The recent downturn in oil prices has not substantially decreased energy development in Dunn County. The second is that construction costs are higher in Dunn County in-part because of its scarcity of good quality gravel. For example, a 4.5 mile road project that was bid in 2014 included rebuilding a sub-standard gravel road, installation of two large concrete box culverts, and other associated items and cost approximately \$2.5 million. Of the \$2.5 million project cost, over 40% of the cost was in the bid item for gravel (supplying and laying the gravel) alone. There are not many Counties that face the situation of 40% of the project cost is for gravel surfacing only. Increased labor and housing costs also contribute to the elevated construction costs. *Simply put the dollars don't go as far as just a few years ago.* The argument could easily be made that the funding levels in SB 2103 needs to be increased to compensate for the increased construction costs Dunn County is experiencing.



Timing is critical for these road projects to be constructed this year. If there is a delay or lack of funding this year, improvements will be pushed back to 2016 or whenever funding becomes available. Unfortunately, the number of desperately needed road improvements will be reduced as construction costs rise as oil prices recover and general inflation grows.

In summary, I support SB 2103 as an excellent investment in the transportation network in Dunn County and the state as a whole.

Sincerely,



Jeremy Wood, PE/LS  
Northern Plains Engineering



#14

Dan Kalil

Testimony to the  
House Appropriations Committee  
February 11, 2015

By the Williams County Board of County Commissioners

RE: Senate Bill No. 2103 – Surge Funding

Mr. Chairman, members of the Committee.

Thank you for the opportunity to speak in favor of the "Surge Bill" this morning. I'm Dan Kalil, Williams County Commissioner.

None of us knows what is around the corner for oil prices, none of us knows where this is going to level out. We can only work with what we do know, and what we do know is that there has been an incredible investment in the western part of the state that is not going away and the resource that lies there is not going away.

While we may be in a temporary downturn, that incredible investment, that incredible economic engine, stills needs to be maintained, and serviced. But we need your help and the resources to do it.

Like you, we know that we cannot fund all of our needs, we have spent an inordinate amount of time analyzing and prioritizing, carefully, cautiously, conservatively, trying to fund what are the most critical and best uses of the surge funding.

\$96 M in road construction projects for 2015 that benefit both the oil industry and the public, that enhance safety and quality of life, and that we should be bidding right now.

Public Safety issues. The right to a speedy trial in our County is 13 months for criminal cases. 2 years for civil cases. We are desperately trying to find space for at least one more Judge and one or two more courtrooms as well as support staff and space for additional staff in the State's Attorney's office. 300+ cases over the allowable 15 week time standard set by the state.

Justice delayed is justice denied.

Five years after the opening of our new 112 bed jail we were back to letting people walk, and while they're out walking they're still selling drugs, they're still breaking into our homes and farm buildings, and in some cases even worse. Sheriff Busching informed us yesterday that property crimes were 60% higher in January when compared to that same month last year. Last weekend

**BOARD OF COMMISSIONERS**

First District – Martin Hanson | Second District - Dan Kalil | Third District – Wayne Aberle  
Fourth District - David Montgomery | Fifth District – Barry Ramberg



we had 156 guests in our heartbreak hotel. We need another 128 jail beds yesterday.

We have a sworn duty to the public to keep our communities safe, to keep our streets clear of criminals. Whenever there is a lull in the oil activity there is a corresponding increase in criminal activity. The "winter lull" as the Sheriff calls it

Last fall Williams County along with the City of Williston and all of the EMS providers in our county went to the voters and asked for a penny. One cent county-wide. Once again our citizens, our communities stepped up in support. They said yes we will support the people who look out for us, we will support our firemen, our policemen, deputies, and paramedics, and once again we will build more jail cells. They said we can't wait for the state to act, the needs are now, the needs are urgent, the needs are great.

Right now we at the County have reallocated funds to provide our own "jump start" to those fire and ambulance services so they can purchase the equipment and supplies they so desperately need. Last week we approved more than half a million dollars in requests. \$180,000 to Grenora Fire and Ambulance, 190,000 to Williston Rural Fire, and 150,000 to Trenton Fire.

While the rig count is falling we are not seeing a slowdown yet, but a decrease in the activity is the ideal opportunity to invest and reinvest, to provide the funding to allow our communities to catch up and prepare for the future.

We are grateful for your support in the past and ask for your support again.

Thank you, I'm available to answer any questions you might have.



Mr. Chris Kadmas  
 Legislative Council  
 600 East Boulevard Avenue  
 Bismarck, ND 58505  
 cjkadmas@nd.gov

RE: Request for Information

Dear Mr. Kadmas,

Please find below the information requested per Chairman Delzer to be used in relation with Senate Bill No. 2103:

1. Williams County anticipates using funding from the "Surge" bill for two primary categories. The Williams County Highway Department will use a large portion of funds allotted to get a head start on early bidding for road projects in the county. A smaller portion of "surge" funding received will go toward the first phase of a much larger project to address space needs. This project overall will include a jail expansion and an expansion of county office space. The surge funding will help to fund the initial steps of this project, but there will be considerable costs later into the 2015 construction season to get the full project underway.
2. The amount of "Surge" funding that is needed prior to June 30, 2015 will be an estimated \$60,200,000.00. A large portion of the funds will be spent on road improvement projects across the county. A smaller portion of the funds will be used on projects to increase space for county and state services, part of a larger project to solve the space issue at Williams County. Details on all projects intending to use funding from the "Surge" funding are detailed below.
3. "Shovel ready" projects with the Williams County Highway Department alone total **\$96,200,000.00** for the construction season of 2015. It is the intent of Williams County to fund these projects completely with the funding from the "Surge" bill Senate Bill No. 2103.

County Highway "Shovel Ready" Projects				
Road	Description	Miles	Bid Opening	Estimate
CO. 15	FROM HWY 2 SOUTH TO 1804 (GRIND/STABILIZE/CHIP)	13	MARCH	\$6,500,000.00
CO. 11	FROM ALAMO NORTH TO CO. LINE (GRIND/STABILIZE CHIP)	3.5	MARCH	\$1,750,000.00
CO. 7	FROM HWY 50 SOUTH TO CO. 12 AND ½ MILE EACH WAY (REBUILD)	6	MARCH	\$3,600,000.00
CO. 7	FROM CO. 8A NORTH TO CO. 10 (REBUILD)	2	MARCH	\$1,200,000.00
CO. 8	FROM HWY 2 EAST TO CO. 9 (GRADE/GRAVEL/STABILIZER/CHIP)	3	MARCH	\$9,000,000.00
CO. 9	FROM HWY 2 NORTH TO C. 10 WEST (GRADE/GRAVEL/STABILIZER/CHIP)	5	MARCH	\$4,000,000.00
CO.19	HWY 2 NORTH TO CO. 10 EAST	5	APRIL	\$2,500,000.00

**BOARD OF COMMISSIONERS**

First District – Martin Hanson | Second District – Dan Kalil | Third District – Wayne Aberle  
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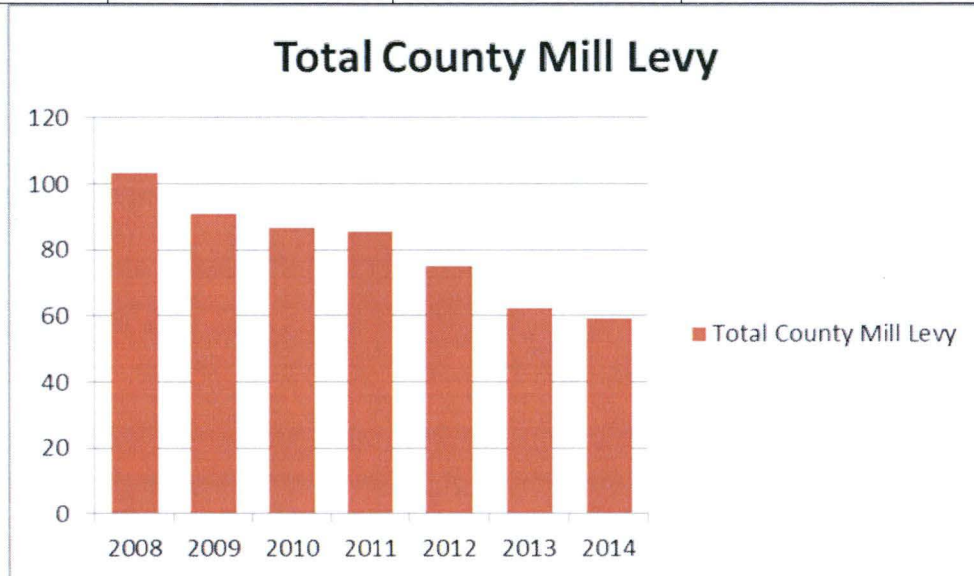
	(GRIND/GRAVEL/STABILIZER/CHIP			
CO. 8	CO. 21 EAST (REBUILD/CONCRETE)	3	MAY	\$10,000,000.00
CO. 15	1804 SOUTH TO LEWIS/CLARK (GRADE/GRAVEL/PAVE)	3	MAY	\$3,000,000.00
CO. 17	FROM HWY 2 NORTH TO HWY 50 (WIDEN PAVE)	17	JUNE	\$18,000,000.00
CO. 8	FROM HWY 85 WEST TO CO. 5 (CHIP)	15	TBD PER CONSULTANT	\$3,000,000.00
CO. 19	HWY 50 NORTH TO CO. LINE (DBL CHIP)	3	TBD PER CONSULTANT	\$600,000.00
CO. 10	FROM CO. 21 WEST (DBL CHIP)	5	TBD PER CONSULTANT	\$1,000,000.00
CO. 17A	FROM HWY 1804 SOUTH (GRIND/STABILIZE/CHIP)	2	TBD PER CONSULTANT	\$1,000,000.00
CO. 17	FROM HWY 2 SOUTH TO CO. 8 (CHIP)	4	TBD PER CONSULTANT	\$800,000.00
CO. 3	FROM ZAHL NORTH TO CO. LINE (GRIND/STABILIZE/CHIP)	5.5	TBD PER CONSULTANT	\$2,750,000.00
CO. 8	CO. 42 EAST TO CO. 15 (GRIND/GRAVEL/STABILIZE/CHIP)	4	TBD PER CONSULTANT	\$2,000,000.00
CO. 8	EPPING (CO. 42) WEST TO CO. 9 (GRIND/GRAVEL/STABILIZE/CHIP)	10	TBD PER CONSULTANT	\$4,500,000.00
52 <sup>ND</sup> ST	CITY LIMITS TO CO. 4	2	TBD PER CONSULTANT	\$2,000,000.00
CO. 23	PHASE II PHASE I LIMIT TO HWY 1804 (REBUILD)	5	TBD PER CONSULTANT	\$4,000,000.00
CO. 42	FROM HWY 2 SOUTH TO EPPING AND CO. 8 BY ENERGY RR TERMINAL (WIDEN/CONCRETE)	5	TBD PER CONSULTANT	\$15,000,000.00
	<b>TOTAL MILES</b>	<b>43.5</b>	<b>TOTAL ESTIMATE</b>	<b>\$96,200,000.00</b>

In addition to County Highway projects, Williams County plans to use some funds from the "Surge" funding to start a large scale project to solve the need for space at the county. Two parts of this project will be bid and completed during the 2015 construction season for a total cost **\$650,000.00**. The first project will be a remodel of a currently owned building so that it is ADA compliant to allow an increase in the level of office occupancy. This project's estimated cost is \$500,000.00. The second project will be to accommodate the needs of the State District Court system which resides in our buildings. The expectation of an approval for an additional judge (pending the legislative session) for the District Court offices requires the need for a conversion of 2,000 square feet of

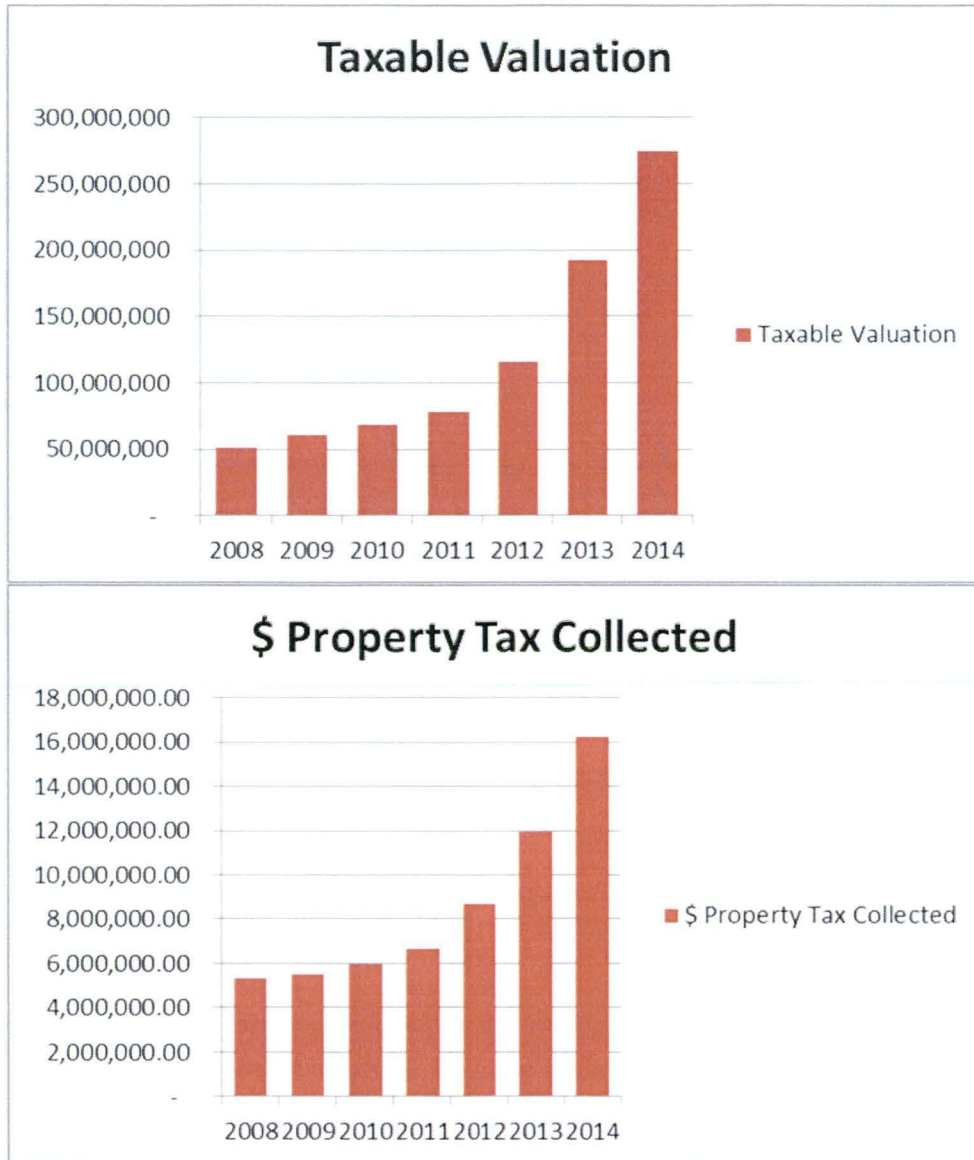
space to accommodate the additional needs this judge would require. Office space would be converted to accommodate this individual and to provide them with an office and a hearing room. The estimated project cost is \$150,000.00. Both of the projects described expect to be wholly funded from the "Surge" funding bill.

4. A schedule which shows Williams County's total county mill levy, taxable valuation, and property tax collections for each year since 2008 follows below:

Year	Total County Mill Levy	Taxable Valuation	\$ Property Tax Collected
2008	103.22	51,357,399	5,301,110.72
2009	90.80	60,912,734	5,530,876.25
2010	86.68	68,965,853	5,977,960.14
2011	85.39	77,927,382	6,654,219.15
2012	75.10	115,879,727	8,702,567.50
2013	62.03	192,193,482	11,921,761.69
2014	59.20	274,577,105	16,254,964.62







5. The value of building permits issued in 2014 expected to be added to taxable valuation in 2015 was **\$262,749,214.99**. Williams County offers no tax breaks and has not for many years.

6







NORTH DAKOTA  
PETROLEUM  
COUNCIL

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#15

**Senate Bill 2103**  
**Testimony of Ron Ness**  
**House Appropriations Committee**  
**February 11, 2015**

Chairman Delzer and members of the House Appropriations Committee, my name is Ron Ness, president of the North Dakota Petroleum Council. Last year the North Dakota Petroleum Council represented more than 550 companies in all aspects of the oil and gas industry, including oil and gas production, refining, pipeline, transportation, mineral leasing, consulting, legal work, and oilfield service activities in North Dakota. I appear before you today in support of Senate Bill 2103.

Increasing funding to the impacted counties is our number one priority this session. Oil and gas development has meant billions of dollars and tens of thousands of jobs to our state over the past five years, but as you all know, it has also meant impacts. For the past few years, these communities have been the front lines of our Nation's energy revolution. As prices drop and companies cut back, it is imperative that we take care of these impacted communities. Enabling these communities to catch up on critical infrastructure will make them whole and ensure they remain great places to live and work, but will also lay the groundwork for industry to ramp up again once prices rebound.

We realize that we are discussing an incredible level of funding. Over the past two years, the NDPC has had the pleasure of taking a number of you on tours of the impacted counties. Whether you've experienced it first-hand with us or not, we think you will find that the need is truly there. We urge a Do Pass on SB 2103. I would be happy to answer any questions.

Senate Bill 2103

Testimony of Zachary Weis

Marathon Oil Company

ND House Appropriations Committee

February 11, 2015

Good Morning Chairman Delzer and members of the House Appropriations Committee. For the record, my name is Zachary Weis and I represent Marathon Oil Company, a global exploration and production company based in Houston, Texas. My company operates here in North Dakota, in other locations in North American, and in Europe and Africa. Here in North Dakota, Marathon Oil currently operates 500 wells in the core of the Bakken and we have made large investments in a majority of the oil producing counties.

We have offices in Dickinson, Dunn Center and New Town. Our employees work across the Basin and live throughout western North Dakota. We are members of these communities, active in organizations, and local tax payers that depend on a sound infrastructure system.

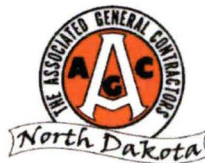
I'm here to lend my support to Senate Bill 2103. Our operations rely on good quality road ways throughout the counties and townships in the west. The funding in this bill provides major infrastructure investments necessary to enhance the accessibility of roads for those that rely on them.

The direct impacts on the overall industry due to poor road conditions can vary in time and location. Possible impacts include safety concerns and burdensome delays to drilling, completion, workover, and production operations. Anything that impedes our ability to move materials in and out of drill sites and other work locations can ultimately lead to delays and reduced oil and gas production affecting producers, royalty owners and state tax revenues.

It is important to note that we don't see this needed infrastructure spending as only benefitting our operations, but also the citizens of North Dakota. The infrastructure needs of the communities go above and beyond road improvements, they include various city water and sewer system improvements, curb and gutter installations, and other community quality of life components.

At a time when our state is considering ways to make investments and set policy that fosters business and commerce in North Dakota, I would encourage this committee and the rest of the legislature to support SB 2103. This needed infrastructure spending is an excellent opportunity to invest in the future of this great state.





#17

**Testimony SB 2103**

**House Appropriations Committee**

**February 11, 2015**

Mr. Chairman and members of the House Appropriations committee, my name is Russ Hanson of the Associated General Contractors of North Dakota. AGC of ND is a 500 member association which has been in existence since 1951. Our membership consists of all aspects of commercial construction - highway contractors, vertical contractors, specialty contractors, subcontractors as well as material and equipment suppliers.

The AGC of ND supports SB 2103 which will provide much needed resources in a variety of areas to get a head start in an area with possibly the shortest construction season in the country.

The AGC of ND applauds the previous Legislative Assembly for its proactive policy decision to deviate from the long standing tradition of July 1<sup>st</sup> appropriation availability by releasing the early transportation funding as appropriated in SB 2176 from the 2013 Legislature. We believe that decision proved to be an excellent one as the DOT bids from February through June of 2013 were under the engineers estimates and the industry was able to start the construction process far sooner than if the all the resources were unavailable till July 1<sup>st</sup>. Further, we applaud this Legislative Assembly for the similar strategy contemplated this year in SB 2103.

The construction industry is ready, willing, eager, and able to get working on the 2015 construction season. With the emergency clause contained in SB 2103 – this can occur. Following me, one of my board members, Harley Neshem – a long time contractor will testify and provide further details of how the industry can accomplish the tasks.

For these reasons, we respectfully request a Do Pass recommendation on SB 2103. Thanks for the opportunity to testify. I will be happy to attempt to address any questions.

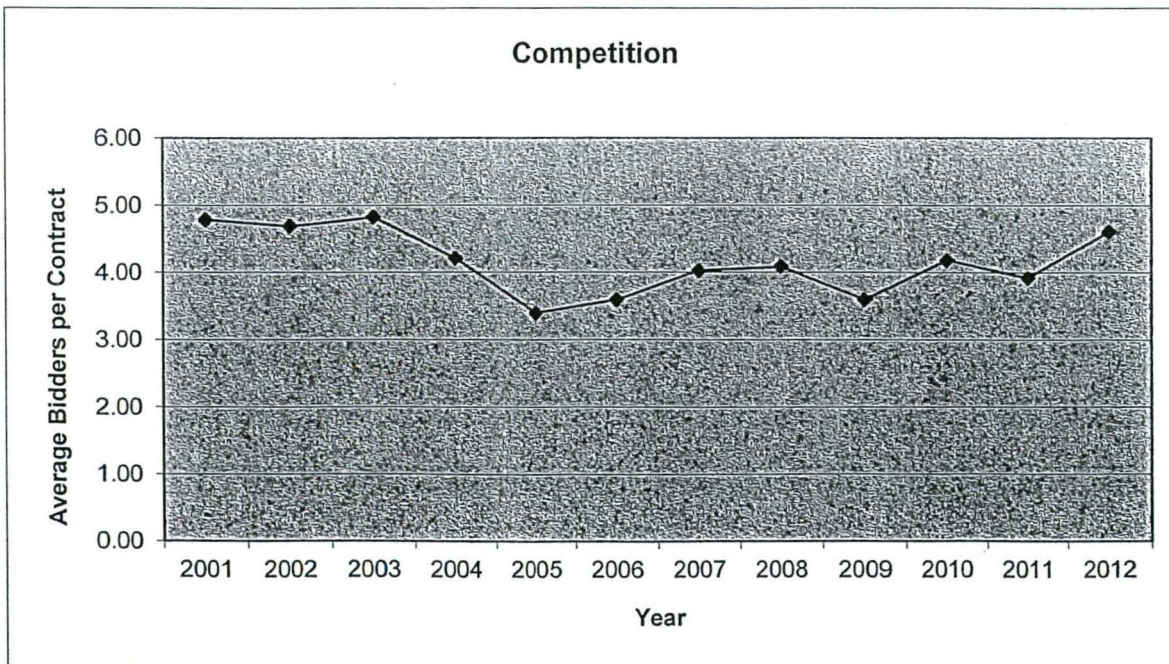
# NDDOT Bidder Competition Data

SB 2103  
2/11/15

Russ #18  
Hanson

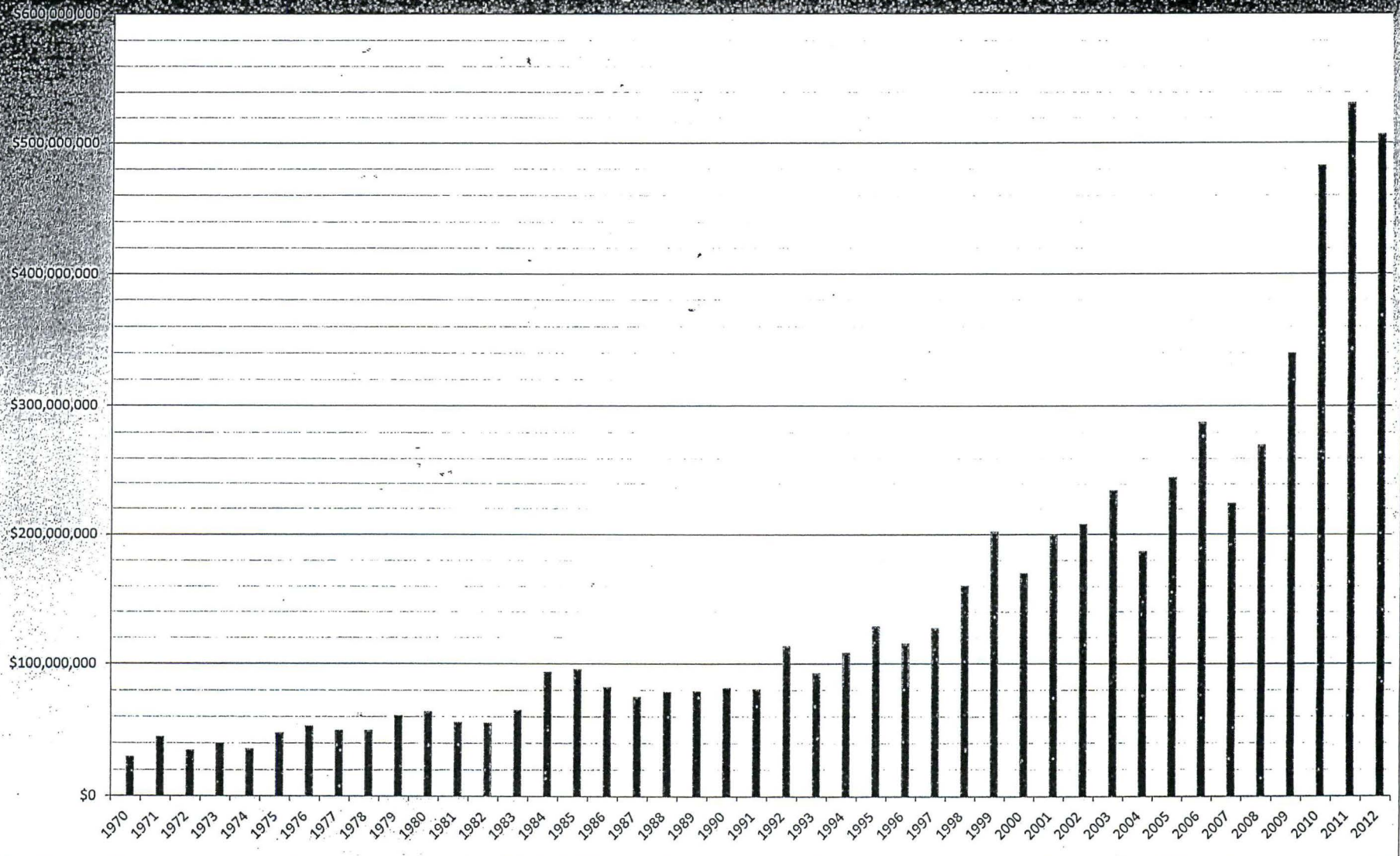
Year	Total # Contracts	Average # of Bidders per Contract	Contracts with No Bids	Contracts with a Single Bid	Contracts with Two Bids
2001	170	4.78		2	9
2002	156	4.69		0	14
2003	151	4.82		3	15
2004	143	4.20		2	16
2005	195	3.39	1	15	42
2006	170	3.59		4	34
2007	161	4.02		4	36
2008	154	4.08		4	28
2009	253	3.59		7	50
2010	244	4.18	4	11	37
2011	222	3.91		13	42
2012	222	4.60	1	9	44

2012 Data is through the November 16, 2012 bid opening  
Data includes State, City and County projects.  
Data includes projects and bidders that were rejected after the bid opening.





# NDDOT Highway Construction Program



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#19

**Testimony SB 2103**  
**House Appropriations Committee**  
**February 11, 2015 (Harley E. Neshem)**

Mr. Chairman and members of the committee. First, I would like to personally thank you all for stepping forward to serve as members of the North Dakota State Legislature. Yours is an important part in making North Dakota the great state it is. I admire you for this but must say I do not envy you.

My name is Harley Neshem and I am president of Gratech Company, LLC of Berthold. We are a grading and aggregate contractor. Our family owned company was founded in 1949 and has always been headquartered in our small town. I have personally been involved with road construction in North Dakota since 1970. During this time my company has had a hand in the building or rebuilding of over 700 miles of state highways along with hundreds of miles of county and township roads. We have also built numerous sewage lagoons, airport runways and shuttle train transload facilities for grain and crude oil.

We presently employ about 240 direct hires seasonally along with probably another 100 people indirectly through our subcontractors and suppliers. To give you some perspective, in 2010, a typical year for us to that time, we employed about 100 people. We have geared up to handle the increased workload which the Legislature has funded.

I have also served as president of the Associated General Contractors of North Dakota and currently serve on both the State and National Boards of Directors of our association.

As you might imagine, our association members support the proposed infrastructure investment included in SB 2103. As one working throughout North Dakota, I see the need for this investment every day. The need for infrastructure investment, not only in oil country but statewide, is undisputable.

I had the privilege of testifying for our industry during the last session when large increases

1



**Testimony SB 2103 - Page 2**  
**House Appropriations Committee**  
**February 11, 2015 (Harley E. Neshem)**

in funding, mostly for highways, was proposed and being considered by the 63rd Legislature. The question was asked whether the construction industry would be able to carry out the work that was contemplated under such a major increase in funding. Another question was would the state get good value for its dollar? My answer then was yes to both and I believe the results have borne that out. Despite a continuing wet weather cycle, including record rainfall in 2013 which shortened our work season by some two months or so, by the end of 2014 most project completion dates had been met.

As to whether the state got good value, I have observed that bids have tended to come in under the engineer's estimate and especially so on the larger projects over \$20.0 million. For example, during the calendar year just ended, 2014, my informal study of bids taken by the North Dakota Department of Transportation showed an overall average of 8.2% under their estimates.

This is in no small part due to the fact we contractors tend to go where the work is. A large number of out of state firms have been attracted to North Dakota because there is work here. I must say I would prefer that North Dakota based companies do it all but that is not possible given the immediate need. There is much competition for the work.

Our association does not have a position on the makeup of the bill. We leave that to this Legislature. We do, however, strongly support the emergency clause so projects can be let for bids as early in the cycle as possible.

It is easy to understand why one would support early release of these funds. The work season in North Dakota is short. But there is more to it than that. Public law stipulates that projects must be advertised 21 days before bids are opened. When bids are opened, it takes additional time to award the project and get a contract in place. Before work can begin, we must get environmental, archeological, fish and wildlife and State Water Commission clearances,

**Testimony SB 2103 - Page 3**  
**House Appropriations Committee**  
**February 11, 2015 (Harley E. Neshem)**

zoning variances and usually, utility relocations. So, even if you make emergency clause funds available in the next couple of weeks, at best we are looking at a late April start of work. That would be fine, you might think, because that is still the start of the construction season.

But there is another element to bid openings that hits my company and most others especially hard. Springtime load restrictions on roads make the movement of heavy equipment prohibitive between approximately mid-March and mid-May. It really gives the front end of the construction season a boost if we can get our heaviest, most productive equipment moved to a project site before load restrictions go on.

You may recall the 63<sup>rd</sup> Legislature was able to pass an emergency clause bill quite early in the session. In fact, by mid-February 2013 funding was available to allow advertising for bids and awarding of contracts.

Given the “time-track” of this bill it appears we will not have our heavy equipment moved to “Surge Bill” projects before mid-March this year. Further complicating things is the mild winter and the almost certainty of record early imposition of load restrictions. However, this does not lessen the importance of the earliest possible passage of this bill, an objective I know you are all working hard to accomplish. We still have the opportunity for an early start of work using smaller, lighter equipment until such time as we can move in our heavy, high production equipment. And frankly, we have to deal with load restrictions every year. They are a fact of life when doing business in North Dakota and a challenge we contractors understand.

I know the price of crude oil and the slowdown in oilfield activity is giving you as Legislators much to think about. But there are some benefits to the current situation. One, of course, is that we have a chance to catch up with needed infrastructure repairs and improvements.



**Testimony SB 2103 - Page 4**  
**House Appropriations Committee**  
**February 11, 2015 (Harley E. Neshem)**

Another is that the price of fuel at the level it is means your construction dollar will go further. For example, my company and its subcontractors used approximately 1.5 million gallons of diesel fuel in 2014. With the price down about \$1.00 from last summer, it is easy to see another \$1.5 million can now go to improvements.

The early release of funding under the emergency clause will get projects let for bid earlier, will get projects completed earlier, more efficiently, and economically. You will be helping us with our costs which means we can help you with your costs. We strongly urge your support.

Thanks very much for the opportunity to present these comments today. I will try to answer any questions you may have.

Testimony of Jon Godfread  
Greater North Dakota Chamber of Commerce  
SB 2103  
February 11, 2015

Mr. Chairman and members of the committee, my name is Jon Godfread, I am the Vice President of Government Affairs at the Greater North Dakota Chamber, the champions for business in North Dakota. GNDC is working on behalf of our more than 1,100 members, to build the strongest business environment in North Dakota. GNDC also represents the National Association of Manufacturers and works closely with the U.S. Chamber of Commerce. As a group we support SB 2103.

The GNDC supports this proactive legislation that will adequately provide the necessary funding to local communities across our state, but especially to those communities impacted by energy development in Western North Dakota. While this bill is targeted at expediting the funds to Western North Dakota it does give a shot in the arm to all counties across our state, we recognize that infrastructure is an issue that is statewide, and this bill seeks to provide more funds for public projects.


Now is the time to make this infrastructure investment in North Dakota. The oil and gas producing counties and those surrounding the impacted areas have come to legislature speaking with one voice. This plan has been in development since the middle of summer and has been vetted by those counties that have dealt with the greatest impact.

Over the past 3 session this body has addressed the needs of our oil and gas producing counties, each session having to deal with counties and communities on a case by case basis, often communities have pitted themselves against other communities in an attempt to secure more funding. SB 2103 seeks to end those battles, the legislature has asked for a unified plan, for the counties and cities to come in with a unified voice, and after months of work the end result is that unification and SB 2103.

As a business community we need adequate and well maintained infrastructure to ensure the movement of commerce and to keep our economy going. We understand that the business community has a great deal to gain from either of these proposals, but we also understand without a large investment into infrastructure projects across our state our economy will slow, revenue will be lost, and our continued forward movement will be altered.

Thank you for allowing me to testify, we would support a DO PASS recommendation on SB 2103. I would now be happy to attempt to answer any questions.





City of  
**WILLISTON**  
NORTH DAKOTA

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TDD State Relay: 711

#21

SB 2103

House Appropriations Committee

Honorable Representative Jeff Delzer, Chairman

Hearing Date

February 11, 2015

Chairman Delzer and Committee,

Thank you Chairman Holmberg and Committee members. I am Brad Bekkedahl, Senator from District 1 and Finance Commissioner for the City of Williston. I stand before you to today to offer testimony in support of SB 2103, an appropriation bill to bring funding to address unmet infrastructure needs throughout all of North Dakota.

As the center of the Williston Basin and the Bakken formation, Williston has been privileged to be the hub location for over 500 oil service companies, including all 10 of the world's largest oil industry service giants. Williston also contains the vast majority of drilling contractors, fracking companies, completion tools businesses, and diversified trucking companies, along with the majority of their employee base. With this presence since 1951 and dominance in industry business locations, Williston began to feel the activity increase in 2006 from the first development in eastern Montana and the exploratory efforts beginning in North Dakota. Since this time, our community has been in perpetual catch-up mode in response to the accelerated drilling programs and industry growth. Our citizens invested in major infrastructure improvements to accommodate a population growth of 40% from our 2000 census level, but we surpassed all of that capacity by 2010. We have been the fastest growing micropolitan city in the United States for the last 3 years in a row, and judging by our building permit activity in 2014 of over \$500 million, we expect that to continue when the 2014 statistics are released by the US Census Bureau.

With my 19 years as Finance Commissioner, I have a great deal of history in local infrastructure development. This is a long and diligent process that follows a format that we believe brings the best results in terms of public information, bond financing, competitive bids, and quality construction results. The best formula for success is planning project development the year before the project constructs, including engineering and design. Then the project hearings may be held with project approval by the local political subdivision for bidding to be advertised in January, followed by opening and awarding the bids sometime by March 1<sup>st</sup> of the construction year. Delays to any part of this process have typically resulted in deterioration of the cost containment due to companies already having jobs lined up for the season, delayed commencement of the job, and in our short construction season, not getting completion of the project in that season. This means further community disruption over two seasons instead of one, higher costs through change orders, and in some cases I have seen, can also mean a degradation in the quality of the product delivered. Therefore, I would ask serious consideration and a Do Pass recommendation from this Committee for the Emergency Clause, to sustain our ability to get the best product at the best price for our infrastructure projects funded under SB 2103.



Relative to Williston and our current situation, this bill is critical to our community. As a City, we have always used the State funding provided for infrastructure to support the industrial, commercial, and residential development needs placed upon us by the growth of this industry so critical to North Dakota and the Country. That demand continues and due to our central location and the contraction of the drilling to the most productive and profitable areas around us, along with the dominant industry presence in our community, the current decline in oil prices is not expected to have as large an impact on us as other areas. We remain Ground Zero for Bakken development in North Dakota. Our current project list for 2015 totals \$85 million and our 2016 project list is \$153 million, for a 2015-2017 biennium total of \$238 million. This total does not include our Airport relocation need of \$178 million. Further details are available on our Capital Improvements Plan attached.

As a City, we take very seriously the considerations you have to make on these important funding issues. We also take very seriously our responsibility to participate in this phenomenal growth impressed upon us. To illustrate, I would like to discuss our debt situation and our local financial inputs to this growth. In 2011, Williston had total debt of \$35 million. As of 2014, that debt had reached \$323 million. It is anticipated that with our list of projects deferred due to funding limits and future projects scheduled for this biennium, that the serviceable debt for the City of Williston will be \$673 million at year end 2017. Relative to operating costs, the City has committed to increasing our property tax assessments 5%/year, local sewer rates by over 20%/year from 2015-2020, and our garbage fees by 7%/year as well. All of this is intended to help reduce our operating deficit that even with State Surge funding and formula change to 60% local/40% state is predicted to be over \$200 million by the year 2020. Without the Surge funding and GPT formula change this session, our estimated deficit by 2020 grows to \$519 million. We also have the highest local Sales tax rate in the State at 3% to support this growth. Our first penny of local tax is for infrastructure, and is fully committed until its current expiration date of June 30, 2020 to payments for our 2013-2015 capital improvements bond issue of \$100 million. We also have a second penny that our local citizens approved as a quality of life improvement tax to build our Park District Recreation Center. This world class facility has never had any State funding or Oil tax proceeds in its construction or financing. Our third penny of local sales tax was just approved by a County wide vote that dedicates 50% of its funding to County and small city Public Safety issues, and 50% of that tax to the City of Williston for Police, Fire, and Emergency Services funding. As a City we are currently in the process of staffing a full time Fire department, and constructing and equipping three new fire substations in our growth areas, as well as continuing to grow our police force and ambulance service personnel. I can assure you that we have used all of our resources, including bonding that requires using future revenues to pay back new debt for current infrastructure improvements, to respond to the needs placed upon us.

On behalf of the Williston City Commission and our Citizens, I appreciate the opportunity to speak in support of SB2103 before you today. Thank you for your attention and consideration and I ask you to support a Do Pass recommendation for this infrastructure funding bill critical to all of North Dakota. I would be happy to stand for any questions at this time.

Brad Bekkedahl

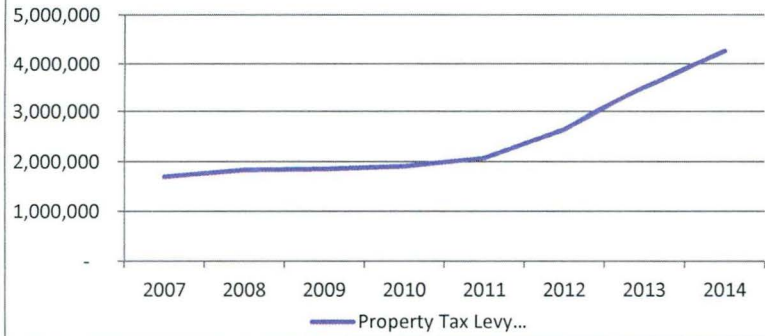
Finance Commissioner, City of Williston

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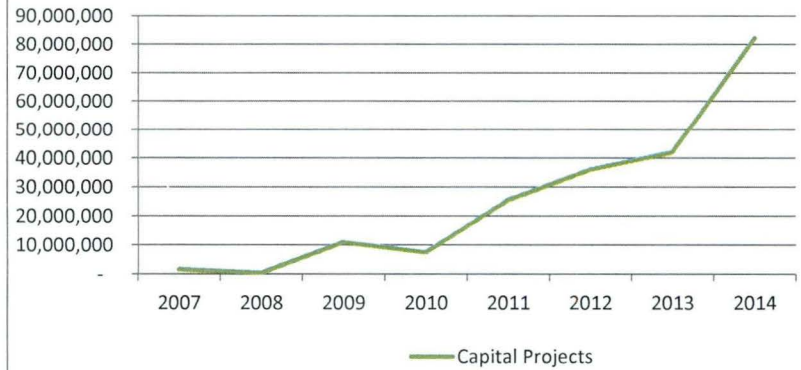


Year	GPT	Capital Projects	Property Tax Levy Per Year	Cumulative Debt
2007	765,597	1,739,553	1,698,790	35,530,014
2008	989,612	579,183	1,836,682	31,652,210
2009	1,586,284	11,181,814	1,851,326	34,856,357
2010	1,671,796	7,706,888	1,907,302	36,343,765
2011	1,611,121	25,653,827	2,075,887	57,348,815
2012	1,553,271	36,107,798	2,646,333	99,940,000
2013	12,269,444	42,009,008	3,519,468	228,165,000
2014	33,533,563	82,340,647	4,268,053	323,600,000

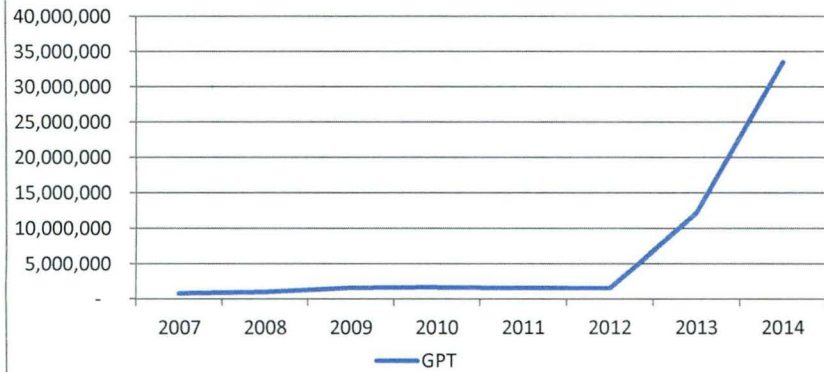
**Property Tax Levy Per Year**



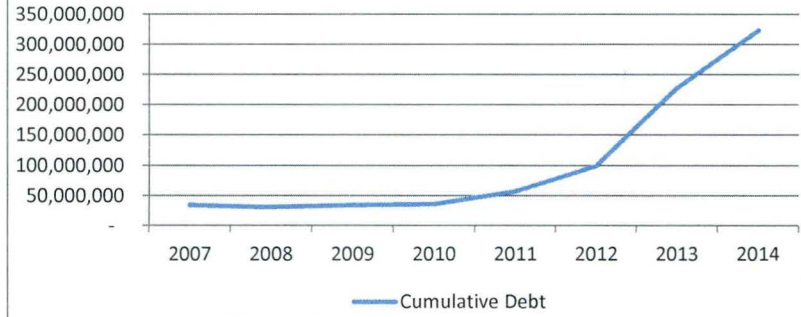
**Capital Projects**



**GPT**

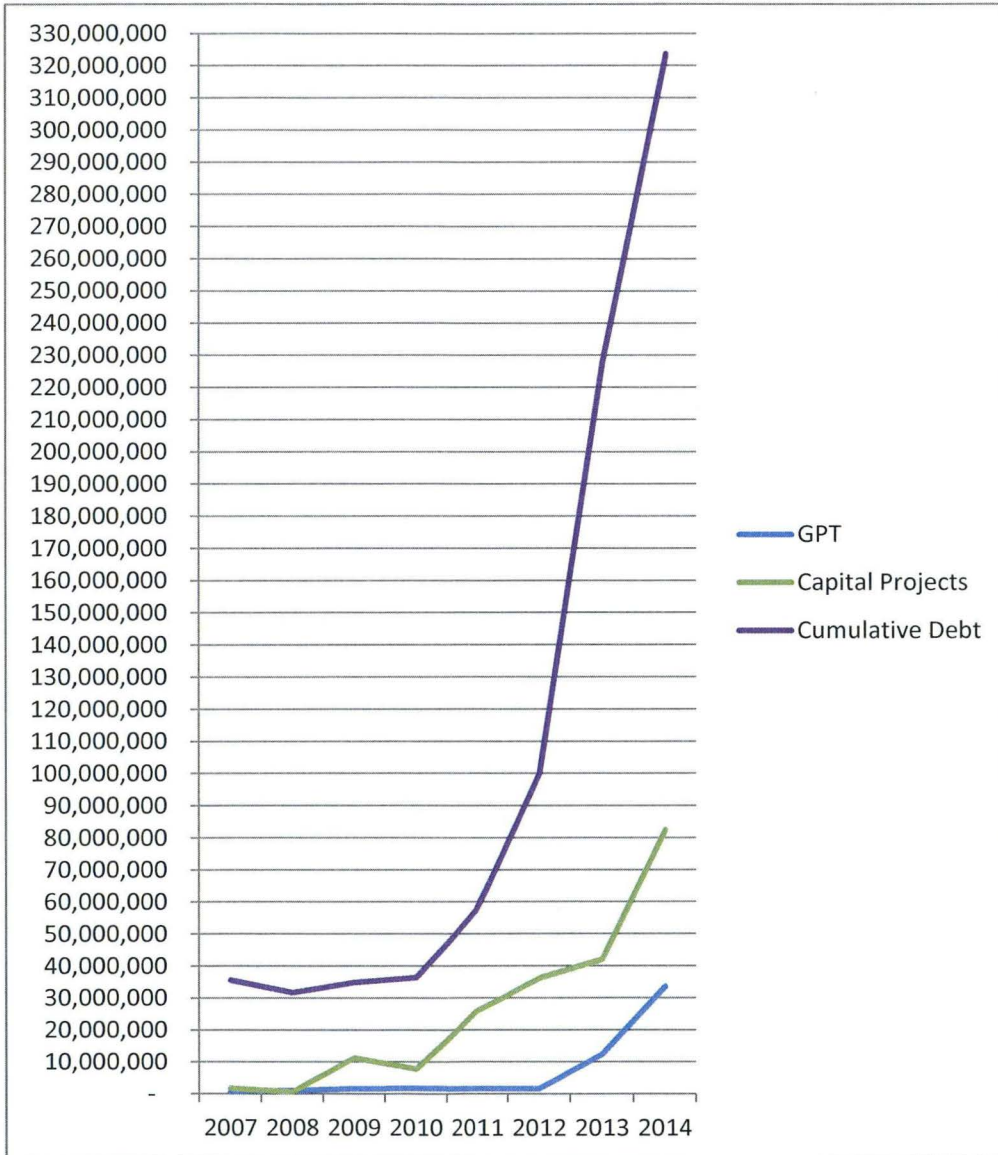


**Cumulative Debt**



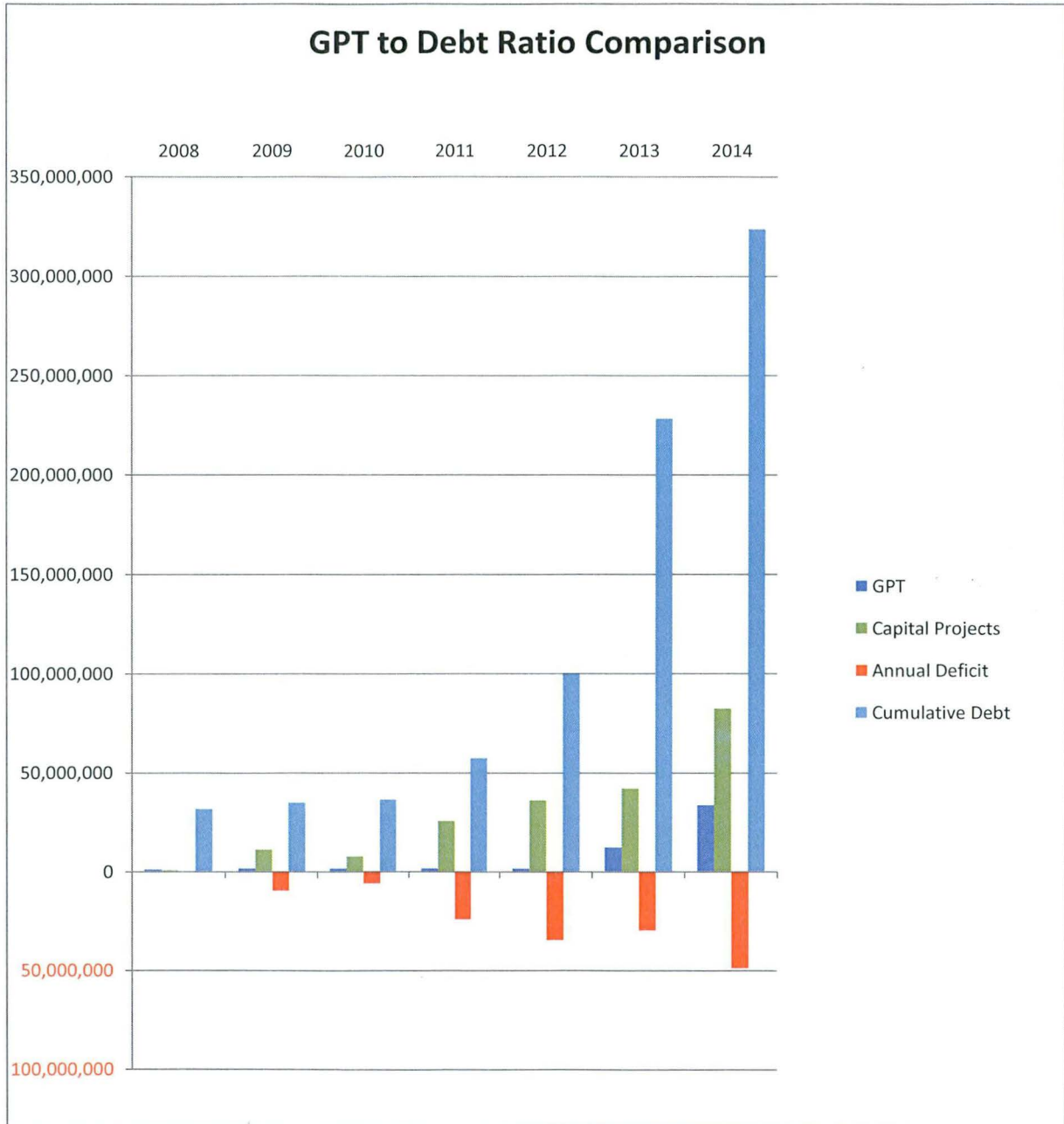
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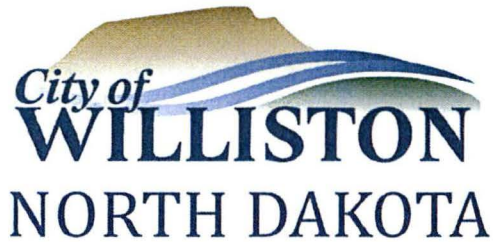
Year	GPT	Capital Projects	Cumulative Debt
2007	765,597	1,739,553	35,530,014
2008	989,612	579,183	31,652,210
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2010	1,671,796	7,706,888	36,343,765
2011	1,611,121	25,653,827	57,348,815
2012	1,553,271	36,107,798	99,940,000
2013	12,269,444	42,009,008	228,165,000
2014	33,533,563	82,340,647	323,600,000





Year	GPT	Capital Projects	Annual Deficit	Cumulative Debt
2008	989,612	579,183	410,429	31,652,210
2009	1,586,284	11,181,814	9,595,530	34,856,357
2010	1,671,796	7,706,888	6,035,092	36,343,765
2011	1,611,121	25,653,827	24,042,706	57,348,815
2012	1,553,271	36,107,798	34,554,527	99,940,000
2013	12,269,444	42,009,008	29,739,564	228,165,000
2014	33,533,563	82,340,647	48,807,084	323,600,000





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February 5, 2015

Mr. Jeff Delzer  
House Appropriations Chairman  
North Dakota House of Representatives  
600 E Boulevard Avenue  
Bismarck, ND 58505-0360

Dear Mr. Delzer:

In response to your request for information from the City of Williston with regard to "Surge" funding, please find the following enclosures for:

- Item 1 – Proposed use by major category
- Item 2 – Funding needed prior to June 30, 2015 - Explanation of fund spending
- Item 3 – Initial list of 2015 construction season "shovel ready" projects
- Items 4 and 5 – mill levies, taxable valuation, tax collection and estimated tax valuation

Thank you for the opportunity to participate in support of Senate Bill No. 2103, the "Surge" bill.

Sincerely,

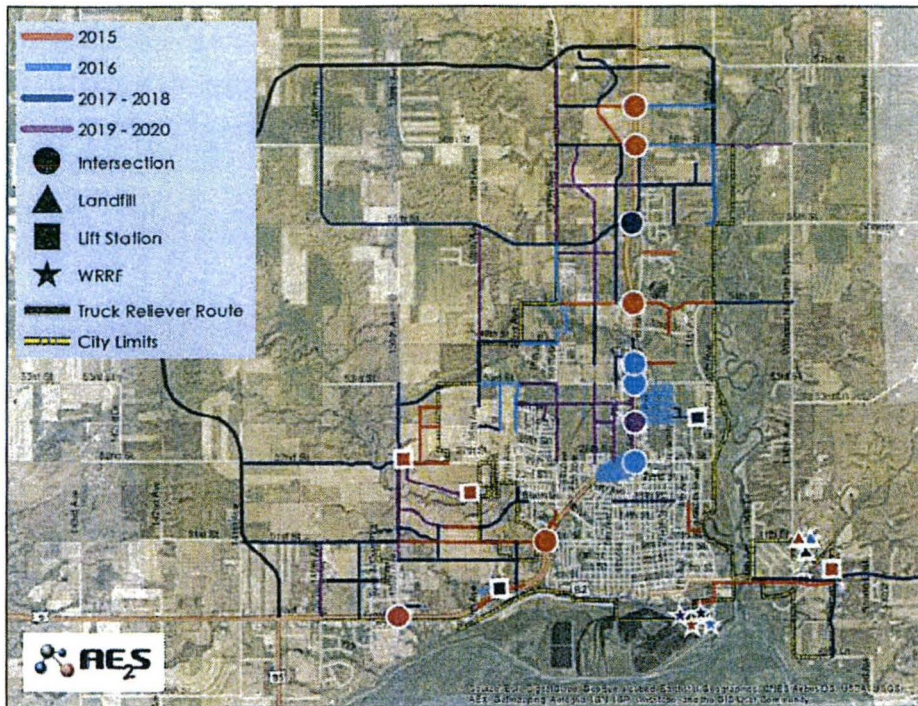
A handwritten signature in black ink, appearing to read "Howard Klug". The signature is fluid and cursive.

Howard Klug  
Mayor, City of Williston

HK/BD  
cc: Mr. John Kautzman



# CAPITAL IMPROVEMENTS SUMMARY



- Projected Capital Improvement needs for the next six years include trunk water, wastewater, stormwater, and transportation improvements. With major staff and fleet additions projected for the City, significant vertical infrastructure needs are also anticipated for public facilities such as City Hall, Fire Stations, and Public Works.

**In total, \$1.04 Billion in capital needs have been identified for the City over the next 6-years.**

## CAPITAL IMPROVEMENTS SUMMARY | 2015-2020

Category	Biennium		
	2015 - 2017	2017 - 2019	2019 - 2021
TRANSPORTATION	\$141,225,000	\$213,421,600	\$113,000,000
WASTEWATER	\$74,937,120	\$43,356,400	\$9,543,520
WATER	\$12,322,560	\$23,609,200	\$18,427,040
STORMWATER	\$23,376,000	\$8,386,000	\$4,000,000
SOLID WASTE	\$7,000,000	\$8,630,000	TBD
AIRPORT	\$178,351,000	\$51,394,500	TBD
PUBLIC BUILDINGS	\$57,165,000	\$50,805,000	\$6,500,000
<b>TOTALS</b>	<b>\$494,376,680</b>	<b>\$396,602,700</b>	<b>\$151,470,560</b>
	<b>2015-2017 CIP NEEDS</b>		

- Unprecedented growth is driving significant increases in capital improvements to support the booming energy industry in the Williston region.
- With this growth comes significant financial impacts.
- The 2015-2017 biennium accounts for approximately one-half (\$494M) of the total projected need.

2015 SPECIAL ASSESSMENT PROJECTS

District	Engineer	Design Progress	Estimated Cost	Create District	Bid Opening	Protest Hearing
D15-1 Sidewalk Improvement	City			February 24, 2015	March 19, 2015	Not Required
D15-2 High School On Site Improvements 1 Potential delays in bid opening date. 2 Administrative Lot Split Plat Required.	AE2S	Started	\$ 6,000,000	February 24, 2015	March 19, 2015	Petitioned
D15-3 Water, Sewer & Street Improvements (High School Off Site) 1 Development Design questions--Meeting scheduled for Feb 3rd. 2 Include Bike Trail and extension to 32nd Avenue?	Ulteig	Started	\$ 11,818,000	March 10, 2015	April 9, 2015	Petitioned
D15-4 Sewer Improvements (26th Street Lift Station) 1 Site location needs to be determined 2 Harvest Hills Overcapacity problem yet to be resolved 3 Force main alignment and discharge point yet to be defined. 4 Include 32nd Ave Lift Sta at cost of \$640,000?			\$ 1,718,000			
D15-5 Street Improvement East High Land Drive 1 Potential Wetland Impacts and Mitigation. Meeting scheduled Feb 6th.	AE2S	80%	\$ 500,000	February 10, 2015	March 19, 2015	March 24, 2015
D15-8 Drainage Improvements (Schlumberger Drainage) 1 County Water Board Assessment District not likely. 2 Iron Point inclusion into project may not be warranted.	Ackerman	Started				
D 15-9 Street Improvements (Mill & Overlay) 1 RFP for Construction Engineering sent out 2 Should Parking Authority Armory Lots be included	City	50%	\$ 2,000,000	February 10, 2015	March 19, 2015	March 24, 2015
		TOTAL	\$ 22,036,000			

8



2015 TOWNSHIP SUBDIVISION SPECIAL ASSESSMENT PROJECTS

District	Engineer	Design Progress	Estimated Cost	Create District	Bid Opening	Protest Hearing
Township Subdivision Improvements						
D15-6	Alliance	Started	\$ 2,800,000	March 10, 2015	April 9, 2015	Petitioned
Water & Sewer Improvements (4th Avenue East (Wegely Green Acres)) <ol style="list-style-type: none"> <li>Petition for sewer received.</li> <li>Public Neighborhood Meetings to gauge interest being scheduled.</li> <li>City Participation in water and other project costs.</li> </ol>						
D15-7	Ackerman	Started		March 10, 2015	April 9, 2015	Petitioned
Water & Sewer Improvements (49th Street West (Williston Park)) <ol style="list-style-type: none"> <li>Petition for water &amp; sewer received.</li> <li>Public Neighborhood Meetings to gauge interest being scheduled.</li> <li>City Participation in water and other project costs.</li> </ol>						
Highland Heights						
<ol style="list-style-type: none"> <li>Interest in Sewers</li> <li>Rural Water System should be refitted to municipal standards.</li> <li>Streets need to be repaved.</li> <li>66th Street? \$400,000 Street. \$300,000 Sewer. \$100,000 Water. Total \$800,000.</li> </ol>						
Borsheim/Saddle Ridge/Ironwood						
<ol style="list-style-type: none"> <li>Interest in Sewers</li> <li>Some Interest in Water.</li> <li>Drainage and Street Improvements needed.</li> </ol>						
Midway Bar/McCody Concrete						
<ol style="list-style-type: none"> <li>Interest in Sewers</li> <li>Some Interest in Water.</li> <li>Drainage and Street Improvements needed.</li> </ol>						
Sunset/Lindsay Equipment						
<ol style="list-style-type: none"> <li>Interest in Sewers</li> <li>Some Interest in Water.</li> <li>Street Improvements needed.</li> </ol>						
			TOTAL	\$	2,800,000	

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2015 PROJECTS

Project	Engineer	Design Progress	Estimated Cost	Create District	Bid Opening	Protest Hearing
2015 Water Main Replacement	Ackerman		\$ 1,590,000	March 10, 2015	April 9, 2015	
P235 11th Street/US 2 & 85 Intersection Phase II--Frontage Road connection 11th to 16th St Civil Science			\$ 2,578,000			
1 Scheduled April 2014 NDDOT Bid Letting					April 10, 2015	
2 Decision Documents expected first week in February.						
P226 11th Street--US 2 & 85 to 32nd Avenue New Street with Sand Creek Crossing	Sanderson		\$ 7,450,000			
1 Right of Way from Thomas Petroleum required						
2 404 Permit applied for but not received						
P213/? 2nd Street/32nd Avenue West/US 2 & 85/West Williston Drainage			\$ 5,151,000			
1 NDDOT sending out RFP's						
2 Need meeting w/ AE2S & Alliance regarding Peer Review of Design Discharges.						
P237 Land Fill Expansion						
1 RFP's sent out.						
2 Ground Monitoring Wells need to be bid soon.						
			\$ 5,500,000			
			TOTAL \$ 22,269,000			

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POTENTIAL 2015 PROJECT/DISTRICTS

Project	Engineer	Design Progress	Estimated Cost	Create District	Bid Opening	Protest Hearing
11th Street--32nd to 139th Avenue New Street with Dry Dams 1 East half needs to be built soon. Costs should be paid by adjacent developers 2 West half probably needs to be paid with City funds. 3 Adjacent developers may be able to provide dirt for the 11th Street and maybe 7th Street Dry Dams. 4 Developer does not want 7th Street built to 139th Avenue. City may want 7th Street Built to 130th. 5 Sizing and design of Dry Dams and control structures need to be worked out.			\$ 8,958,000			
P220 16th Avenue West Reconstruction from 50th to 58th Street 1 Right of way needs to be acquired.	Ulteig	50%	\$ 5,275,440	February 24, 2015	April 9, 2015	April 14, 2015
58th Street Traffic Signals 1 NDDOT initiated project 2 Holliday probably to build 58th Street going east. 3 Holliday probably to build southeast bulb out. 4 Holliday may request City participation. 5 City right of way acquisition from Joseph Family 6 City right of way acquisition from Parks/Boy Scouts.			\$ 2,320,000			
P223 58th Street US 2 & 85 to 16th Avenue West			\$ 5,228,000			
58th Street/University Avenue/Fair Grounds Road			\$ 9,378,000			
Bakken Industrial Park Street Improvements						
135th Avenue East Water & Street Improvements (Mikolinski)						
135th Avenue East Water, Sewer & Street Improvement (Todd Sutton)						
		TOTAL	\$ 31,159,440			
		GRAND TOTAL	\$ 78,264,440			

2015 Proposed Surge Funding  
Item 3 - Initial list of 2015 construction season projects

Project	Description	Entity	Amount	
<b>Municipal Highway (1) 2015</b>				
58th St	US 85 to University Ave	ST	\$ 2,750,000	Spring Lake Park
58th St	University Ave to East Limits	ST	\$ 3,300,000	
58th St	US 85 to University Ave	W	\$ 728,000	
US 2/85 and 58th St Intersection		ST	\$ 2,320,000	
Energy St	Northstar Parkway to US 85	W	\$ 628,000	
56th St	US 85 to Northstar Parkway	SS	\$ 191,000	
Energy St	US 85 to Northstar Parkway	SS	\$ 200,640	
Northstar Parkway	56th St to Energy	W	\$ 633,600	
56th St	Northstar Parkway to US 85	W	\$ 211,200	
58th St	16th Ave to 6th Ave	ST	\$ 3,850,000	
58th St	6th Ave to 14th Ave	SS	\$ 633,600	
58th St	16th Ave to 6th Ave	W	\$ 739,200	
11th St	139th to 38th	ST	\$ 4,900,000	
11th St	38th Ave to 32nd Ave	ST	\$ 3,800,000	
Bison Drive	38th Ave to 32nd Ave	W	\$ 528,000	
11th St	32nd Ave to Dakota Parkway	ST	\$ 7,450,000	
US 2/85 and 11th St Intersection		ST	\$ 500,000	
26th St	139th Ave to 37th Ave	ST	\$ 1,650,000	Highschool
26th St	139th Ave to 37th Ave	W	\$ 633,600	
44th Ave	26th to 37th	ST	\$ 4,000,000	
44th Ave	26th to 37th	SS	\$ 844,800	
44th Ave	26th to 37th	W	\$ 739,200	
37th St	44th Ave to Long Branch	ST	\$ 1,500,000	
37th St	44th Ave to Long Branch	SS	\$ 316,800	
37th St	44th Ave to Long Branch	W	\$ 316,800	
32nd St	44th Ave to Long Branch	ST	\$ 1,500,000	
32nd St	44th Ave to Long Branch	W	\$ 316,800	
26th St Lift Station (1/4 School)		SS	\$ 3,500,000	
16th Ave	15th St to 16th St	ST	\$ 1,350,000	
Subtotal			\$	50,031,240
Surge Funding				
TBD (To Be Determined)				



2015 Proposed Surge Funding  
Item 3 - Initial list of 2015 construction season projects

Municipal Highway (2) 2015

2015 Street Rehabilitation		ST	\$	2,000,000
2015 Water Main Replacement		W	\$	1,500,000
Hawkeye North Lift Station			\$	320,000
Hwy 1804 Lift Station	Dev picks up remainder, est 2mm	SS	\$	606,720
Airport Drainage Ditch Analysis		Storm	\$	75,000
West Williston Drainage Ph 2		Storm	\$	5,151,000
Landfill Cell #5 Construction		Landfill	\$	4,240,000
10 Acre Cell Cap Construction		Landfill	\$	2,600,000
Land Acquisition for Cell Expansion		Landfill	\$	1,000,000
PW Facility Master Plan Study		PW	\$	250,000
PW Facility Land Acquisition		PW	\$	3,000,000
PW Facility Constructon		PW	\$	3,000,000
Small Land Acquisition		CH	\$	5,000,000
City Hall Facility Plan		CH	\$	150,000
32nd Ave Walking Trail		ST	\$	330,000
2015 Phased Water & Sewer Improvements	Wegley & Highland		\$	1,500,000
New Armory Curb & Gutter		W	\$	75,000
11th St Reservoir Bypass Improvements		W	\$	90,000
	Subtotal		\$	30,887,720
	Surge Funding			
	TBD (To Be Determined)			

2015 Proposed Surge Funding  
Item 3 - Initial list of 2015 construction season projects

Municipal Highway (3) 2015

26th St Mill & Overlay	University to East Dakota Pkwy	ST	\$	250,000	
Water & Sewer Oversizing	Northstar	W, SS	\$	200,000	
Spring Lake: Bek's Frontage Deffered Assessment			\$	350,000	
Spring Lake: Bek's Frontage Park Land			\$	350,000	
Spring Lake: Lingenfelter Deferred Assessment			\$	450,000	
Spring Lake: Lingenfelter Frontage Park Land			\$	450,000	
Fairgrounds Road	West to Frontage	ST	\$	350,000	
Fairgrounds Road	East to White Bridge	ST	\$	750,000	
Water Bore and PRV		W	\$	500,000	
Hawkeye 11th St Deferrered Assessments		ST	\$	950,000	
L & K Northern Heights Sewer		SS	\$	200,000	
L & K Northern Heights Water Ext		W	\$	100,000	
L & K Northern Heights Sewer Ext		SS	\$	100,000	
L & K Northern Heights Street Ext		ST	\$	400,000	
	Subtotal		\$	5,400,000	
	Surge Funding				
	TBD (To Be Determined)				
<b>INITIAL PROJECTS TOTAL</b>					<u><u>\$ 86,318,960.00</u></u>



2015 Proposed Surge Funding  
Items 4 and 5

**4. Total City mill levy, taxable valuation, and property tax collections**

Value	Mills	Budget Year	\$ Amt Levy	Amt Collected	% Collected
	75.92	2008	\$ 1,698,790	\$ 1,194,563	99.75
\$ 20,192	66.68	2009	\$ 1,836,682	\$ 1,818,810	99.03
\$ 23,239	63.49	2010	\$ 1,851,326	\$ 1,742,202	94.11
\$ 29,578	60.57	2011	\$ 1,907,302	\$ 1,903,281	99.78
\$ 33,639	48.85	2012	\$ 2,075,887	\$ 2,066,175	99.53
\$ 51,541	39.55	2013	\$ 2,646,333	\$ 2,523,638	95.36
\$ 85,849	31.83	2014	\$ 3,519,468	\$ 3,317,078	94.24
\$ 34,089		2015	\$ 4,268,053	N/A	N/A

**5. Value of building permits issued 2014 expected to be added to taxable valuation 2015**

Building 2014 Permits	\$ 500,342,125
*Estimate for valuation effect	\$ 300,000,000 - 400,000,000

*\* Rough Estimate of valuation of Net Worth.  
Equalization hearing of May 2015 effects taxable evaluation.*



P.O. Box 1306  
Williston ND 58802-1306  
PHONE: 701-577-8100  
FAX: 701-577-8880  
TDD State Relay: 711

#22

Mayor Howard Klug

SB 2103

House Appropriations Committee

Representative Jeff Delzer, Chairman

Hearing Date

February 11, 2015

Chairman Delzer and House Appropriations Committee Members:

Thank you for your past support of Williston. I am Howard Klug, President of the Williston City Commission. I stand before you today to seek your support of SB 2103. The timely approval of one of this bills is extremely important as Williston prepares for a full construction season due to our unprecedented growth.

In the past year as I ran for office and during my six month tenure as Mayor my message has been the same; 'Invest in us now and we will provide a base for an industry that will benefit North Dakota during the next forty years.'

As business people, we have to realize that now is the time for us to catch up. We need to invest for the future of North Dakota. That commitment will show outside investors that we are preparing for growth for years to come.

Now is the time to invest. Five years ago Williston's new waste treatment plant was projected to cost 65 million dollars. At that time, Williston didn't have the ability to borrow or bond for the project. Last year when the state funding finally gave us the ability to fund the project inflation raised the project to 105 million dollars.

Attached to my written testimony is a report summarizing Williston's estimated debt and capital improvement projects for 2015. I would like to highlight two projects and why they are important. The extension of 11<sup>th</sup> Street West will provide an east west connection through the City of Williston. This connection will allow our emergency personnel a direct route to the road that leads to our new high school. The extension of 26<sup>th</sup> Street will provide sewer, water and additional access to our new high school area. When the 26<sup>th</sup> Street project is finished, I have a developer's commitment to build affordable housing along that corridor. These projects are well thought out, they work together, and they are vital to Williston's growth.

Signs of Williston's growth are everywhere. Williston has been named the fastest growing micropolitan community for the past three years and in 2014 it led the state in construction activity as over \$500 million in permits were filed with our building department.



As of the third quarter of 2014, Williston had almost \$2.7 billion in taxable sales and purchases. By the end of 2014, Williston's 1 cent sales tax generated over \$15 million for the City and the state's five percent sales tax on Williston's taxable sales and purchases produced more than \$75 million for North Dakota. Unfortunately, Williston has a large and growing debt of about one-third of a billion dollars; we anticipate being closer to a half billion dollars in the next two years due in part because of our airport expansion/relocation project.

I believe Williston has in the past and is currently operating in a fiscally responsible manner. We are committed to taking on our share of infrastructure projects and if there is a test for having 'skin in the game,' there is no question that Williston has passed it – with flying colors.

I strongly urge you to approve SB 2103 as quickly as possible so Williston and others can utilize the 2015 construction season to the best of our abilities. I stand ready to answer any questions you may have for me today.

Sincerely,



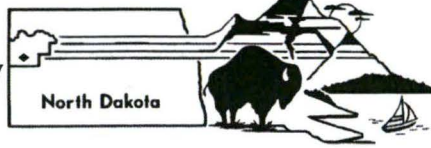
Howard Klug  
President Williston City Commission

Attachments

SB 2103

#23

Watford City



**City of Watford City**  
**Brent Sanford, Mayor**

213 2<sup>nd</sup> St. NE  
Po Box 494  
Watford City, ND 58854

February 9, 2015

2/11/15

Mr. Chris Kadrmas  
Legislative Council  
600 East Boulevard Ave  
Bismarck, ND 58505

Dear Mr. Kadrmas,

Thank you for the opportunity to provide input into the legislative process. Recent developments in the oil and gas industry in the State of North Dakota have transformed the City of Watford City into both a destination and home base for companies and people looking to grow and foster this industry in the Bakken region. As a result, the City has been at the forefront of planning and implementing the needed infrastructure to ensure that both business and residents alike can enjoy a safe and high standard of living while working to grow our State's economy. However, even the best planning has not been able to keep up with the unprecedented demand for infrastructure brought on by oil and gas development. The City is in need of this Surge funding to address the \$96 million in outstanding infrastructure for 2015 and \$344 million in infrastructure needed by 2023. To this end, we have provided the requested information below for your use.

1. The proposed use, by major category, of the "Surge" funding your city is anticipated to receive as a result of this bill.

An initial breakout seen by the City indicated that the Surge funding bill would provide roughly \$40 million in emergency funding for infrastructure projects. This funding has been preliminarily allocated to hard street infrastructure projects within the City. To date, the City has successfully leveraged State funds through the Energy Infrastructure and Impact Office to implement wet utility infrastructure. The City will look to mirror this success as we leverage Surge funding to grow and expand our transportation network to prove a backbone of arterial streets to efficiently move traffic through the City. Specifically, the City will expand the 17<sup>th</sup> Ave N corridor, 11<sup>th</sup> Ave S corridor, and 4<sup>th</sup> Ave N corridor at a total estimated cost of \$39.6 million. The attached pictures show the current state of these road corridors.

2. The amount of "Surge" funding that is needed prior to June 30, 2015, with an explanation of how the funds will be spent.



The City needs a minimum of \$11.25 million in Surge funding prior to June 30, 2015 to fund right of way acquisition, easements, utility relocations, engineering & legal fees, and initial construction costs. The City is planning for a total of 39 projects with a projected cost of \$96 million scheduled for 2015. These 2015 projects include nine projects at \$15 million in estimated project costs where the City has requested developers install infrastructure due to lack of available funding, five projects at a total estimated cost of \$24.3 million where the City has already undertaken final design and gone out to bid, 16 projects at a total estimated cost of \$44.9 million in preliminary design that will be bid by June 30, 2015, and nine projects with a total estimated cost of \$11.6 million that will be bid by the end of the year. In addition, the City is planning for a total of \$159 million in capital infrastructure projects during the 2015-2017 biennium and \$344 million in projects by 2023. All available Surge funding will be used to ensure that the City is able to continue providing critical infrastructure to residents and businesses.

3. A detailed listing of “shovel ready” projects and the estimated cost of each project that will be completed during the 2015 construction season and the funding source for each project (local funds, oil tax formula allocations, federal funds, highway tax distribution fund, state aid distribution fund, “surge” funding, other).

Please see Table 1 for project listing, timing, and funding source. Currently the City has three major construction projects underway: the new wastewater treatment plant, or water resource recovery facility (WRRF), and two new water towers. The City is expecting that 16 projects will be ready for bid by June 30, 2015, ensuring that \$44.9 million in additional projects are undertaken during the 2015 construction season. Once funding is secured, engineering and design will commence on another nine projects with the goal of having them bid by the end of the year.

**Table 1  
Key Infrastructure Projects 2015**

<b>Project</b>	<b>Timing</b>	<b>Amount</b>	<b>Funding Source</b>
Street Rehabilitation Projects	Bid Awarded	\$539,500	GPT
North Side Water Resource Recovery Facility Phase 1	Bid Awarded	\$22,514,420	CWSRF / GPT
Airport Feasibility Study	Bid Awarded	\$80,000	GPT / FAA / Sales Tax
Northwest Water Tower – 1.0 MG*	Bid Awarded	\$1,075,000	SWC Grant / DWSRF
East Water Tower - 1.0 MG*	Bid Awarded	\$50,000	SWC Grant / DWSRF
HWY 23 Lift Station	To Be Bid By June 30	\$643,552	GPT Backed Bond
NW Pressure Zone Improvements	To Be Bid By June 30	\$1,218,000	SWC Grant / DWSRF

3rd Ave SW Reconstruction	To Be Bid By June 30	\$3,322,675	Surge Funding
17 <sup>th</sup> Ave Corridor Improvements	To Be Bid By June 30	\$9,085,440	Surge Funding
11 <sup>th</sup> Ave Corridor Improvements	To Be Bid By June 30	\$26,183,373	Surge Funding
4 <sup>th</sup> Ave NW Corridor Improvements	To Be Bid By June 30	\$4,434,560	Surge Funding

\*2014 project with estimated construction costs in 2015 to completion.



**Table 1 con't**  
**Key Infrastructure Projects 2015**

<b>Project</b>	<b>Timing</b>	<b>Amount</b>	<b>Funding Source</b>
12 <sup>th</sup> St Corridor Improvements	2015 Bid	\$3,915,392	Surge Funding
Southeast Water Tower	2015 Bid	\$3,849,285	DWSRF / GPT
Airport Improvements	2015 Bid	\$2,050,000	Surge Funding / FAA / Sales Tax
12th St E Water Transmission Main	2015 Bid	\$619,757	DWSRF / GPT
24th Ave SE Water Transmission Main	2015 Bid	\$1,167,231	DWSRF / GPT
Total		\$80,748,185	

4. A schedule showing your total city mill levy, taxable valuation, and property tax collections for each year since 2008.

Taxable values have increased dramatically since 2008 and far outpace similar sized communities in the State. Due to this growth, the City has attempted to mitigate the financial impact on long-term residents and held mill levies low to limit tax increases on residents. Even with lowering actual mill levies, the taxable value on a typical residential property has increased 233 percent resulting in an actual increase in taxes of over 25 percent. Table 2 outlines the past seven years of property tax information as requested.

**Table 2**  
**Property Tax Information**


<b>Tax Year</b>	<b>Total City Mill Levy</b>	<b>Taxable Value</b>	<b>Total Tax Levied</b>	<b>Typical Residential Property Tax</b>
2008	104.27	\$1,721,571	\$179,508	\$1,030.52
2009	100.11	1,882,282	188,435	953.01
2010	99.17	2,172,820	215,479	1,038.16
2011	79.62	3,142,428	250,200	1,138.95
2012	65.34	4,877,382	318,688	1,217.56
2013	49.91	7,802,966	389,446	1,251.35
2014	43.07	12,610,102	543,117	1,293.60

5. The value of building permits issued in 2014 expected to be added to taxable valuation in 2015.

In 2014, the City issued 511 building permits with a combined total value of \$242 million and \$70.3 million in estimated true and full valuations. These 2014 building permits represents a 195 percent growth from 2013 building permits. In total, this new construction is expected to add \$3.5 million in taxable value to the 2015 tax roll, equivalent to \$150,000 in additional property taxes at current mill levies.

Again, we appreciate the opportunity to be a part of the overall legislative process and to provide input on this critical piece of funding legislation for the City and the State. Should you have any further questions, please let me know.

Sincerely,



Brent Sanford, Mayor



4<sup>th</sup> Ave Corridor





4<sup>th</sup> Ave Corridor





11<sup>th</sup> Ave Corridor





11<sup>th</sup> Ave Corridor





11<sup>th</sup> Ave Corridor





17<sup>th</sup> Ave Corridor





17<sup>th</sup> Ave Corridor



2/11/15

#24

Testimony to the House Appropriations Committee  
Chairman Delzer  
Prepared by Lee Staab, City Manager  
City of Minot  
[cmgr@minotnd.org](mailto:cmgr@minotnd.org)

**SENATE BILL NO. 2103**

Chairman Delzer, Committee members, my name is Lee Staab and I am the City Manager for the City of Minot. I am representing the City of Minot in support of a DO PASS on Senate Bill 2103.

Chairman Delzer and Committee members I have testified in front of this Committee in regards to HB 1176 supporting the change in the formula to a 60/40 split and to increase the amount provided to HUB cities based on mining employment. Hand-in-hand with HB 1176 is SB 2103 which provides surge funding for the cities most impacted by the rapid development in western North Dakota due to the energy development.

I have handed out the Mayor's written testimony for SB 2103 that provides how Minot has been specifically impacted as the city provides housing for many individuals that reside in Minot but work in the Bakken. How the city's landfill is a regional landfill taking in municipal solid waste from the region. How the city's sewer system takes in waste water from the temporary work-force housing sites in western North Dakota. How the Minot airport serves many charter flights that bring workers to the oil fields on weekly basis.

What was not provided in detail in the Mayor's testimony that I am going to address today is the City of Minot has the highest water and sewer rates for cities over 5,000 in North Dakota. This is one-hundred percent (100%) driven by the necessity of increasing our infrastructure to meet the demands of new housing and new businesses that came into Minot.



We have received many questions about Minot's impact due to energy development versus the impact of the flood in 2011. Let me assure you, at the time of the flood the city's vacancy rate for apartments and homes was less than one percent (1%). Yes, the flood caused more pressure on our housing situation, but against a problem that already existed due to energy impacts.

To provide adequate infrastructure for city growth due to energy growth, the city has increase our debt per capita of \$969 in 2010 to \$2,017 in 2014. Please take note – the city did not borrow to finance the flood. The city has been fortunate to receive federal and state grant funds for flood recovery. The debt the city has incurred is directly related to trying to address the growth due to energy development.

Based on the Senate Bill in front of you, the City of Minot would receive Forty Million (\$40 M) in surge funding. Mr. Chairman you sent out a letter of inquiry asking how much of that is needed prior to June 30, 2015. The city has identified the need of \$5,500,000 prior to June 30. This \$5,500,000 would go for engineering costs associated with the 37<sup>th</sup> Ave SW transportation capacity increase and the 36<sup>th</sup> Ave NW capacity increase. The shovel ready projects the city has ready for the 2015 construction season are as follows:

<b>Summary Project Costs Surge Funding</b>	<b>Project Costs</b>	<b>Funding Source</b>
55th Street Crossing Lift Station	\$1,300,000	Surge Funding
Puppy Dog Phase VI MH 34 to Lift	3,050,000	Surge Funding \$3,050,000
North Sewer Lift Stations	<u>26,250,000</u>	Surge Funding
<b>Subtotal Waste Water Projects</b>	<b>30,600,000</b>	
37th Ave SW Capacity Increase	5,500,000	Surge Funds
36th Ave NW Capacity Increase	<u>3,900,000</u>	Surge Funds
<b>Subtotal Transportation Projects</b>	<b>9,400,000</b>	
<b>TOTAL SURGE FUNDING</b>	<b><u>\$40,000,000</u></b>	

Passing the bill now will allow us to plan for, bid, and finally have a chance at getting ahead of the curve on these infrastructure demands.

You should all have a copy of Minot's response to Chairman Delzer's inquiry. As you look at that, you will see the city's needs are great in all areas of infrastructure. Water projects Forty Million (\$40 M), waste water Thirty-Seven Million (\$37 M), storm sewer Ten Million (\$10 M), transportation Forty-Six Million (\$46 M), and the airport Fifteen Million (\$15 M). These are the projects for 2015. The city has identified Eighty Million (\$80 M) in 2016, Two-Hundred-Two Million (\$202 M) in 2017, One-Hundred-Fourteen Million (\$114 M) in 2018, and Two-Hundred-Thirty-Six Million (\$236 M) in 2019 based on the city's capital improvement plan.

The city has pursued funding from as many avenues as possible but still needs the support of the State. Minot is not located in a large oil producing county, but Minot is one of the hubs of the oil field. From June of 2013 to 2014 the employment and mining figures doubled in Minot. This does not account for the many individuals that live in Minot and work outside of Minot supporting the energy industry. Not only do we provide housing as mentioned above, Minot is a regional center for landfill, waste water, and airline transportation. In addition, we provide water for Minot, Burlington, Berthold, Sherwood, Kenmare, Upper Souris Rural Water, North Prairie Rural Water and the Minot Air Force Base.

As the City of Minot continues to be a regional support-hub, the surge funds are needed to continue to move forward. These are unprecedented times and the City needs the support of the State to maintain a quality community that is affordable for the average North Dakota citizen to reside here. Therefore, I strongly support a Do PASS on Senate Bill 2103.



# City of Minot

MAYOR

February 7, 2015

Representative Jeff Delzer  
House Appropriations Chairman  
600 East Boulevard Avenue  
Bismarck, ND 58505

Re: Senate Bill No. 2103

Dear Representative Delzer,

The City of Minot is happy to provide you additional information regarding the City of Minot's needs in support of Senate Bill 2103. The surge funding is needed to ensure the funding will be available as the city moves forward with the city's infrastructure projects.

I will respond in the same order as the request for information.

1. The following is the proposed use, by major category of the "Surge" funding for Minot:

Waste Water	Transportation	Total Surge Funding
\$30,600,000	\$9,400,000	\$40,000,000

2. The City of Minot has identified approximately \$5,500,000 in surge funding that we will spent prior to June 30, 2015. The remaining funds will allow us to bid and engineer projects this spring that will spent during 2015 construction season.
3. A detailed listing of "shovel ready" projects and the estimated cost of each project is listed for the 2015 construction season and the funding source is as follows:

# City of Minot

Water Projects	Project Costs	Funding Source
Water Treatment Plant HMGP	\$30,551,928	NDDes/FEMA/Water & Sewer Utility Bonds
55th Street Water Main to 30th Ave	3,600,000	MAGIC Fund
Downtown Water Replacement	4,022,161	EDA Grant/Water and Sewer Utility Bonds/CDBG-DR
Water Main Replacement	700,000	Water and Sewer Utility Bonds
16th Ave SE Watermain Upsizing	750,000	Water and Sewer Utility Bonds
South System Distribution Improvements	1,000,000	Water and Sewer Utility Bonds
<b>Total Shovel Ready Water Projects</b>	<b><u>\$40,624,089</u></b>	

Waste Water Projects	Project Costs	Funding Source
55th Street Crossing Lift Station	\$1,300,000	Surge Funding
Puppy Dog 1st Larson to 54th Avenue	950,000	Section 594 Grant & Ward County Water Resource Board
Puppy Dog Phase VI MH 34 to Lift	5,000,000	Surge Funding \$3,050,000/Section 594
North Sewer Lift Stations	26,800,000	Surge Funding/Water and Sewer Utility Bonds
Downtown Sewer Replacement	2,942,181	EDA Grant/Water and Sewer Utility Bonds/CDBG-DR
Sewer Replacement	750,000	Water and Sewer Utility Bonds
<b>Total Shovel Ready Waste Water Projects</b>	<b><u>\$37,742,181</u></b>	

Storm Sewer Projects	Project Costs	Funding Source
6th Street Pump Station Capacity Increase	\$4,200,000	CDBG-DR/Water and Sewer Utility Bonds
2nd Ave Forcemain Capacity Increase	1,300,000	Water and Sewer Utility Bonds
Downtown Replacement	4,957,062	Special Assessments/Water and Sewer Utility Bonds
<b>Total Shovel Ready Storm Sewer Projects</b>	<b><u>\$10,457,062</u></b>	

Transportation Project Cost	Project Costs	Funding Source
Street Improvements	\$4,500,000	City Funds
37th Ave SW Capacity Increase	5,500,000	Surge Funds
36th Ave NW Capacity Increase	3,900,000	Surge Funds
Downtown Street Replacement	10,911,217	EDA Grant/General Obligation Bonds
PV 493	1,300,000	Special Assessments
PV 494	3,200,000	Special Assessments
PV 485	300,000	Special Assessments
Repair of Flood Roads	12,422,350	CDBG-DR
Street Lighting District	3,286,632	Special Assessments
1st Street SE Improvements	1,000,000	General Obligation Bonds
Improvement 18th Street SE	410,000	CDBG-DR
<b>Total Shovel Ready Transportation Projects</b>	<b><u>\$46,730,199</u></b>	

Airport Project Cost	Project Costs	Funding Source
Terminal Construction	6,803,995	FAA/State/Airport Revenue Bonds
Apron Phase II and III	4,841,000	FAA/State/Airport Revenue Bonds
Access Road & Parking	3,485,000	State/Airport Revenue Bonds
<b>Total Shovel Ready Airport Projects</b>	<b><u>\$15,129,995</u></b>	



# City of Minot

From the above chart the following is a summary of the projects where surge funding will be used.

Summary Project Costs Surge Funding	Project Costs	Funding Source
55th Street Crossing Lift Station	\$1,300,000	Surge Funding
Puppy Dog Phase VI MH 34 to Lift	3,050,000	Surge Funding \$3,050,000/Section 594
North Sewer Lift Stations	<u>26,250,000</u>	Surge Funding
<b>Subtotal Waste Water Projects</b>	<b>30,600,000</b>	
37th Ave SW Capacity Increase	5,500,000	Surge Funds
36th Ave NW Capacity Increase	<u>3,900,000</u>	Surge Funds
<b>Subtotal Transportation Projects</b>	<b>9,400,000</b>	
<b>TOTAL SURGE FUNDING</b>	<b><u>\$40,000,000</u></b>	

4. The following schedule shows total city mill levy, taxable valuation and property tax collections since 2008. The citizens of Minot voted to use a portion of sales tax to reduce the property tax burden. This number is reflected in the column titled "Property Tax Buy Down."

Year	Total City Mill Levy	Taxable Valuation	Property Tax Total	Property Tax Buy Down	Property Tax Collections
2008	114.78	\$96,457,428	\$9,617,582	\$604,970	\$9,012,612
2009	112.90	\$106,353,347	\$10,165,574	\$672,071	\$9,493,503
2010	109.61	\$119,353,347	\$10,541,212	\$736,004	\$9,805,208
2011	108.59	\$124,044,567	\$11,588,269	\$749,719	\$10,838,550
2012	81.03	\$147,659,145	\$11,574,266	\$4,017,199	\$7,557,067
2013	86.77	\$192,813,439	\$14,861,559	\$4,695,468	\$10,166,091
2014	76.76	\$211,179,360	\$18,027,027	\$4,666,074	\$13,630,953
2015	78.63	Not Available	\$22,347,771	\$5,896,138	\$16,451,633

5. The value of building permits issued in 2014 expected to be added to taxable valuation in 2015 is estimated at Six Million (\$6M). Please note this is an estimated number. This number will not be finalized for several more weeks.

# City of Minot

The City of Minot will be available at the hearing on February 11<sup>th</sup> to answer any questions you may have on the information presented in this letter.

Sincerely,

*Chuck Barney*

Chuck Barney, Mayor  
City of Minot

cc: Minot Legislators



**Testimony to the Senate Appropriations Committee**  
**Chairman Holmberg**  
**Prepared by Chuck Barney, Mayor**  
**City of Minot**  
[Mayor@minotnd.org](mailto:Mayor@minotnd.org)

**SENATE BILL 2103**

Chairman Holmberg, Committee members, my name is Chuck Barney and I am the Mayor for the City of Minot. I am representing the City of Minot to encourage funding of SB 2103.

With my written testimony, I have included a brochure titled "Growth and Energy Impacts" for the City of Minot. This document details how the City of Minot is being impacted by growth due to oil and gas development in North Dakota.

The City's capital improvement plan identifies over eight hundred million (\$800 M) in necessary improvements over the next five years.<sup>1</sup> The City's footprint has increased eighty-two (82) percent since 2006. With this increase has come enormous demand for water, sewer, and street infrastructure, which supports the energy industry by providing infrastructure for housing, and both energy related and support businesses.

The City has and continues to provide water on a regional basis to surrounding communities and water districts, including: Burlington, West River, Berthold, Mohall, Sherwood, North Prairie Rural Water, and North Central Rural Water Consortium. Each of these entities have seen tremendous growth related to the development of oil and gas in North Dakota. In order to continue to accommodate the growth in Minot, and the surrounding communities, we estimate the city will invest Sixty-Six Million (\$66 M) in water related infrastructure during 2015 and 2016. The ability to provide infrastructure for permanent housing for Minot and the

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<sup>1</sup> This includes one-hundred eighty four million (\$184 M) for flood control projects.

impacted communities will provide a more stable workforce and better environment for all residents.

As both the geographic size and the population grow in Minot, the demands on the waste water system continue to increase. In addition, the City accepts significant amounts of waste water from western North Dakota. The City has treated its waste water through lagoons and a wetlands system; however, due to the increased demands, the current system can no longer be considered adequate. The increased volume of waste water from the City and the region is forcing the construction of a mechanical waste water treatment facility. The City is estimating approximately Forty-Seven and Half Million (\$47.5 M) in needed waste water infrastructure in 2015 and 2016. This is on top of what the City has put in the ground since 2011, which has caused the City of Minot to have the highest utility rates for all cities with a population over 5,000 in North Dakota.<sup>2</sup>

Storm water management has become one of the more serious issues facing the City. The Puppy Dog Coulee provides drainage for thousands of acres of land before flowing into Minot and passing through a large housing development located just west of Dakota Square Mall. The current capacity of this system is under-rated based on the growth in southwest Minot. Between the storm water management needs of downtown Minot and the Puppy Dog Coulee, the City is estimating expenditures of over Sixteen Million (\$16.4 M) for storm water management in 2015 and 2016.

In addition to demands on the City's utilities over the past five (5) years, traffic counts at major intersections have increased as much as seventy percent (70%). This is not unique to Minot. If a survey was taken of all towns from the Minot metro area west, I bet all the communities have seen a significant increase in the traffic in their communities. Major roadway

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<sup>2</sup> Based on AE<sub>2</sub>S 2014 Annual North Central Utility Rate Study.



improvements are necessary for access to a new hospital being planned on 37<sup>th</sup> Avenue Southwest. The City must replace the Oak Park Bridge and both the north and south bridges on Broadway. Overall the City plans on Sixty Eight Million (\$68 M) in road construction, repairs, and upgrades during 2015 and 2016.

During the last biennium the Legislature allotted Sixty Million (\$60 M) for airports in North Dakota. The Minot International Airport (MOT) was a recipient of funding from the Sixty Million (\$60 M), which ~~has~~ facilitated the start of a new airport terminal and apron work at Minot International. However, looking into 2015 and 2016 the airport has approximately Thirty Million (\$30 M) in projects to fully complete the overall terminal project. The impact is not only to Minot. Looking at the November Boardings from the North Dakota Aeronautics Commission the boardings continue to increase year-over-year for all the western cities.

Minot, like other energy impacted cities, is struggling to keep up with its own facilities. The City is building a new fire station in southeast Minot; however, with continued growth, a fire station in northwest Minot is warranted. Also, City Hall will soon need to build or move to another facility. Currently City Hall shares space with the police department. The police department has grown due to increased crime and has run out of space to house basic administrative services and the detectives division.

Our landfill also needs to expand, but due to exorbitant land prices, the City cannot afford land to expand the landfill and will need to look for other alternatives. Again, the City's landfill is a regional landfill taking waste from surrounding communities.

An aspect of the growth that all the communities are experiencing is the inflated cost of building materials and labor. The City recently bid a project for downtown Minot and the bid came in almost thirty (30) percent higher than the engineering estimate. This happens time-after-

time. Adjustments are made to estimates to account for the increase cost of business in the energy region, but it never seems to be sufficient. Financial support is necessary for the communities in the energy-impacted area to ensure communities have the ability to provide for basic needs for the citizens.

In closing, the brochure provides the details of the City's infrastructure needs. As you review the Growth and Energy Impacts you will see the impact oil and gas development has and is having on the City of Minot. The impact is not isolated to any one city, but is impacting an entire region. Therefore, I encourage you to fund SB 2103.

I would also like to express the City of Minot's appreciation for the funding received during the last biennium.<sup>3</sup> Thank you for your time to listen to Minot's concerns on this bill.

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<sup>3</sup> Page 12 of the brochure provides a brief summary of oil impact funding for funds received during the last biennium.



They called us "The Magic City" because in 1886 a tent city at the end of a railroad turned in to a town almost overnight. It's hard to imagine what those original founders would think now. At the end of 2017, Minot is estimated to have increased in population to nearly 58,000 people. That's almost three times as much as population increased between 1960 and 2000. To say this has put a strain on infrastructure is an understatement, but the City and its residents have taken on a large portion of the oil impact burden in the form of property taxes and utility fees. \$34.8 Million in Oil Impact Funds from the 2013-2015 Biennium covered roughly 1/3 of the projects that were necessary to sustain this incredible growth.

## Meeting challenges head-on

### Oil Impact Fund Expenditure 2013-2015

	Project Cost	Oil Impact Funds	Source
SW Sewer Improvements	\$ 6,400,900	\$ 5,000,000	HUB City Grant
Sanitary Lift Station Upgrades	\$ 11,949,916	\$ 2,250,000	Employment Mining
Puppy Dog Sewer Phase IV	\$ 4,133,684	\$ 1,008,711	Production Tax
Sewer Relocates BNSF	\$ 1,670,861	\$ 1,670,861	Production Tax
30th Ave Sewer & Lift Station	\$ 6,024,911	\$ 1,771,780	Employment Mining
<b>Airport</b>			
Terminal Apron/Taxiway D	\$ 16,464,312	\$ 826,065	Airport Impact Grant
Terminal	\$ 49,390,157	\$ 20,100,000	Airport Impact Grant
Perimeter Road	\$ 8,070,515	\$ 2,190,190	Airport Impact Grant
	<b>\$104,105,256</b>	<b>\$34,817,607</b>	

## Minot Is Stepping Up With Local Funding

### Property Taxes

Minot property tax payers, both residential and commercial, pay the highest rates among the HUB Cities\*.

	Residential	Commercial
Fargo	\$1,612	\$1,791
Bismarck	\$1,291	\$1,434
<b>Minot</b>	<b>\$1,236</b>	<b>\$1,370</b>
Dickinson	\$1,166	\$1,295
Williston	\$ 918	\$1,020

\*2014 Fargo Assessor's Office Survey. Per \$125,000 value and include the 12% legislative property tax credit.

### Outstanding Debt - \$81,959,335 Includes bonds issued in November, 2014

General Obligation - \$15,255,000	Refunding Improvement \$23,100,000
Water and Sewer - \$24,389,335	Airport Revenue Bonds - \$19,215,000

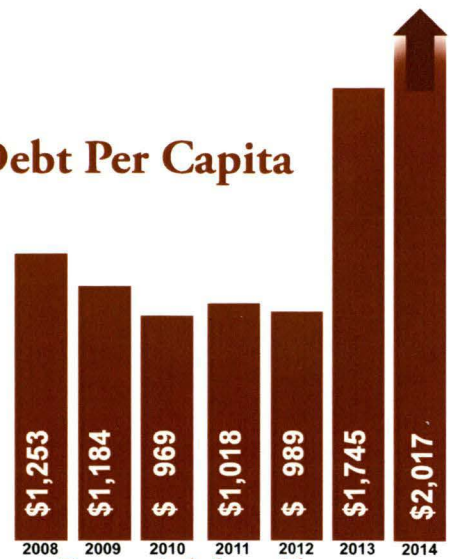
### Utility Costs

Utility customers in Minot pay more for water and sewer than any other community\* in the state.



\*AE2S Annual Survey - 2004 and 2014

### Debt Per Capita



Does not include special assessments or overlapping debt



# Minot's Capital Improvement Plan

The City of Minot strongly supports surge funding for hub cities in early 2015. More than \$172 million is urgently needed in 2015 for infrastructure projects that can be directly tied to the growth of the area due to energy related activity. In addition, the city is faced with costs for the initial phases of flood control, which amount to \$9 Million in 2015.

## Energy Related Growth Needs

**2015 - \$172,153,755**  
**2016 - \$ 71,585,000**  
**2017 - \$169,815,590**  
**2018 - \$ 83,579,866**  
**2019 - \$132,903,665**

## Flood Control

City of Minot	Souris River Joint Board
<b>\$80,500,000</b>	<b>\$147,500,000</b>

**Total**  
**\$228,000,000**

The City of Minot has committed to paying for the local share from border to border. Phases I-III are scheduled to take place between 2015 and 2018 as outlined below. Construction on the Maple Diversion will begin in 2019 at a cost of \$104,000,000.

The City of Minot has identified public safety and infrastructure related projects amounting to over \$800 million through 2019.

Year	Water	Waste Water	Storm Water	Transportation	Airport	Facilities	Flood Control	Total
2015	\$ 54,470,859	\$ 36,803,829	\$ 8,860,599	\$ 45,675,114	\$ 16,279,995	\$ 10,063,359	\$ 9,000,000	\$ 181,153,755
2016	\$ 15,100,000	\$ 10,750,000	\$ 8,000,000	\$ 22,810,000	\$ 13,525,000	\$ 1,400,000	\$ 9,000,000	\$ 80,585,000
2017	\$ 8,555,000	\$ 25,500,000	\$ 1,720,318	\$ 127,802,442	\$ 5,550,000	\$ 687,830	\$ 32,500,000	\$ 202,315,590
2018	\$ 2,300,000	\$ 25,100,000	\$ 3,335,508	\$ 42,694,358	\$ 9,500,000	\$ 650,000	\$ 30,000,000	\$ 113,579,866
2019	\$ 2,300,000	\$ 22,000,000	\$ 3,000,000	\$ 35,703,665	\$ 4,900,000	\$ 65,000,000	\$ 104,000,000	\$ 236,903,665
<b>Total</b>	<b>\$ 82,725,859</b>	<b>\$ 120,153,829</b>	<b>\$ 24,916,425</b>	<b>\$ 274,685,579</b>	<b>\$ 49,754,995</b>	<b>\$ 77,801,189</b>	<b>\$ 184,500,000</b>	<b>\$ 814,537,876</b>

<b>2015-2016 Calendar Year</b>	<b>\$261,738,755</b>
<b>2017-2018 Calendar Year</b>	<b>\$315,895,456</b>
<b>2019 Calendar Year</b>	<b>\$236,903,665</b>

**Capital Improvement Project & Flood Control Projection**  
**2015-2019**  
**\$814,537,876**

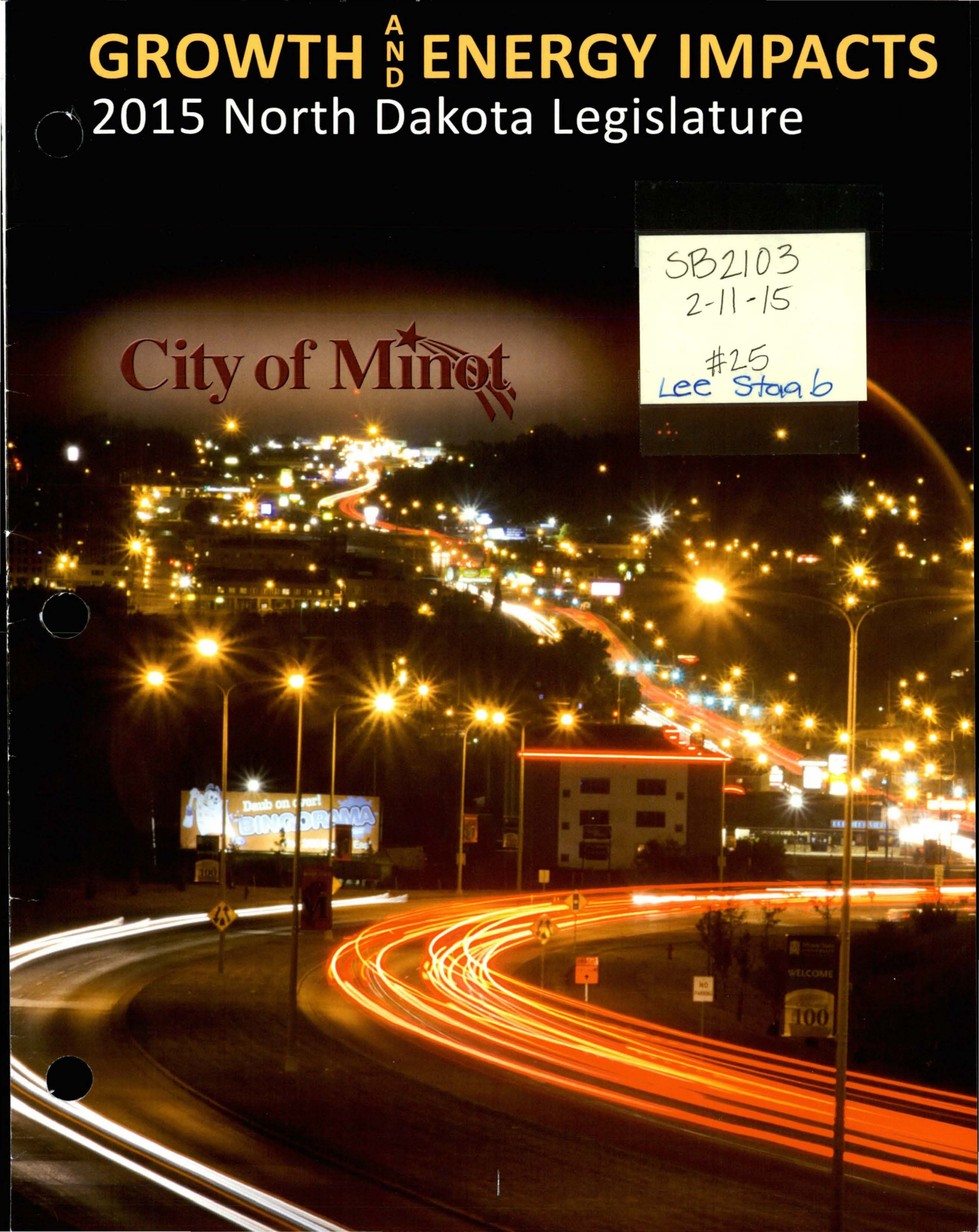


# GROWTH AND ENERGY IMPACTS

## 2015 North Dakota Legislature

### City of Minot

SB2103  
2-11-15  
#25  
Lee Staab





# City of Minot

## GROWTH AND ENERGY IMPACTS

2015 North Dakota Legislature

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- 12 2013-2015 Biennium Fund Deployment Map

### City of Minot

Mayor:	Chuck Barney
City Manager:	Lee Staab
Finance Director:	Cindy Hemphill
Asst. City Attorney:	Shane Goettle
Public Works Director:	Dan Jonasson
City Engineer:	Lance Meyer
Assessor:	Kevin Ternes
Police Chief:	Jason Olson
Fire Chief:	C.J. Craven



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## Meeting challenges head-on

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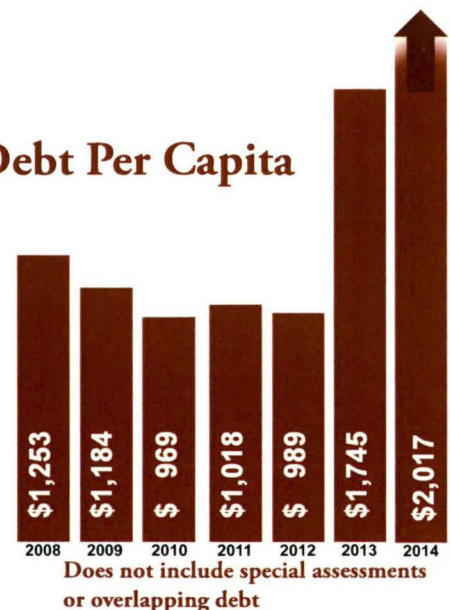
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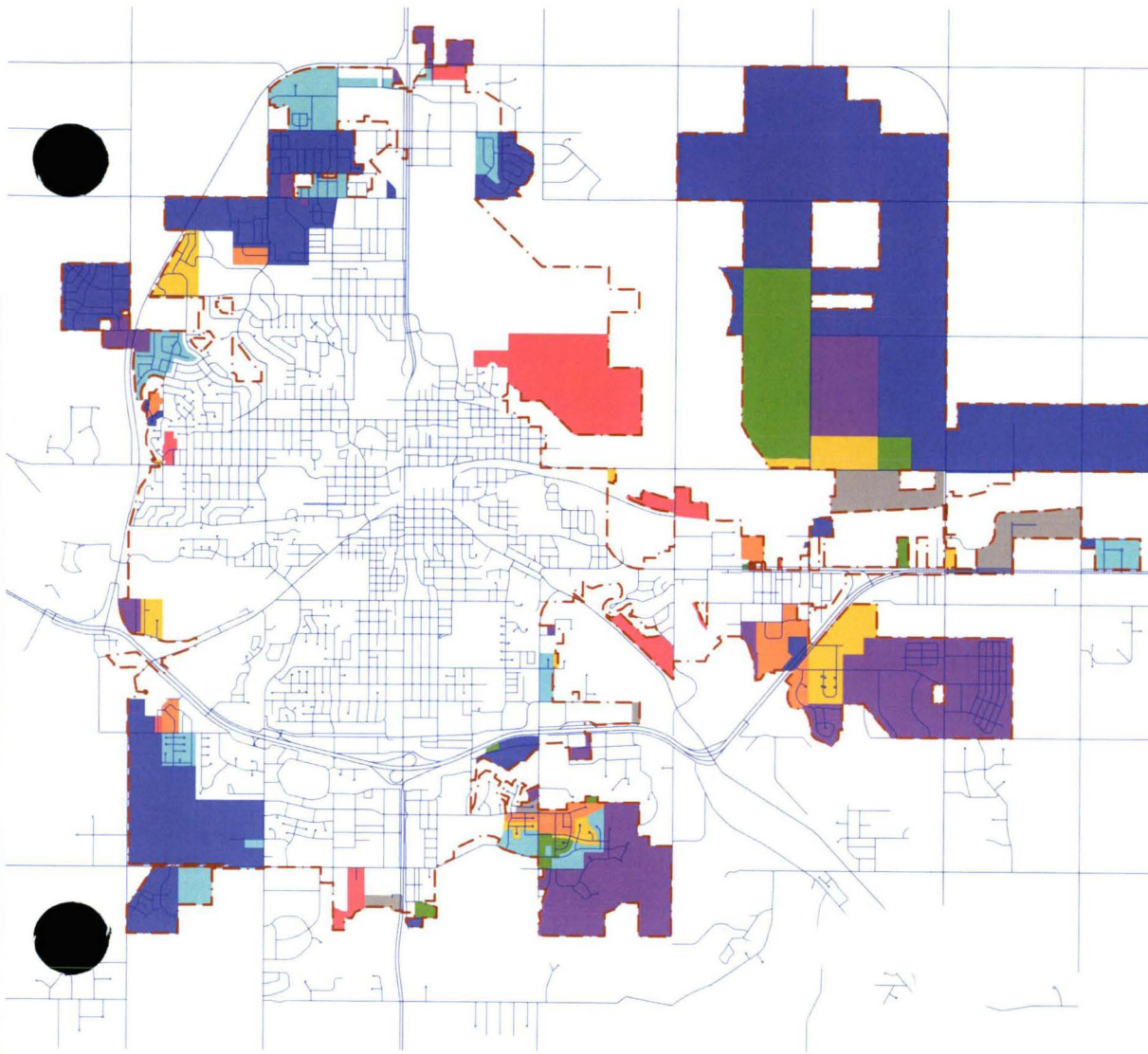
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<b>2019 Calendar Year</b>	<b>\$236,903,665</b>

**Capital Improvement Project & Flood Control Projection**  
**2015-2019**  
**\$814,537,876**





### Annexations By Year



Scale: 1" = 2500'  
Created March 7, 2014

<span style="display:inline-block; width:15px; height:15px; background-color:grey; border:1px solid black;"></span>	2006 - 289 Acres
<span style="display:inline-block; width:15px; height:15px; background-color:red; border:1px solid black;"></span>	2007 - 555 Acres
<span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span>	2008 - 235 Acres
<span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span>	2009 - 371 Acres
<span style="display:inline-block; width:15px; height:15px; background-color:green; border:1px solid black;"></span>	2010 - 538 Acres
<span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span>	2011 - 422 Acres
<span style="display:inline-block; width:15px; height:15px; background-color:darkblue; border:1px solid black;"></span>	2012 - 4076 Acres
<span style="display:inline-block; width:15px; height:15px; background-color:purple; border:1px solid black;"></span>	2013 - 1366 Acres

### Footprint

**2006: 9,600 Acres**

**2014: 17,510 Acres**

### Population Increase

**1960-2010: 6,597**

**2010-2017: 18,962\***

\*Estimated total service population - Source: Impact Assessment Group / Nancy Hodur, PhD

### Regional Population\*

**2012 Estimated: 56,236**

**2017 Projected: 79,291**

\*Estimated and projected total service population for Minot, Surrey, Burlington and Surrounding Townships  
Source: Impact Assessment Group / Nancy Hodur, PhD

### Airport

**2009 - 3 Flights Per Day & 68,000 Passengers**

**2013 - 12 Flights Per Day & 222,083 Passengers**

### Traffic

**2010 - 20,910 Vehicles Per Day**

**2013 - 33,029 Vehicles Per Day**

Counts taken at the South Broadway / 28th Avenue SW Intersection

### Visitors

**2010 - 1,800 Hotel Rooms**

**2013 - 3,096 Hotel Rooms**

### School Enrollment

**2007-2008 K-12: 6,097**

**2017-2018 K-12: 8,240**

Minot Public Schools Enrollment Growth Projections

### Building Permits

**2010: \$99.8 Million**

**2011 - present: Over \$900 Million**

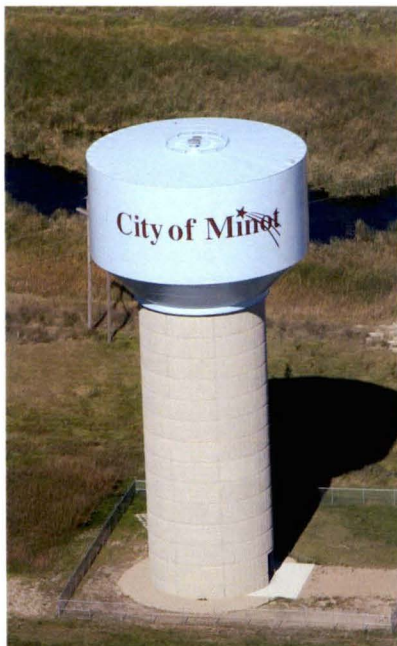


In order to accommodate for the massive influx of residents to the Minot area, the city will be investing **\$66,570,859** in water related infrastructure from 2015 through 2016. The City of Minot supplies water not only to our own community, but to several outlying communities in northwest

### Supplying Water to the Region

North Dakota including those in the oil and gas producing counties. The primary way for the city to pay for these needed improvements is through utility bonding. As a result, The City of Minot has the highest utility rates in the entire state of North Dakota. This funding source is causing an excessive burden on the residents of Minot who already pay more than double the amounts of citizens in other energy producing cities.

Downtown Minot Infrastructure Improvements	\$ 3,018,931
North East Transmission Project	\$ 5,250,000
16th Avenue SE Water Main Up-sizing	\$ 750,000
Northeast Water Tower	\$ 2,500,000
South System Distribution Improvements	\$ 1,000,000
Up-sizing Costs - Developer Payment	\$ 200,000
27th Street NE Water Line	\$ 200,000
55th Street NE Water Main	\$ 3,600,000
Water Treatment Plant Hazard Mitigation Grant Project	\$30,551,928
Water Treatment Plant Update	\$20,000,000
Southwest Water Tower	\$ 2,500,000



The City of Minot strongly supports hub city allocations. The funding will enable the City to move forward with necessary water, sewer, transportation and other essential infrastructure needs.



Engineer's rendering of a planned sewer lift station in Minot. This is one of four new lift stations needed to support Minot's expanding waste water system. Due to rapid growth over the past four years, the city has gone from having twenty six sanitary lift stations to now having forty five.



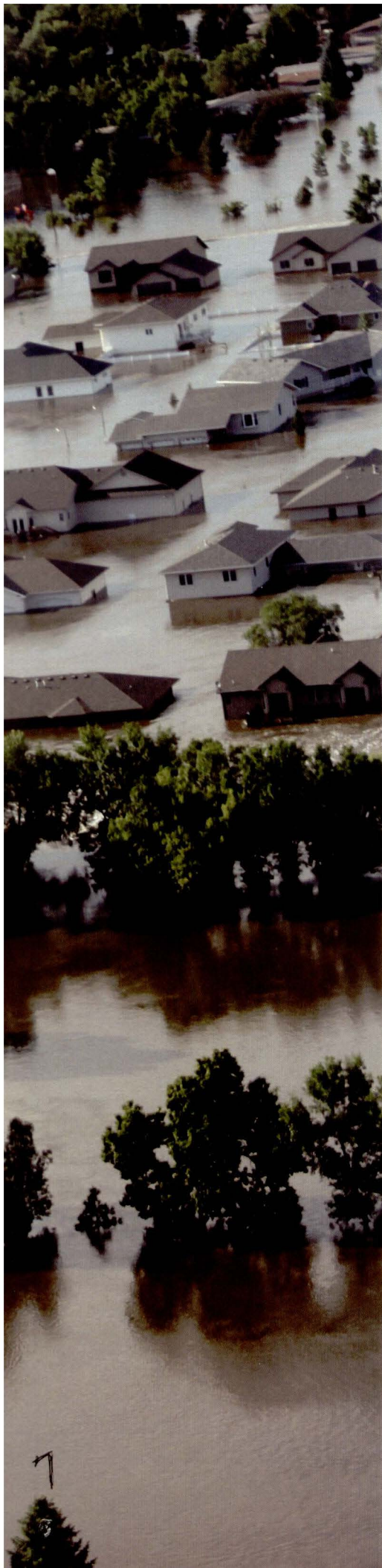
Downtown Minot Infrastructure Upgrade	\$ 1,753,829
North Minot Sanitary Sewer Improvements	\$26,800,000
55th Crossing Lift Station	\$ 1,300,000
Puppy Dog Sewer Improvements	\$ 5,950,000
Aeration Ponds & Blower Building Upgrades	\$ 1,000,000
Puppy Dog Sewer Lift Station	\$ 6,000,000
Lagoon Transfer Piping Upgrade	\$ 4,750,000



Just as increased growth has created a burden on the drinking water needs of Minot, the waste water system is equally taxed. Minot is in the middle of major expansions and upgrades to several sewer systems, and the increased volume of waste water from the city and region is now forcing the construction of a mechanical waste water treatment facility. The City of Minot faces **\$47,553,829** in needed waste water infrastructure in 2015 and 2016.

Minot's existing waste water treatment facility was constructed in the 1960s. Currently, the system treats in excess of 53,000 users, and is close to exceeding its capacity. The new mechanical facility will be constructed in phases through 2019, and will cost approximately \$77 Million.

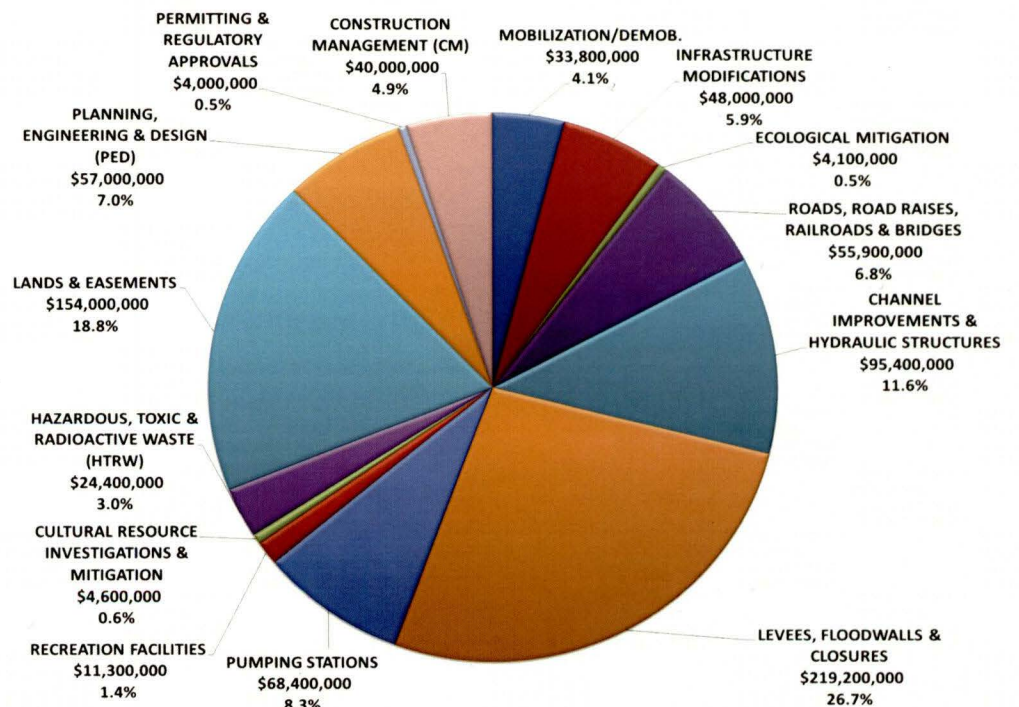




In addition to dealing with the tremendous amount of energy impacted growth, Minot is still recovering from one of the worst disasters in the State's history. While residents and the city continue to rebuild and recover, we also struggle to mitigate future events. The Mouse River Protection Plan will take at least a decade to complete, and will cost nearly \$1 Billion.



Temporary levees protected the City of Minot water treatment plant during the 2011 flood. Construction of permanent flood protection for this critical piece of regional infrastructure will begin in 2015.



Costs of the Mouse River Protection Plan from Burlington to Velva amount to \$820 million, but the City of Minot has committed to paying the local share from border to border.





**FOR OUR future**  
 MOUSE RIVER FLOOD PROTECTION PLAN



Above: An engineer's rendering of a proposed floodwall.

To the right: Timeline for completion of the Minot area, estimated through 2025.

Projected Time Frame (Fiscal Year)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
2014-2017 <sup>2</sup>	█	█	█	█								
2014-2023	█	█	█	█	█	█	█	█	█	█	█	█
2014-2016	█	█	█									
2014-2019	█	█	█	█	█	█	█	█				
Hwy 83 Bypass Bridge		█	█	█	█	█	█	█	█			
Hwy 2 Bypass Bridge		█	█	█	█	█	█	█	█			
Maple Diversion		█	█	█	█	█	█	█	█			
N - Forest Road				█	█	█	█	█	█			
N - Napa Valley					█	█	█	█	█			
Burdick Expressway Bridge					█	█	█	█	█			
N - Rodeo Road						█	█	█	█			
N - Roosevelt Park							█	█	█			
S - Roosevelt Park (Zoo)								█	█	█		
27th Street Diversion									█	█	█	
N - Walker Road											█	█
S - Walker Road												█
S - Downtown Floodwalls												█
S - Keller												█
S - Leites/Brakke												█



Over the past 5 years, traffic counts at major intersections throughout the City of Minot have increased between 20 and 70 percent. In other areas throughout the country, annual traffic increases of approximately 2 percent are common. Unprecedented increases in additional cars and trucks on city roads significantly shortens the lifespan of this critical infrastructure.



The City of Minot is faced with \$68,485,114 in critical transportation improvements in 2015 and 2016, and seeks as much legislative and NDDOT support as possible within the biennium for construction, repair and upgrades.



Downtown Minot Street Replacement and Repair	\$16,073,241
Oak Park Bridge Replacement	\$ 1,000,000
Traffic Signal Replacement	\$ 550,000
Perkett Area School Sidewalks	\$ 247,051
Street Light Replacements	\$ 200,000
Street Lighting District - Downtown	\$ 2,054,374
21st. Avenue NW (30th Street to 83 Bypass)	\$ 2,500,000
Broadway Bridge Replacement Design Engineering	\$ 600,000
16th Street / 31st. Avenue SW Intersection Mod Design/Construction	\$ 700,000
37th Avenue SW Design and Reconstruction	\$16,000,000
36th Avenue NW Design and Reconstruction	\$ 5,100,000
Paving Districts 486, 487, 493 and 494	\$ 9,828,098
Flood Inundation Road Repairs	\$ 9,661,118
14th and 16th Avenues and 48th Street SE Street Improvements	\$ 2,761,232
Broadway and 16th Avenue SW Intersection Improvement	\$ 10,000
Burdick Expressway Preliminary Engineering	\$ 200,000
30th Avenue NW Reconstruction Design	\$ 400,000
Shared Use Path Construction	\$ 300,000
8th Street NW 36th Avenue to 42nd Avenue Design	\$ 300,000



As the City of Minot continues to grow, storm water management has become one of the more serious issues facing our community. The Puppy Dog Coulee provides drainage for thousands of acres of land before flowing in to Minot, and passing through a large parking development located just west of Dakota Square Mall. It's been particularly problematic, causing flooding for the homeowners in lower lying areas in the past, and now is in need of urgent fixes as development has continued in the area. Existing culverts designed to handle water from a 100 year storm event are aging, and new hydrology shows that as development has increased in southwest Minot, the existing capacity is under-rated.

Storm Water District 119 - Downtown	\$8,460,599
Puppy Dog Coulee Storm Sewer Replacement - Design	\$ 400,000
Puppy Dog Coulee Storm Sewer Replacement	\$8,000,000



Storm Water



In downtown Minot, a major project is set to take place over the next three years that will replace a storm water system that ranges in age from 75 to 100 years. This massive project also includes water, waste water, streets, sidewalks, street lighting and more.



The new terminal at the Minot International Airport is well on the way to being one of the finest aviation facilities in the upper midwest. The City of Minot would like to thank the State for its support in helping us begin construction on what will be viewed as the Gateway to the Bakken. We ask for continued support of terminal construction and future upgrades to areas within the general aviation section of the Minot International Airport.

The Governor's Budget request includes \$50 Million targeted to oil-impacted airports to address growth challenges. The City of Minot is seeking funds from this allocation in order to help complete the nearly \$30 million in projects slated for 2015 and 2016 at the Minot International Airport.



Main Terminal Construction	\$6,803,995
Main Terminal Apron - Phase II	\$4,841,000
Access Road and Parking Lot Phase II	\$3,485,000
Jet Bridges - Phase II	\$ 800,000
Storm Water Pond - Design	\$ 350,000
Parking Lot - Phase III	\$1,500,000
Cargo and General Aviation Apron	\$4,000,000
Rental Car Quick Turn Around Design	\$ 300,000
Storm Water Pond Construction	\$3,650,000
LED Airfield Sign Upgrades	\$ 75,000
Demolish and Replace T-Hangars	\$4,000,000

Below: A comparison of the original architectural rendering, and a photo of construction as of December 1st, 2014.





For the past half decade, the City of Minot sat on a footprint of just over 9,000 acres. Since 2006, that acreage has nearly doubled to 17,510 acres. While it may not be as visible as other areas in Western North Dakota, the growth in Minot can certainly be attributed to the expansion of the energy industry. And as the City grows, so does the need to add and update facilities. Public safety standards must be met with the utmost importance. The City of Minot is presently building one new fire station, and will be acquiring land in the next biennium for another. With the need to expand the Minot Police Department, we must look at the option of a new City Hall in the near future since the two currently reside in the same building.



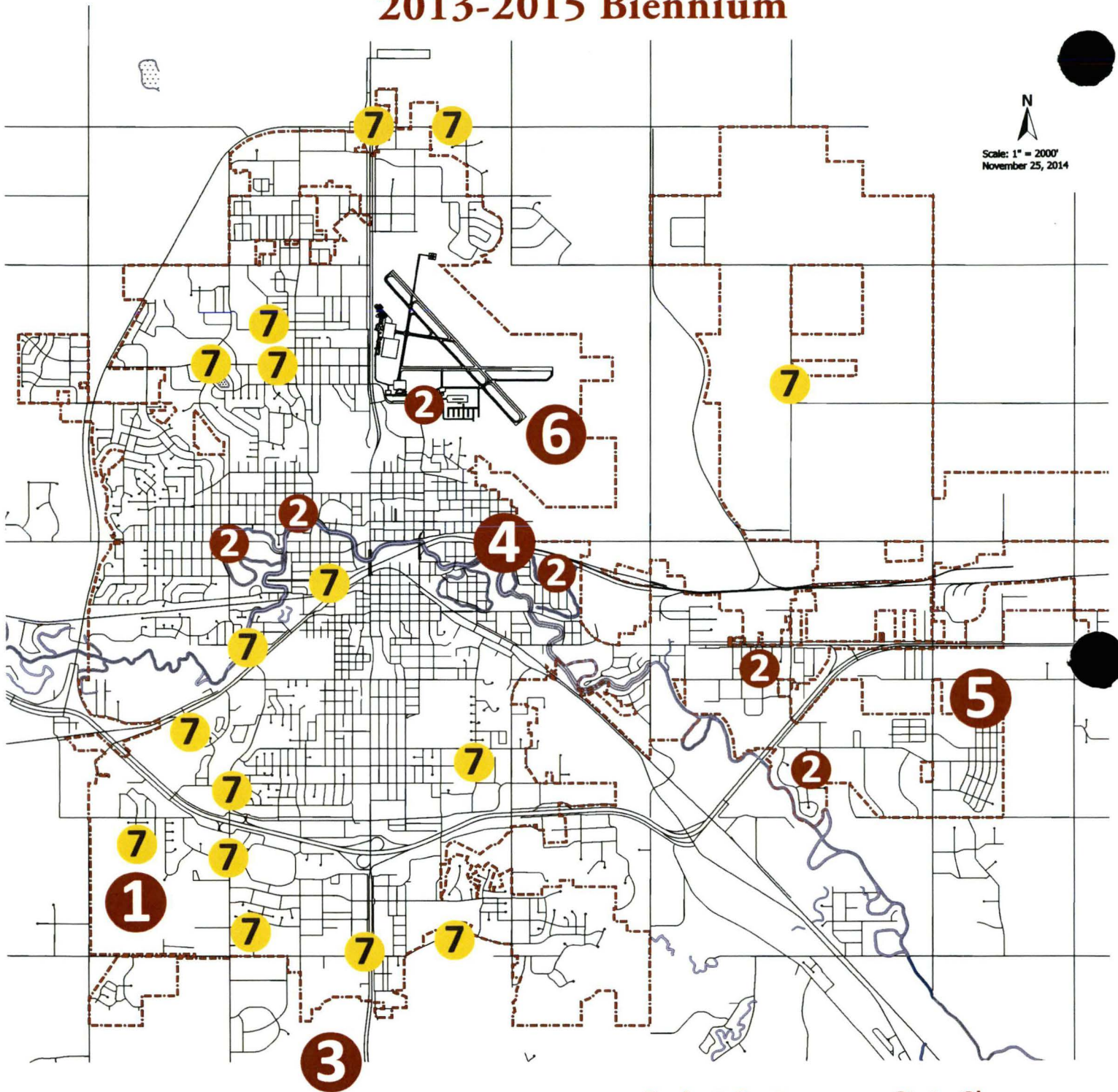
Landfill Land Purchase	\$3,748,359
Fire Station 2 Remodel	\$ 150,000
Northwest Fire Station - Year 1 and 2 of 4	\$1,300,000
City Hall   Auditorium Retaining Wall Reconstruction	\$2,000,000
Equipment Storage and Shop Maintenance Building Expansion	\$ 750,000
Public Works Building Expansion	\$1,500,000
Sertoma Complex Pavement Reconstruction	\$1,265,000
Replace 2002 Quintuple Ladder Truck (MFD) - Year 2 of 2	\$ 450,000
Land for South Fire Station	\$ 300,000

The City of Minot landfill is a regional landfill that takes inert and municipal solid waste (MSW) from all over northwestern North Dakota. As such, the expected life of the landfill has been cut dramatically in the past 5 years. Annual MSW tonnage has tripled from an average of 30,000 tons per year to over 90,000 expected by the end of 2014. What was an expected 25 years of life left in 2010, is now estimated to be 10 years. And since the process of permitting a new landfill takes at least 10 years, this leaves the City of Minot with little choice but to purchase adjoining land at substantial cost.



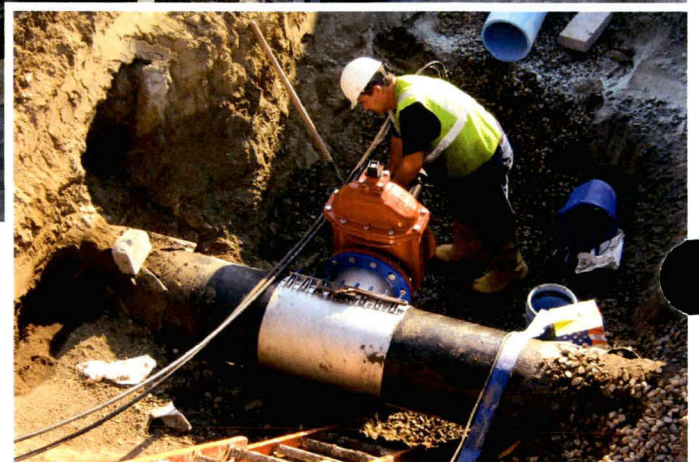
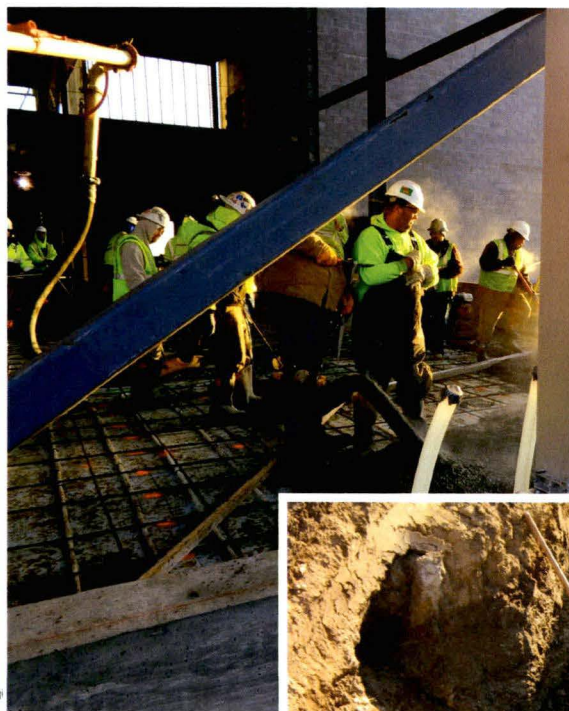
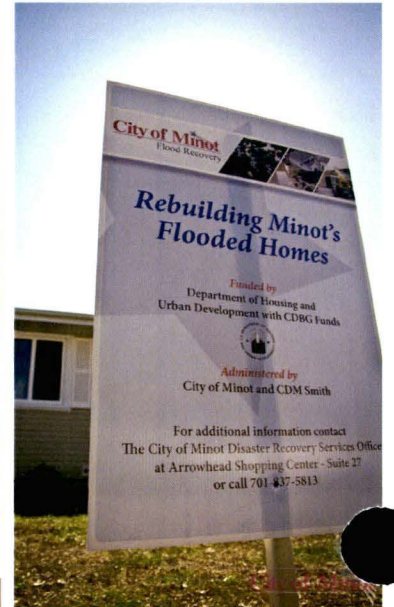
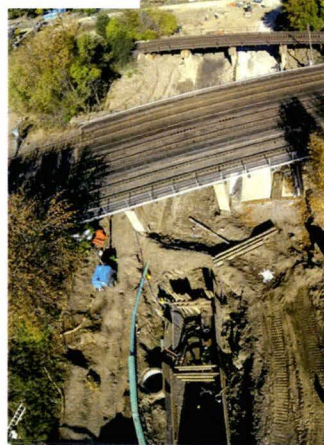


# Oil Impact Fund Deployment Breakdown 2013-2015 Biennium



	Project Cost	State Share
1. Southwest Sewer Improvements	\$ 6,400,900	\$ 5,000,000
2. Sanitary Lift Station Upgrades	\$11,949,916	\$ 2,250,000
3. Puppy Dog Sewer Phase IV	\$ 4,133,684	\$ 1,008,711
4. Sewer Relocates BNSF	\$ 1,670,861	\$ 1,670,861
5. 30th Avenue Sewer and Lift Station	\$ 6,024,911	\$ 1,771,780
6. Airport	\$73,924,984	\$23,116,255
7. Other City Projects	\$18,589,475	\$ 0





City of Minot





MINOT

14

YWA



#26

February 11<sup>th</sup>, 2015

Chairman and Representative Delzer  
House Appropriations Committee  
Testimony: Dr. Steven Holen

Brent Bogar

Chairman Delzer and Members of the House Appropriations Committee

Good Morning. Thank you for the opportunity to testify today in support of Senate Bill 2103.

For the record, my name is Steve Holen and I serve as the President of the North Dakota Association of Oil and Gas Producing Counties, and I am also the Superintendent of schools for the McKenzie County School District #1 in Watford City. Being a resident of Watford City the past 10 years, I have had the opportunity to see on a daily basis the impacts and needs of the community from the rapid growth that has and continues to occur due to oil development. As a member of the ND Association of Oil and Gas Counties executive committee for several years, I have also seen the impacts throughout the entire Western North Dakota region escalate since the Bakken development began in 2006.

This past year the Association took on the task of working with our members to determine the impacts and needs throughout the region. A report was compiled and funded by the Association that showed the impacts and dramatic increases in community budgets, staffing, economic activity, and school enrollment directly related to oil development. The report also showed the amount of infrastructure improvements needed to support the development underway, as well as future development of housing, retail, industrial and city services. It is from this report that as an Association we worked with community leaders and legislators to determine an effective way to meet the needs of Western North Dakota and support the workforce requirements of the oil industry. The collaborative effort and research put forth this past year was extensive and shows the transparency and comprehensive efforts put forth to accurately reflect the need to "catch-up" and address the levels of funding required to complete necessary infrastructure projects. The Association stands in strong support of the level of funding in this bill representing the actual need and necessary funding level to meet

immediate shortfalls of local resources and to complete essential projects. These efforts have led us to where we are today, and why I stand before in support of Senate Bill 2103, or the "Surge" bill.

This bill will provide needed and necessary dollars to the impacted communities to work towards meeting the infrastructure needs present today and the inability of local funding mechanisms to address the needs in full. This bill provides political subdivisions an opportunity to move forward and "catch up" on projects that have been held back because of the sheer volume and rapid pace of the growth in the oil producing counties. The financing of infrastructure during the past biennium was also challenged with the uncertainty of funding related to the sunset provision in House Bill 1358 and the difficulty in securing long term financing with the sunset in place.

I also want to touch on the necessity of the emergency clause and seeing this bill pass promptly. Each community in our impacted areas has projects that are ready to go for construction as soon as possible, as displayed with previous testimony today. Knowing they have the funds available to advertise and bid these projects early in the season to secure contractors and lower cost is imperative to maximize the dollars and the short North Dakota construction season. Many of us in western ND have seen how the delay in bidding can affect not just the ability to see the project completed but also the cost of that project. Thus, seeing this bill approved with the emergency clause is a key to supporting the infrastructure development in Western North Dakota and promoting the economic benefit provided by the oil industry to the entire state of North Dakota.

Regardless of the price of oil, each of the communities face significant infrastructure needs to simply meet the development challenges that have occurred over the past several years to this point and understanding the infrastructure needs will continue as the life of this oil play transpires over several decades.

Thank you for your support and legislative funding of prior sessions; however, western ND needs to transform from a reactive mentality to a more proactive approach by getting the necessary funds to actually catch up with infrastructure needs and allow for effective planning



to occur regarding long term community development and quality of life initiatives.

In closing I would again stress my support and that of the North Dakota Association of Oil and Gas Producing Counties for Senate Bill 2103 with emphasis on the emergency clause and an expedited process to approve the bill and allow necessary projects to be completed this 2015 construction season. Thank you for your time and consideration. I will stand for any questions at this time.

Testimony to the

**House Appropriations Committee**

Prepared February 11, 2015 by

Mark A. Johnson, CAE - Executive Director

North Dakota Association of Counties

**RE: Engrossed Senate Bill 2103 - "Surge" Infrastructure Funding**

Chairman Delzer and members of the House Appropriations Committee, I am Mark Johnson, Executive Director of the North Dakota Association of Counties, and on behalf of county officials from across the state, I wish to go on record in solid support of this one-time, immediate funding proposal for local infrastructure.

The Legislature has been wise in its past efforts to address local infrastructure needs, and county government is extremely grateful.

This funding, and its proposed early release, will again allow counties across the state to get a much needed boost to secure cost-effective road projects to this upcoming construction season.

Our eastern county officials understand and support the tremendous needs of the west, while our western officials acknowledge that our robust farming economy has created challenges throughout the state. At our annual convention these officials came together to provide their solid and unanimous support for this funding.

You have heard the story from the west, and I would like to submit testimony from a county commissioner asked to speak on behalf of the rest of the state; unfortunately he was unable to attend today's hearing. Please review the attached materials from Cass County Commissioner Chad Peterson.



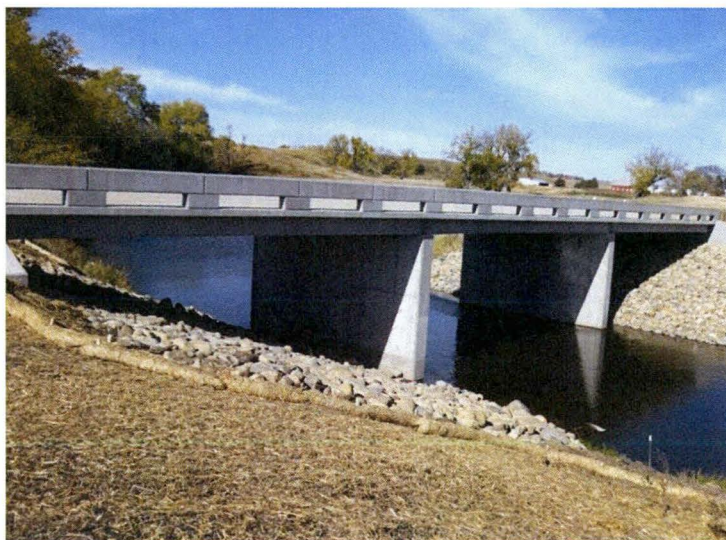
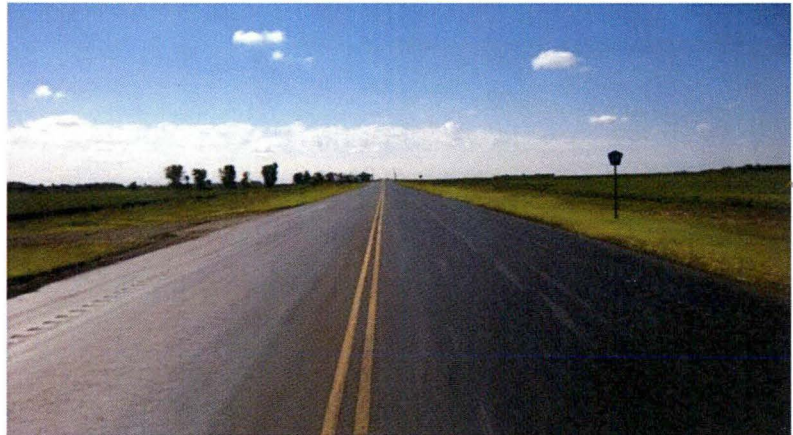
Testimony to the  
House Appropriations  
February 11, 2015  
Chad Peterson, Cass County Commissioner

**Regarding: Engrossed Senate Bill 2103 - "Surge" Infrastructure Funding**

Chairman Delzer and House Appropriations members, I'm Chad Peterson a Cass County Commissioner. I'm here to speak in support of Engrossed Senate Bill 2103.

We are grateful for the funds the legislature has spread to non-oil counties. Over the 2013-2014 biennium Cass County received \$12.5 million in SB 2176 or HB 1358. We have been able to do much needed work with those dollars.

I've included some pictures of projects we completed the last two years. All paved roads and new bridges in Cass County are rated for 105,000 pounds and include edge line rumble strips as an added safety feature.



Cass County has 628 miles of roadway, 518 bridges of which 241 span 20 feet or greater. 40% of our structures were built prior to 1960.

Continued funding at the current 2013 Legislative Session rate will allow Cass County to annually overlay 18.7 miles, reconstruct 3.6 miles of road, replace three bridges, and complete 7.5 miles of gravel road construction.

Here's a look at just our local needs over the next two years, according to the Upper Great Plains Transportation Institute Report:

- Cass County Unpaved Road Needs from 2015-2016: \$26.8 Million
- Cass County Paved Road Needs from 2015-2016: \$14 Million
- Cass County and Township Bridge Needs from 2015-2016: \$2.4 Million (does not include minor structures)
- Over the next 20 years our projected need stands at \$420,000,000.

Cass County has developed a master plan for our roads and bridges over the next five years. This approach helps ensure we have highway and bridge projects ready for timely bidding and should save us money in the long run. This master plan assumes a continued \$6 million per year state revenue stream from 2015-2019. Additional state funding would help get us closer to where we actually need to be as noted above.

Along that same line of thought, I would like you to consider investigating consistent, long term funding that will allow all local leaders to proactively plan for new road projects and schedule on-going maintenance. This long term funding approach will more efficiently utilize dollars as they become available and allow local leaders to plan accordingly.

In Cass County, we appreciate that SB 2103 spreads road funding across the state. We support the need for additional funding for our neighbors in the West as we recognize they are seeing incredible impact and need assistance now. That said, over time we hope that the state can do even more to improve roads in other areas. While we and many of our neighbors don't have oil in our backyard, we do have agriculture, manufacturing and commercial activity. The city of Fargo issued \$1 billion in building permits in 2014. Like our friends out west, our population is also increasing. According to the US Census, Cass added almost 13,000 people from 2010 to 2013 and is showing no sign of slowing down.

Again, we support of Engrossed Senate Bill 2103 and we are grateful for the funds the legislature has shared with non-oil counties.



#28

**SB 2103 Testimony, February 11, 2015**  
**Jason Benson, Cass County Engineer**

I support SB 2103 and its "emergency clause" for Surge funding. This bill is crucial in getting needed transportation funding throughout the states Counties and Townships. While we sit in this committee, local governments around the state are waiting to see which projects they can bid out for the 2015 construction season. Unfortunately, issues with Federal funding has pushed a record number of NDDOT projects to their April bid letting. We are now looking at having a historic number of bid openings in the month of April. Fortunately, you can make an impact. By passing the Surge Bill, local governments can move forward with their bid openings sooner and work to stretch every dollar we receive.

In the last week I've heard about requests for project list and other project details. I urge you to go to the Cass County website and look at my Five Year Comprehensive Highway Plan. This plan allows me to forecast and prepare plans for future projects so they can be moved up if additional funding is available. Seeing the initial funding allocations from Senator Wardner last fall, many Counties moved forward with preparing for having additional highway funds for the 2015 and 2016 construction seasons. There are however, many challenges that go with this. I want to stretch the buying power of every dollar you give my County. This means packaging multiple paving and road projects into one larger contract to get economy of scale. This can be done on asphalt overlay and paving projects. Where we fall short is with a large highway reconstruction project. I have a 17 mile stretch of highway that will cost around \$22 million to reconstruct over three years. However, if I know the State will be providing additional highway funds, I might be able to construct the project in just two years. Having the funding to consolidate this three phase project into two would have a huge cost savings. Unfortunately, designing and permitting a reconstruction project takes more time and money to complete. For an asphalt overlay, designing an additional set of plans is relatively easy and can be placed on the shelf for another year. However, reconstruction projects can have hundreds of pages of plans. Designing two or three sets of plans to fit multiple funding scenarios is not reasonable or cost effective.

Getting money out early can also provide more flexibility in construction contracts. Over the summer, I want to give my contractors more flexibility so they can work the project more

cost effectively into their schedule. This means they may start paving in late May or August. Unfortunately, if the "emergency clause" is not included, this could hinder projects. A contractor could easily start in late May and pave millions of dollars of asphalt in just a few weeks. Having the money now allows for more flexible contracts and once again stretches the dollars you are providing us.

The UGPTI study shows we need these funds to maintain our transportation network. County Engineers and Highway Superintendents around the state are anxiously awaiting the passage of this bill so we can move ahead with road improvement projects. With lower fuel and asphalt prices, now is the time to get the most bang for our buck and get projects completed.

I ask the Committee to support SB 2103. The funding allocated for Counties and Townships is critical to maintaining and improving our infrastructure. We need this funding delivered now and an "emergency clause" is critical to the success of our infrastructure projects throughout the state.





**Continued Transportation Funding and a Long Term Funding Solution: Cass County Highway Funding Overview - February 2015**  
**Jason Benson County Engineer**

County Governments need a long term funding solution to better plan and prioritize future road projects. Increases in Federal funding and continued additional State funding are necessary to maintain our existing highway and bridge network. These increases in funding are needed to keep up with substantial increases in construction costs. Additional State and Federal funding will allow Cass County to effectively schedule maintenance projects that most efficiently utilize funding to extend the life of roads and bridges now, in order to avoid larger costs for complete reconstruction in the future.

**Cost of Infrastructure**

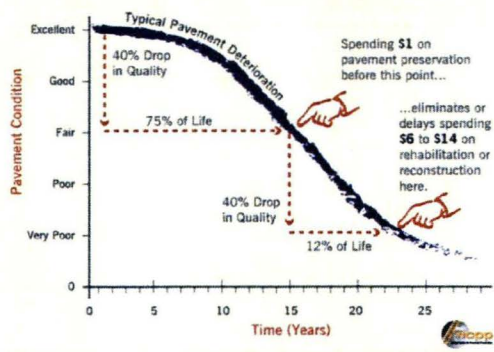
The Cass County highway system consists of 628 miles of roadway (316 miles paved) covering more than 1,700 square miles as well as responsibility of over 518 bridges of which 241 bridges span a distance of 20 feet in length or greater. With substantial infrastructure that Cass County must maintain, the Cass County Comprehensive Transportation Plan is prepared annually to assist staff and decision makers in

planning for maintenance and capital improvements. It is important to continue a proactive road maintenance policy that reduces the need for major reconstruction. An asphalt highway requires a maintenance overlay every 15-20 years and current costs of asphalt overlay can range from \$200,000 - \$450,000 per mile, a typical

28' wide, 2.5" overlay is approximately \$300,000 per mile. Under a desired maintenance schedule, an overlay would occur every 17½ years. With 316 miles of paved highways, Cass County needs to pave 18 miles of asphalt overlay per year. At \$300,000 per mile this would cost \$5.4 million per year (this doesn't include grading projects, gravel roads, or bridges). Unfortunately, if pavements are not overlaid before they deteriorate, they will require full reconstruction. Rebuilding just one mile of road can cost nearly \$1.5 million.

In Cass County the average age of a bridge is 40 years old. Of the 518 structures, nearly 40% were built before 1960. Designed to the standards of their time, many of these bridges have

**PAVEMENT PRESERVATION IS COST EFFECTIVE**

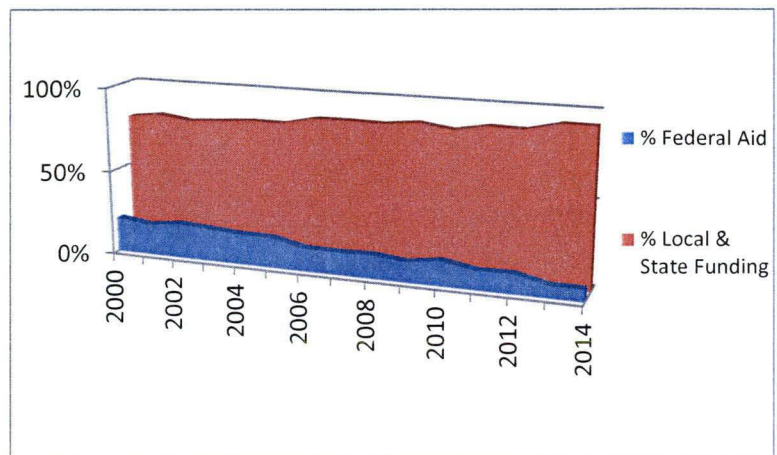


Source: National Center for Pavement Preservation.

reached the end of their design life or cannot handle the truck traffic of today. Of our 241 bridges spanning over 20, we have 50 that are structurally deficient and 8 that are functionally obsolete. If we assumed a 70 year lifespan for our structures, we need to replace at least seven per year. Since such a large number of bridges are now over 50 years old, over the next twenty years we will have a higher number of bridge replacements, further taxing our finances.

### Federal Aid Funding

Federal funding comes from the federal gas tax of 18.4 cents, last increased in 1993. When looking at Federal Aid as a percentage of the County's total revenues, once again Federal funding has failed to keep up. In 2000, Federal Aid made up 21% of Cass County's revenues. From 2000-2005 Federal Aid averaged 19% of our total funding and from 2006-2012 it averaged 13% of our total funding. Now Federal Aid only makes up 8% of our County revenues.



*Cass County Funding % Fed vs. % Local*

### Need for Long Term Funding Solutions

There is a serious need to increase long term funding to help close the gap with the increasing cost of construction. Unfortunately reductions in Federal Funding are a step back and cannot be relied on for major project funding. In addition, One Time Funding through the North Dakota Legislature only addresses short term needs and is often difficult to plan for. This is primarily due to the limited construction season available once funding would be allocated at the end of a Legislative Session. The "Emergency Clause" within SB2176 from the 2013 session helped ensure the funding was available for the 2013 construction season. A long term solution is also needed for adequate planning, design, and environmental permits, often one to two years ahead of a project (design time may be condensed, but at an increase in engineering costs).

When looking at the additional funding from the North Dakota Legislature, it's easy to assume this funding will get us ahead. Unfortunately when looking out 30 years to 2045, this additional funding only keeps up with maintaining our highway system. Continued funding at the current 2013 Legislative Session rate will allow us to annually overlay 18.7 miles, reconstruct 3.6 miles,



replace three bridges, and complete 7.5 miles of gravel road construction. If the additional funding was pulled back we would only be able to annually fund 13.8 miles of overlays, two miles of reconstruction, 1.5 bridges, and no gravel road improvements. Additional state funding only gets us to where we need to be.

### **Conclusion**

County Governments need a long term funding solution to better plan and prioritize future road projects. Increases in Federal Funding are not expected, thus placing a deeper reliance on continued additional State Funding to maintain our highway and bridge network. Without this additional funding, we will not be able to keep up with the required maintenance and replacement of our highway and bridges. Consistent long term funding will allow Cass County to effectively schedule maintenance projects that most efficiently utilizes funding to extend the life of roads and bridges now, in order to avoid larger costs for complete reconstruction in the future.

February 11, 2015

House Appropriations

SB 2103

CHAIRMAN DELZER AND MEMBERS OF THE COMMITTEE:

For the record my name is Blake Crosby. I am the Executive Director of the North Dakota League of Cities representing the 357 cities across the State.

I am testifying in favor of SB 2103. At the business meeting at the annual conference of the North Dakota League of Cities in Minot in September of 2014; a resolution was unanimously passed supporting the "surge bill" as presented by cities in the oil and gas producing counties.

There was recognition of the effect the oil boom had on cities in the oil patch and the need to provide adequate funding to catch up on vital infrastructure needs in the next construction season-- i. e. on an emergency clause basis.

We urge you to quickly pass SB 2103. To delay this funding not only risks missing the 2015 construction season, but if we should be fortunate enough to have an early spring, we will have road restrictions to contend with as well.

On behalf of the League, I urge a Do Pass for SB 2103.

THANK YOU FOR YOUR TIME AND CONSIDERATION. I will try to answer any questions.



#31



North Dakota Association of Rural Electric Cooperatives  
3201 Nygren Drive NW • P.O. Box 727 • Mandan, ND 58554-0727

Phone: 701.663.6501 or 800.234.0518  
Fax: 701.663.3745 • www.ndarec.com

Feb. 11, 2015

To: Rep. Jeff Delzer, Chairman  
Members of the House Appropriations Committee

From: Dennis Hill, executive vice president, N.D. Association of Rural Electric Cooperatives

RE: Support for Senate Bill 2103

Chairman Delzer and members of the committee,

On behalf of the N.D. Association of RECs, I offer our support for the passage of SB 2103 which will provide \$1.1 billion in much needed infrastructure funding for western North Dakota.

Our Association membership includes 16 distribution and 5 generation and transmission cooperatives operating in the state. Collectively, our membership has invested more than \$1 billion in facilities to distribute electric power to more than a third of the state's population. The generation and transmission cooperatives in our membership have invested some \$6 billion in coal conversion facilities and high voltage transmission lines to ensure dependable, affordable power is available to our members across the state.

Our Association's members serving in western North Dakota are keenly aware of the critical infrastructure needs that exist in those counties and cities in the Bakken oil footprint.

The five electric distribution cooperatives that primarily deliver electric power in the Bakken footprint own and maintain about 20,000 miles of overhead and underground distribution line (as of year-end 2013). These same electric cooperatives have experienced high demand for power line extensions to add new consumers. From 2011 through year-end 2013, these cooperatives added some 9,000 new meter installations.

When 2014 numbers are finalized, it's expected that both these categories will have experienced double digit percentage increases.

Electric cooperatives in the Bakken footprint and across the state rely heavily on the state, county and township highway and roads infrastructure to build and maintain these power lines (across the state RECs own and operate about 81,000 miles of distribution line). The nearly 300 employees who work for the five electric cooperatives serving the Bakken oil patch also seek quality infrastructure. The employees who live in the Bakken oil patch need safe and secure communities, affordable housing, day care, water supply, broadband and electric service and recreation amenities. It's also important to maintain a high quality of life when it comes time attract new employees to the electric cooperatives in the region.

The \$1.1 billion in surge funding provided for in SB 2103 will not fund all these infrastructure needs. But it will be a tremendous spark to infrastructure development. We urge swift passage of SB 2103 as the needs are great, and it's imperative that some of these projects be started as soon as possible.

I'd be happy to answer any questions.



SB 2103  
2/11/2015

#32

TESTIMONY TO HOUSE APPROPRIATIONS COMMITTEE

Doug Graupe

Chairman, Divide County Commission

Mr Chairman, members of House Appropriations Committee, my name is Doug Graupe and I am Chairman of the Divide County Commission. I am asking for your support of Senate Bill 2103 known as the "Surge Bill".

Divide County is like the middle child as we are number five in oil production. We produce approximately 1.25 million barrels of oil per month which is not as much as the big four Counties but is equal to the oil produced by the number 6 and 7 oil Counties combined. We have a very significant amount of salt water produced in our wells, approximately 3 million barrels per month. Coupled with the oil production that amounts to approximately 4.25 million barrels hauled by truck. The Divide County gravel crushing budget in 2007 was \$161,000 and in 2014 was in excess of \$1 million. Semi-trucks throw the gravel from the road or pulverize it. This makes it necessary to apply gravel yearly. Divide County also spends more than \$1 million annually on dust control.

There are more than 80 private gravel pits in Divide County who are selling the gravel. Much of this gravel leaves the County but is hauled on our County roads.

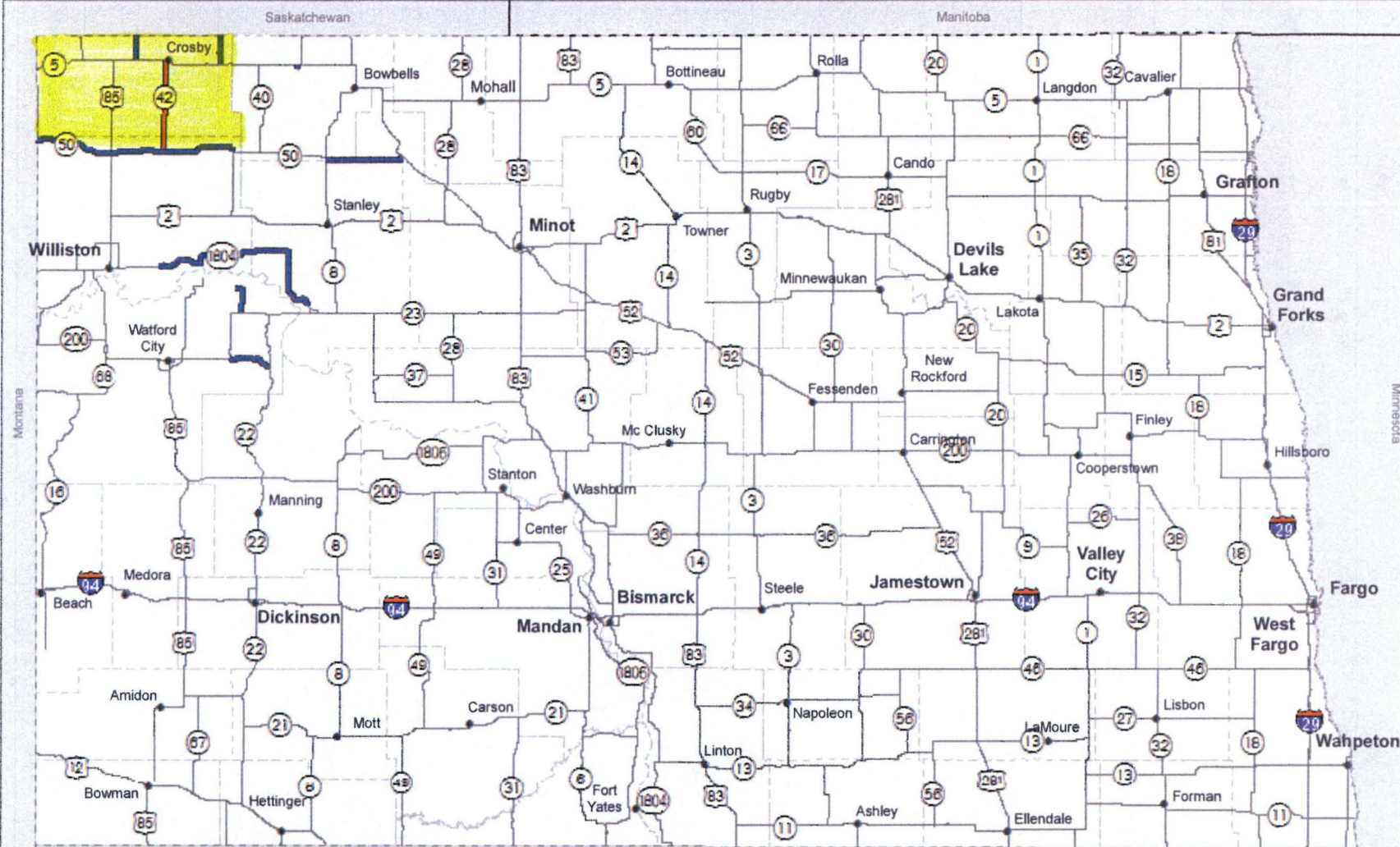
I have enclosed a NDDOT map showing that Divide County has the only year around 6 ton restricted State highway in North Dakota. You will also note that the only year around 8 ton restricted State highways in North Dakota are all in the northwest part of the State. One of them runs along the southern border of Divide County. We have increased the number of maintainers by 50% and because of the State restricted highways found it necessary to dedicate several of these maintainers full time to blade County roads adjacent to those State highways. All of these costs place a severe strain on our County budget.

Many other oil Counties have similar stories and it is important to have this bill pass so we can bring our County roads up to standards that allow heavy oil trucks to use them without placing the burden on County budgets. Our County engineers have estimated that it would cost more than \$222 million to bring Divide County roads up to the 105,500 lbs. weight requirement to handle this truck traffic.

Thank you.



## Current North Dakota Load Restrictions



Order 2014-21 Effective 07/09/2014 07:00 AM CT

South Dakota

Date Published: 07/08/2014 11:30 AM

Interstate System	by Legal Weight	8 - Ton	7 - Ton	6 - Ton	5 - Ton	Call Highway Patrol for vehicle size/weight and permits. Call 511 for enroute information			
						Phone #'s (701)			
Single Axle	20,000 lbs	16,000 lbs	14,000 lbs	12,000 lbs	10,000 lbs	HP Permit Office	328-2621	Minot	857-6925
Tandem Axle	34,000 lbs	32,000 lbs	28,000 lbs	24,000 lbs	20,000 lbs	NDDOT Office	328-2545	Dickinson	227-6500
3 Axle Group or more per Axle	17,000 lbs	14,000 lbs	12,000 lbs	10,000 lbs	10,000 lbs	Bismarck	328-6950	Grand Forks	787-6500
Max. Axle Group	48,000 lbs	42,000 lbs	36,000 lbs	30,000 lbs	30,000 lbs	Valley City	845-8800	Williston	774-2700
Gross Weight	105,500 lbs	105,500 lbs	105,500 lbs	80,000 lbs	80,000 lbs	Devils Lake	665-5100	Fargo	239-8900



SB 2103  
2-11-15  
# 33

Transcript of Testimony

Of Jerry Obenauer

2/11/2015

Relating to SB 2103

Chairman Delzer, ladies and gentleman of the committee, for the record my name is Jerry Obenauer, I am the Mayor of Hazen. I stand before you, kind of in awe, because of the amount of monies that are in this bill that are set aside for our community are minute compared to the large issues that are at hand for the rest of the oil counties. If this passes Hazen will receive \$2.2+ million, which does not seem like much to most of you in here but, to a fringe city that is affected by the oil activity, it is huge for us, it would be our lottery. We do have projects that are ready to go. We do not have infrastructure in areas that need infrastructure in order to get developers to come in and do some work we need to have infrastructure. Right now we are looking at building new lift stations, water, sewer which would be in excess of \$8 million. We are, like you, a very fiscally responsible group of people and we try not to burden our taxpayers any more than anybody else does. So we are in support of this bill. I stand before you for any questions.

SB 2103

#34

Jay Elkin Testimony  
House Appropriations Committee  
Brynhild Haugland Room  
February 11, 2015  
9:30 a.m.

Chairman Delzer, Members of the House Appropriations Committee, for the record my name is Jay Elkin. I am a farmer from Taylor, North Dakota; I am also a member of the Stark County Commission and a former member of the North Dakota Grain Growers Association Board of Directors. I am here in strong support of Senate Bill 2103.

SB 2103 has appropriately been called the "Surge" funding bill; we in western North Dakota have experienced a "surge" in energy activity in our region. That energy activity, which we welcome, has created a host of infrastructure needs that warrant and deserve our state legislature's immediate attention. The Bakken oil boom has been fast and furious; it caught local, state and federal decision-makers completely off guard. Road, city, county, township and school infrastructure needs all must be addressed; SB 2103 is a proactive approach by the state of North Dakota in addressing those infrastructure needs on an immediate basis. It is important that we plan for the future, but the future is now in the western oil patch.

Mr. Chairman, members of the House Appropriations Committee, as a farmer from Taylor, North Dakota I experience the immediate infrastructure needs every day. Drive down my roads or the roads of my oil patch neighbors; I can tell you first hand that moving my grain and moving my equipment on the existing road system is a disaster. Every farmer in the Bakken region absolutely hates moving farm equipment down these roads and they all have numerous horror stories to tell. Simply put, nearly every road in the Bakken is inadequate to safely handle the volume and weight of the traffic and then when farm equipment is added to the mix the results are chaotic at best.

Our State highways are extremely important for getting farm commodities to market; however every commodity truckload starts out on a county road and the county road system in western North Dakota is in shambles despite efforts to shore up the local road budgets. Roads that in the past supported 40 to 55 mile per hour traffic are now reduced to traffic speeds of 20 miles per hour or less; they are oftentimes without gravel and are either extremely muddy or extremely dusty. As an aside the dust issue continues to present extremely high crop production losses for the region.



As a County Commissioner I can tell you Stark County needs over \$14 million in road projects today just to maintain the Dickinson area roads; that does not take into account needed improvements to the road system. My neighbors and I can't farm without adequate roads, the energy industry cannot produce without adequate roads and those adequate roads are needed now. You cannot provide this road infrastructure without the necessary funding and that funding is made available on and immediate basis in SB 2103.

The infrastructure needs in western North Dakota don't begin and end with roads; it's the needs of the people that use those roads that become the priority. As a parent, I know first-hand of the infrastructure needs of our schools. Our youth are our future and they are an investment that we as a state need to protect. Providing our students with the schools they need are assets that will pay dividends long into North Dakota's future.

Our cities need the support of SB 2103 as well. I shop in Dickinson and my neighbors patronize the cities across the Bakken region. We depend on those cities to provide us with the goods and services necessary not only to conduct our businesses but to support our daily lives. It is of the utmost importance to our citizens that we give our region's cities the means necessary to address their needs. Success in the region is built in part on the success of our cities.

Finally in order to maintain our infrastructure we must give law enforcement the means necessary to protect it. State truck regulatory in the Bakken region is woefully inadequate; this further taxes local and county law enforcement to help meet the needs. This spreads resident and infrastructure protection dangerously thin. I can tell you in Stark County alone we have over \$7 million in law enforcement and courthouse security needs that should be addressed today; we simply don't have the means necessary to address those needs.

Chairman Delzer, members of the House Appropriations Committee, I realize that everyone's needs are great and everyone's needs are immediate. That said, western North Dakota has been very patient in waiting for our needs to be addressed. The future is today, and the needs are now. The measure before you is a giant first step in investing in North Dakota's infrastructure; I respectfully request your favorable consideration of SB 2103 and I am open to any questions. Thank you.

Testimony to the House Appropriations Committee

Chairman Jeff Delzer

Gary Weisenberger, Mayor

City of Stanley

[fritz@gooseneckimp.com](mailto:fritz@gooseneckimp.com)

Feb 11, 2015

#35

Senate Bill 2103

Chairman Delzer and members of the House Appropriations Committee, my name is Gary Weisenberger and I am the Mayor of Stanley.

Stanley was one of 1<sup>st</sup> cities impacted by "The Boom", with oil development commencing in the Parshall Field southeast of Stanley in 2007. Since that time, the City of Stanley, while welcoming the opportunity for economic development, has also dealt with the pains of growth. We have annexed a total of 1,353 acres to accommodate that growth in the past 6 years, processing 823 building permits in that same period. Our population, 1270 in 2008, now stands at 3512 in 2015--almost tripled, and that does not include Target Logistics approximately 400 bed facility or the folks living in two new hotels, with approximately 150 beds that are always full. We now have our third new hotel under construction. These facilities are using our water, sewer, etc. but are not considered part of our population.

In 2005-2006 we had 340 students in K-12. In 2014-2015 that number has doubled to just over 700 students. Both our grade school and high school have built on and are working on future expansions. Our city sales tax, at just over \$200,000 in 2008 was \$2.5 million in 2014. We currently have a 1.5% city tax with 1% to EDC & Parks and .5% to the hospital. Our city employees have increased 125% in 7 years – especially public works and law enforcement. We have built two 4-plex's for city staff.

We have been doing projects non-stop since the beginning, but cannot see an end yet. With a 304 acre annexation west of town comes a whole new area with needs for sewer, water, streets, and storm water drainage. We are working with developers that are not concerned with the price of crude right now and are going forward with their plans. A refinery project has been announced for our area as well. They are in the 2<sup>nd</sup> stage of developing a 20,000 gallon/day diesel fuel facility.

We have issued 7.4 million in special assessment bonds since 2008, which brings me to a point I wish to make today about the oil and gas distribution formula. We cannot bond against a revenue stream with an expiration date in law. Currently, that revenue stream expires on June 30, 2015. I know you will likely pass a new distribution formula, but the bond markets need more than that. That is why this Surge Bill is so important to us in 2015. We need this Surge Bill enacted into law before March 1 as a remedy to our inability to bond against an expiring distribution formula. I ask that you consider that fact as you look at the big picture throughout this legislative session. We need these funds passed early so we can plan and bid projects early and take advantage of the entire 2015 construction season.

We had Vanguard come in 2014 and do a complete assessment of every residential home and every commercial building in Stanley. Some of the older homes in town tripled in assessed value because of the market values. We had a packed public meeting because of this issue. Tax statements have gone up every year because we have to raise the assessed value to keep up with market values. We cannot put too much more on our citizens' plates. That is where the Surge Bill would really help: to catch up some with our growing needs without having to ask the residents to help fund it all.

We will use this money wisely. In 2015 alone we have \$6.2 million in water, waste water, and storm water projects. We have \$4.8 million lined up in transportation projects and \$2.5 million in facilities. We need your help and we need it soon.

Thank you for your time today and your stewardship. I'd be happy to answer any questions.





208 S. Main St.  
PO Box 249  
Stanley, ND 58784-0249  
701-628-2225  
701-628-2232 Fax

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February 9, 2015

Mr. Chris Kadrmas  
Legislative Council  
600 East Boulevard Avenue  
Bismarck, ND 58505

Dear Mr. Kadrmas:

The City of Stanley is very appreciative of the extensive and thorough consideration being given to the surge funding bill and those impacted communities. Additionally, we value the opportunity to provide the House Appropriations Committee with information reflecting our significant need and current financial position in order to help committee members develop a full understanding of the effects of SB 2103.

The attached documentation addresses the five areas in which you have particular interest.


1. The City of Stanley has significant infrastructure needs that the surge bill will greatly alleviate. We have identified five primary areas with the largest emphasis on transportation and water utilities. Excessive demand due to significant population increase on these two areas has placed additional stress on already failing systems and has created the need to add substantial new services to accommodate new growth.
2. Although the City of Stanley has identified a list of critical needs, funding these projects is a separate issue. Until funding sources have been secured the City is unable to move forward with projects. Providing surge funding prior to the start of the new biennium will allow the necessary engineering and bidding steps to be completed providing for the construction to begin during the 2015 season. Project funding distribution after July may push needed projects back to 2016.
3. Stanley has identified nine projects that could fall in the "shovel ready" category if funding is made available early enough in the season. To reiterate, the City of Stanley does not have adequate funding to move forward on any element of these projects without funding provided from other sources such as this legislation.

"This institution is an equal opportunity provider and employer."

4. A schedule has been provided that outlines the City of Stanley's total city mill levy, taxable valuation, and property tax collections for the period of time from 2008 through 2014.
5. The total for new building permits to be added to the 2015 taxable valuation is \$29,548,964.77.

Please do not hesitate to contact us should you need any additional information.

Sincerely,



Gary Weisenberger, Mayor  
City of Stanley



House Appropriations Committee Requested Information

<u>Proposed Use By Category (1)</u>	<u>"Surge"</u>
Water Utilities	\$3,150,000
Sanitary Sewer Utilities	\$800,000
Storm Water Control	\$700,000
Transportation Infrastructure	\$4,140,000
Public Works Facilities	\$500,000
<b>Total</b>	<b>\$9,290,000</b>

<u>"Surge" Funding before 6/30/15 (2)</u>	
Estimated Engineering, Design and Survey	\$1,393,500
Administrative, Bidding and Contract Management	\$929,000
<b>Total</b>	<b>\$2,322,500</b>

<u>2015 Shovel Ready Projects (3)</u>	<u>Estimated Project Cost</u>	<u>"Surge"</u>	<u>City Funds</u>	<u>EII Grant</u>
Stanley East Side Trunk Watermain Improvements	\$1,422,000	\$422,000		\$1,000,000
Stanley Public Works Facility	\$2,500,000	\$500,000	\$2,000,000	
Storm Water Control improvements (Airport)	\$700,000	\$700,000		
Frontage Road Extension (West View Plaza)	\$1,500,000	\$1,500,000		
West Side Trunk Water Transmission Piping	\$600,000	\$600,000		
South West Water Transmission Loop	\$1,200,000	\$1,200,000		
2015 Street Reconstruction	\$3,300,000	\$2,640,000	\$660,000	
2015 Water Main Replacement	\$1,160,000	\$928,000	\$232,000	
2015 Sewer Main Replacement	\$1,000,000	\$800,000	\$200,000	
<b>Total Project and Funding Costs</b>	<b>\$13,382,000</b>	<b>\$9,290,000</b>	<b>\$3,092,000</b>	<b>\$1,000,000</b>

<u>Year</u>	<u>City of Stanley Improvement Costs</u>	<u>Property Tax Collections</u>	<u>Mill Rate</u>	<u>Taxable Valuation</u>
2008	\$961,265.19	\$160,998.00	115.89	\$1,527,749.00
2009	\$1,993,822.71	\$163,060.00	102.56	\$1,871,630.00
2010	\$1,959,986.67	\$188,385.00	81.92	\$2,534,225.00
2011	\$5,907,106.40	\$232,551.00	82.41	\$3,158,427.00
2012	\$2,996,950.29	\$272,877.00	67.82	\$4,812,294.00
2013	\$5,102,371.14	\$368,918.45	60.34	\$8,495,870.00
2014	\$6,497,093.89	\$561,633.00	48.41	\$12,867,299.00

SEVERAL FACTORS HAVE CONTRIBUTED TO THE SITUATION INCLUDING A 100% POPULATION INCREASE SINCE THE 2010 CENSUS, THE ANNEXATION OF 1,353 ACRES SINCE 2008, AND 823 BUILDING PERMITS HAVE BEEN ISSUED SINCE 2009.

# IMPACT OUR COMMUNITY

## FAILING & INSUFFICIENT INFRASTRUCTURE PLAGUING STANLEY

The City of Stanley functions as an integral municipality to the oil and gas industry in northwest North Dakota. This quaint community is located in the heart of the Bakken region in Mountrail County between Minot and Williston, along US Highway 2. Stanley has had the pleasure and discomfort of experiencing exponential growth since 2008. The impacts on the City are staggering and current funding sources are severely inadequate in comparison to the need.

The City has been impacted in all aspects of public service including but not limited to; public utilities, City administration facilities, transportation, hospital and emergency services, and parks and recreation. In addition, workforce challenges such as increased wages, providing non-traditional benefits like affordable housing, and expenses related to recruitment and retention of capable staff, add to the financial challenges facing the community.

Prior to the start of the oil boom in 2008, the City of Stanley experienced little to no growth and had adequate infrastructure and public services to provide for the health, welfare, and safety of the community. However, with the rapid growth over the last few years and projections of extensive continued growth,

providing new infrastructure to meet the demand and maintaining the deteriorating infrastructure that wasn't constructed for the high usage currently being experienced, has become increasingly difficult.

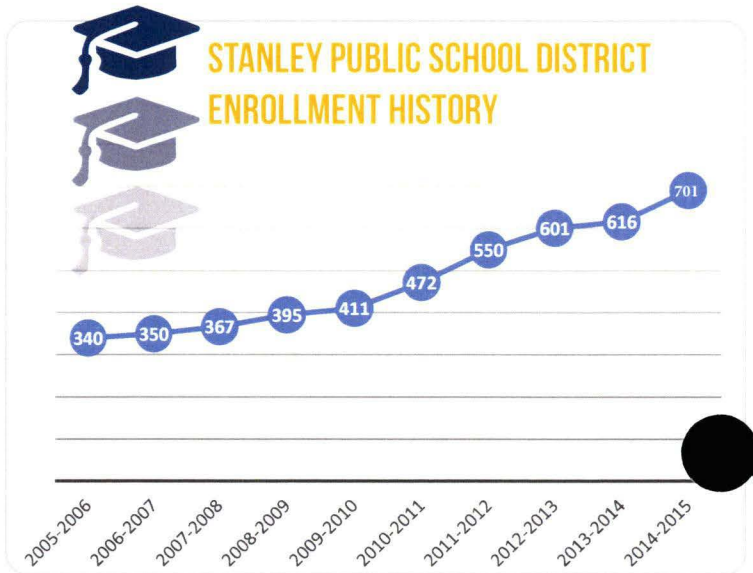
Because of the excessive demand, the City of Stanley utilizing its own resources, cannot adequately provide necessary services to its residents.



In order to fully understand the impacts on the City, existing and projected needs, and anticipated local income, Stanley has embarked on a considerable amount of proactive strategic planning and analysis. From that planning, a comprehensive list of essential needs and associated cost estimates has been developed. The City's desire to address these needs includes a combination of investments in the current infrastructure and the construction of new facilities and infrastructure that will provide the services necessary to keep the community surviving. Needs include maintenance and development of adequate and safe transportation corridors, water resources that provide sufficient capacity for a safe water supply along with community fire protection, lagoon systems that address the current system which is near capacity, public facility upgrades, landfill capacity solutions, and employee housing. The investment for these essential City of Stanley needs over the next eight years totals **\$120,900,000**.

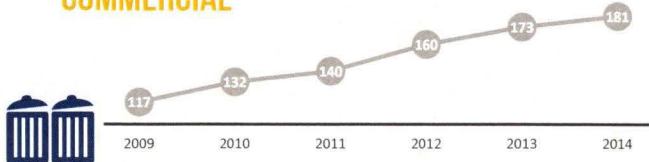


# EXPERIENCING UNPRECEDENTED GROWTH

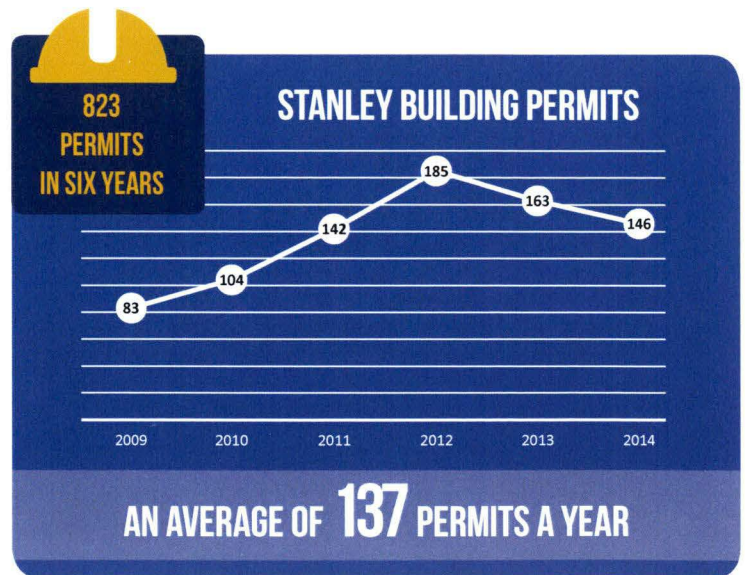
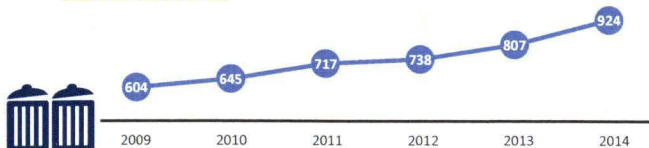


**ALL OF THAT**  
CAUSES A LOT OF THIS

## COMMERCIAL

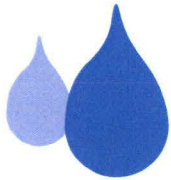


## RESIDENTIAL



THE NUMBER OF CITY EMPLOYEES INCREASED **125%** OVER THE PAST SEVEN YEARS, SEEING PARTICULAR GROWTH IN PUBLIC WORKS AND LAW ENFORCEMENT.





## CITY WATER METERS/USERS

RESIDENTIAL HAS RISEN FROM **604** IN 2009 TO **970** IN 2014

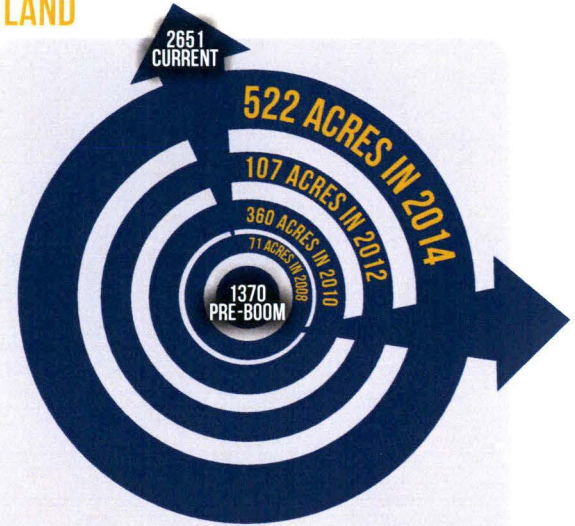
COMMERCIAL HAS RISEN FROM **117** IN 2009 TO **161** IN 2014

## CITY SALES TAX

2008	\$217,137.99
2009	\$303,702.37
2010	\$421,844.62
2011	\$747,636.76
2012	\$1,166,808.50
2013	\$1,540,223.07
2014	\$2,570,801.42

INCREASED BY OVER  
**2.3 MILLION**

## LAND



ANNEXATION AREA (ACRES)  
AVERAGING **193** ACRES PER YEAR

**1353**  
ACRES  
IN SIX YEARS

### COMMERCIAL UTILITY RATES

	WATER	BASE RATE	SEWAGE	LAGOON FEE	ST. LIGHTS	SERVICE FEE
2007	\$6/1,000G	\$22.50	\$1.50/1,000G OR MINIMUM \$5.00	\$1.50	N/A	\$1.00
2008	\$6/1,000G	\$22.50	\$1.50/1,000G OR MINIMUM \$5.00	\$1.50	\$1.50	\$1.00
WATER RATE INCREASED TO \$7/1,000 GALLONS IN AUGUST 2008						
2009	\$7/1,000G	\$22.50	\$1.50/1,000G OR MINIMUM \$5.00	\$1.50	\$1.50	\$1.00
2010	\$7/1,000G	\$11.25	\$1.50/1,000G OR MINIMUM \$5.00	\$1.50	\$1.50	\$1.00
2011	\$7/1,000G	\$11.25	\$1.50/1,000G OR MINIMUM \$5.00	\$1.50	\$1.50	REMOVED
2012	\$7/1,000G	\$11.25	\$1.50/1,000G OR MINIMUM \$5.00	\$1.50	\$1.50	N/A
2013	\$7/1,000G	\$11.25	\$1.50/1,000G OR MINIMUM \$5.00	\$1.50	\$1.50	N/A
2014	\$7/1,000G	\$11.25	\$1.50/1,000G OR MINIMUM \$5.00	\$1.50	REMOVED	N/A

### RESIDENTIAL UTILITY RATES

	WATER	BASE RATE	SEWAGE	GARBAGE	LAGOON FEE	ST. LIGHTS	SERVICE FEE
2007	\$6/1,000G	\$17.00	\$1.50/1,000G OR MINIMUM \$5.00	\$13.00	\$1.50	N/A	\$1.00
2008	\$6/1,000G	\$17.00	\$1.50/1,000G OR MINIMUM \$5.00	\$13.00	\$1.50	\$1.50	\$1.00
WATER INCREASED TO \$7/1,000 GALLONS IN AUGUST 2008							
2009	\$7/1,000G	\$17.00	\$1.50/1,000G OR MINIMUM \$5.00	\$15.00	\$1.50	\$1.50	\$1.00
2010	\$7/1,000G	\$8.50	\$1.50/1,000G OR MINIMUM \$5.00	\$15.00	\$1.50	\$1.50	\$1.00
2011	\$7/1,000G	\$8.50	\$1.50/1,000G OR MINIMUM \$5.00	\$15.00	\$1.50	\$1.50	REMOVED
2012	\$7/1,000G	\$8.50	\$1.50/1,000G OR MINIMUM \$5.00	\$15.00	\$1.50	\$1.50	N/A
2013	\$7/1,000G	\$8.50	\$1.50/1,000G OR MINIMUM \$5.00	\$15.00	\$1.50	\$1.50	N/A
2014	\$7/1,000G	\$8.50	\$1.50/1,000G OR MINIMUM \$5.00	\$15.00	\$1.50	REMOVED	N/A

GARBAGE RATES INCREASED TO \$24 IN SEPTEMBER 2014

7



## SPECIAL ASSESSMENT BONDS

ISSUE DATE	PURPOSE	INTEREST RATE	FINAL MATURITY	PRINCIPAL AMOUNT OUTSTANDING
2008	WATER AND SEWER	4.00-5.40%	05/01/24	400,000
2009	STREETS	2.00-4.25%	05/01/24	440,000
2010	STREETS, WATER AND SEWER	0.80-3.60%	05/01/25	1,335,000
2011	WATER AND SEWER	3.789-3.885%	03/24/40	994,193
2011	STREETS, WATER AND SEWER	0.75-3.25%	05/01/26	3,215,000
2012	REFUNDING OF 2006 ISSUE	0.85-1.65%	05/01/21	375,000
2014	STREET IMPROVEMENTS (THIS ISSUE)	2.00-3.00%	05/01/29	660,000

**\$7,419,193**  
**TOTAL**

↪ **WHAT WE'VE DONE.**  
**WHAT WE STILL NEED.** ↩

## FIVE YEAR CAPITAL IMPROVEMENTS PLAN

2015-2017 BIENNIUM  
**\$29,520,000**

2017-2019 BIENNIUM  
**\$28,570,000**

	WATER	WASTE WATER	STORM WATER	TRANSPORTATION	AIRPORT	FACILITIES	TOTAL
2015	\$3,460,000	\$2,100,000	\$700,000	\$4,800,000		\$2,500,000	\$13,560,000
2016	\$1,160,000	\$9,000,000		\$4,800,000		\$1,000,000	\$15,960,000
2017	\$1,160,000	\$4,500,000		\$3,300,000		\$5,500,000	\$14,460,000
2018	\$1,160,000	\$5,000,000		\$3,300,000		\$4,650,000	\$14,110,000
2019	\$1,160,000	\$1,000,000		\$3,300,000		\$9,900,000	\$15,360,000



Feb 11, 2015

#36

**Testimony to the House Appropriations Committee**

**Chairman Jeff Delzer**

**Dan Uran, Mayor**

**City of New Town**

[dan.uran@sendit.nodak.edu](mailto:dan.uran@sendit.nodak.edu)

**Senate Bill 2103**

Good Morning, Chairman Delzer and members of the House Appropriations Committee. My name is Dan Uran, Mayor of New Town.

New Town is located right between two of the most productive oil fields in the Bakken: the Parshall field to the east and the Nesson Anticline to the west.

Included in the material we handed out you will find materials where we have provided our growth statistics along with our 5-year capital plan numbers. We also have a specific list of projects and maps identifying where those projects will take place within our city if any of you wish to see them.

Let me talk about our growth. Traffic counts through our small town have more than doubled since 2006. Robust oil activity has substantially increased other activity as well. We now average about 118 building permits per year and we have annexed over 1000 acres to grow our town. Our school enrollment has increased from 696 student in 2010 to 878 heading into next year. In 2010, our population stood at 1925 people. We now have a town with over 3000 people and growing. A new truck reliever route around the north side of town opens up new areas for housing and commercial development.

Will any of this slow down because of a decrease in oil prices? We don't think so. We understand that the most productive oil fields around us will continue to be attractive for drilling, even with low oil prices. There is a tremendous amount of infield drilling that will take place in the years ahead. While the pace may ebb and flow, the growing demands on our infrastructure will remain strong.

We are asking that you pass SB 2103 "as is" and get the proposed funds out the door as quickly as possible.

During the 2015 construction season, the City of New Town will use these funds to support the following infrastructure projects: over \$10 million in water transmission piping, over \$14 million in sanitary sewer projects, and over \$2 million in street improvements and extensions. The specifics are in the exhibits shared with you earlier.

If these funds are committed early, we can get started and make 2015 a productive year for our capital improvements.

Thank you for your time. I would be happy to address any questions.





## Heart of Lake Sakakawea

City of New Town

P.O. Box 309

New Town, North Dakota 58763

Phone: (701) 627-4812

February 9, 2015

Mr. Chris Kadrmas  
Legislative Council  
600 East Boulevard Avenue  
Bismarck, ND 58505

Dear Mr. Kadrmas:

As mayor of the City of New Town, I would like to express my appreciation for your consideration of the surge funding bill and the oil boom impacted communities. We appreciate the opportunity to share information about our extensive community needs with the House Appropriations Committee in order to assist committee members in developing a full understanding of the effects of SB 2103 on communities like New Town.

The attached documentation provides additional information on the five areas in which you have particular interest.

1. New Town has significant infrastructure needs that would be greatly benefitted by the funding of the surge bill. We have identified three primary areas of focus including water utilities, sanitary sewer utilities, and transportation infrastructure, with the largest need in the area of sanitary sewer utilities. Excessive demand due to significant population increase has placed additional stress on already failing systems and has created the need to add substantial new services to accommodate increased growth.
2. Although the City of New Town has identified a list of critical needs, funding these projects is a separate issue. Until funding sources have been secured the City is unable to move forward with projects. Providing surge funding prior to the start of the new biennium will allow the necessary engineering and bidding steps to be completed providing for the construction to begin during the 2015 season. Project funding distribution after July may push needed projects back to 2016.
3. The City of New Town has targeted 11 projects that could fall within the "shovel ready" category should funding become available early in the season. As is the practice in most municipalities, the City of New Town does not have sufficient funding to proceed with any element of these projects without funding provided from other sources such as this legislation.
4. A schedule has been provided that outlines the City of New Town's total city mill levy, taxable valuation, and property tax collections for the period of time from 2008 through 2014.
5. The total for new building permits to be added to the 2015 taxable valuation is \$52,282,017.62.

Please do not hesitate to contact us should you need any additional information.

Sincerely,



Dan Uran, Mayor  
City of New Town

House Appropriations Committee Requested Information

<u>Proposed Use By Category (1)</u>	<u>"Surge"</u>
Water Utilities	\$3,570,000
Sanitary Sewer Utilities	\$13,300,000
Transportation Infrastructure	\$1,657,000
<b>Total</b>	<b>\$18,527,000</b>

<u>"Surge" Funding before 6/30/15 (2)</u>	
Estimated Engineering, Design and Survey	\$2,779,050
Administrative, Bidding and Contract Management	\$1,852,700
<b>Total</b>	<b>\$4,631,750</b>

<u>2015 Shovel Ready Projects (3)</u>	<u>Estimated Project Cost</u>	<u>"Surge"</u>	<u>City Funds</u>
Extension of College Drive	\$600,000	\$407,000	\$193,000
East Avenue Sanitary Sewer Trunk Line Improvements	\$2,300,000	\$1,800,000	\$500,000
ND Hwy 23 Sanitary Sewer Trunk Line	\$2,100,000	\$1,600,000	\$500,000
ND Hwy 1804 Water Transmission Piping	\$800,000	\$650,000	\$150,000
ND Hwy 1804 Lift Station Replacement	\$350,000	\$200,000	\$150,000
3rd Street North Extension	\$1,100,000	\$800,000	\$300,000
4th Street South Street Improvements	\$450,000	\$450,000	\$207,000
West of ND Hwy 1804 Sanitary Sewer Trunk Line & Lift Station	\$2,200,000	\$2,200,000	
Water Transmission Piping (Cemetery Loop)	\$800,000	\$800,000	
Water Transmission Piping (south of ND Hwy 23)	\$2,120,000	\$2,120,000	
Mechanical Treatment System	\$7,500,000	\$7,500,000	
<b>Total Project and Funding Costs</b>	<b>\$20,320,000</b>	<b>\$18,527,000</b>	<b>\$2,000,000</b>

<u>Year</u>	<u>Property Tax Collections</u>	<u>Mill Rate</u>	<u>Taxable Valuation</u>
2008	\$109,473.41		\$1,598,188.00
2009	\$119,618.96	121.75	\$1,948,520.00
2010	\$128,689.20	120.61	\$2,093,672.00
2011	\$136,573.45	110.55	\$2,114,887.00
2012	\$146,943.42	117.2	\$2,331,342.00
2013	\$166,396.49	98.39	\$2,792,514.00
2014	\$313,110.93	79.04	\$3,515,050.00



February 2, 2015



North Dakota  
House of  
Representatives

State Capitol  
600 East Boulevard Avenue  
Bismarck, ND 58505-0360

Mr. Dan Uran  
Mayor  
City of New Town  
P.O. Box 309  
New Town, ND 58763-0309

Dear Mr. Uran:

The House Appropriations Committee is planning to schedule a hearing on Senate Bill No. 2103, the "Surge" bill, as approved by the Senate, during the week of February 9, 2015. To assist the committee members in preparing for the hearing and understanding the effects of the bill, I ask that you please submit the following information to the address below by Tuesday, February 10, 2015:

1. The proposed use, by major category, of the "Surge" funding your city is anticipated to receive as a result of this bill;
2. The amount of "Surge" funding that is needed prior to June 30, 2015, with an explanation of how the funds will be spent;
3. A detailed listing of "shovel ready" projects and the estimated cost of each project that will be completed during the 2015 construction season and the funding source for each project (local funds, oil tax formula allocations, federal funds, highway tax distribution fund, state aid distribution fund, "Surge" funding, other);
4. A schedule showing your total city mill levy, taxable valuation, and property tax collections for each year since 2008; and
5. The value of building permits issued in 2014 expected to be added to taxable valuation in 2015.

Please submit the information either by mail or email to:

Mr. Chris Kadmas  
Legislative Council  
600 East Boulevard Avenue  
Bismarck, ND 58505  
cjkadmas@nd.gov

If you have any questions, please contact Allen H. Knudson, Legislative Budget Analyst and Auditor at 701-328-2916.

Thank you very much.

Sincerely,

Representative Jeff Delzer  
House Appropriations Chairman

JD/JJB  
cc: Ms. Eileen Zaun





COMMUNITY NEEDS INCLUDE MAINTENANCE AND DEVELOPMENT OF ADEQUATE AND SAFE TRANSPORTATION CORRIDORS, WATER RESOURCES THAT PROVIDE SUFFICIENT CAPACITY FOR A SAFE WATER SUPPLY, COMMUNITY FACILITY UPGRADES, AND LAGOON SYSTEM UPGRADES

# IMPACT NEW TOWN

## NEW TOWN'S DETERIORATING AND INADEQUATE INFRASTRUCTURE NEEDS YOUR SUPPORT

The City of New Town, one of the critical cities in the heart of the oil and gas industry, located in Mountrail County on ND Hwy 23, has experienced monumental growth since 2008. Due to the extensive oil and gas development in the region, New Town has been impacted in all aspects of public service including but not limited to; public utilities, City Administration facilities, transportation, emergency services, and parks & recreation. Additionally, the community has experienced substantial challenges related to affordable housing and staffing. The City of New Town has sufficiently provided for the health, welfare and safety of its residents up until the past few years at which time the demand for critical services exponentially outnumbered the resources available. The discovery of the Bakken oil play has changed everything and providing new infrastructure and maintenance of the deteriorating infrastructure to meet the current demand has become increasingly difficult. Because of the disproportionate demand, the City of New Town can no longer single-handedly provide adequate services to residents.

In addition to the need for infrastructure upgrades and additions, New Town has experienced challenges with increasing costs of services, materials and workforce. The combination of an increasing number of projects along with substantial increases in project costs has further decreased the City's ability to fund projects for improvements.

The City has proactively been planning for its future through the development of a Capital Improvements Plan. New Town's desire is to invest in the current infrastructure, and construct new facilities and infrastructure that will provide the necessary services to adequately serve their residents. A comprehensive list of essential needs and associated costs has been developed. Community needs include maintenance and development of adequate and safe transportation corridors, water resources that provide sufficient capacity for a safe water supply, community facility upgrades, and lagoon system upgrades. The investment in these essential City of New Town needs throughout the next eight years totals \$93,020,000.

### FIVE YEAR CAPITAL IMPROVEMENTS PLAN

2015-2017 BIENNIUM  
**\$52,620,000**

2017-2019 BIENNIUM  
**\$28,900,000**

	WATER	WASTE WATER	STORM WATER	TRANSPORTATION	AIRPORT	FACILITIES	TOTAL
2015	\$10,720,000	\$14,350,000		\$2,150,000			\$27,220,000
2016	\$7,000,000	\$5,300,000		\$3,100,000		\$10,000,000	\$25,400,000
2017	\$3,500,000			\$3,100,000		\$7,300,000	\$13,900,000
2018	\$1,000,000	\$1,600,000		\$3,100,000		\$9,300,000	\$15,000,000
2019	\$1,000,000	\$1,600,000		\$3,100,000		\$5,800,000	\$11,500,000





# Heart of Lake Sakakawea The City of New Town

## IN THE MIDDLE WITH NOWHERE TO GROW

### PROJECTED POPULATION INCREASE

			+
PEAK	2010	1925	
	2011	2087	162
	2012	2249	162
	2013	2652	403
	2014	3021	369
	2015	3362	341
	2016	3681	319
	2017	3959	278
	2018	4216	257
	2019	4465	249
	2020	4708	243
	2021	4940	232
	2022	5168	228
	2023	5391	223
2024	5578	187	
2025	5738	160	
2026	5781	43	
2027	5821	40	
2028	5878	57	
2029	5949	71	
2030	5981	32	
2031	6027	46	
2032	6085	58	

### TRAFFIC COUNTS ND HIGHWAY 23 AT NEW TOWN

2006 - 4,500	2010 - 7,380
2007 - 5,300	2011 - 8,460
2008 - 5,490	2012 - 10,365
2009 - 6,460	2013 - 9,430

### PUSHING THE LIMITS

UNPRECEDENTED POPULATION GROWTH LEADING TO INCREASED LAND AND INFRASTRUCTURE NEEDS

### ANNEXATION AREA (ACRES)

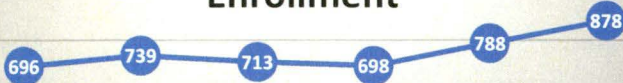


AS OF JANUARY 2015 NEW TOWN HAS ADDED **OVER 1,000 ACRES** TO THE CITY AND MUST PREPARE FOR FUTURE GROWTH.

THAT'S AN AVERAGE OF **189** ADDITIONAL RESIDENTS PER YEAR



### New Town Public School District Enrollment



2010-2011 2011-2012 2012-2013 2013-2014 2014-2015 2015-2016



### New Town Building Permits



2012 2013 2014

AVERAGING **118** BUILDING PERMITS EACH YEAR (2012-2014)

6



Feb 11, 2015

#37

**Testimony to the House Appropriations Committee**

**Chairman Jeff Delzer**

**Shane Hart, City Councilman**

**City of Parshall**

shaneh@restel.com

**Senate Bill 2103**

Good Morning, Chairman Delzer and members of the House Appropriations Committee. My name is Shane Hart a Councilman from the City of Parshall.

The City of Parshall has experienced tremendous growth due to activity in the Bakken Oilfield. We have distributed some exhibits with this testimony and you can see some of the facts highlighted there. In 2008 the City of Parshall reviewed 7 building permits and in 2014 we reviewed 47 building permits. Our city has expanded from 335 acres to 2000 acres in that period of time. We currently have developers looking to build a 400 room motel, 240 apartment units and add a restaurant. Our RV Park has 114 lots and houses families in travel trailers and motorhomes. Our school enrollment has increased and the school considers all students living in RV's as homeless. We have tripled our city employment and need to hire more, but we are limited by housing. We need to build housing in order to attract the workers that our city and area employers need to hire.

This increase in building activity is going to be hampered by the City's current waste water lagoon system. It is at max capacity! Due to FAA regulations the City of Parshall is not allowed to increase the size of the current lagoon because it sits too close to the Parshall Airport. The City is in need of moving it to an acceptable location and the costs in that are over \$10 million! Again, the housing and commercial projects will not happen without building a new waste water lagoon. (Refer Exhibit 1 & 1A, and Exhibit 4).

We also don't expect much slowing of this infrastructure demand, even with low oil prices. One of the most productive fields in the Bakken shares our city name: "The Parshall Field". Everything we are hearing about oil prices tells us that drilling will concentrate, not recede, from the most productive fields. With a tremendous amount of infield drilling nearby for years to come, we need your help and the dollars proposed in the Surge funding.

If you pass this bill as proposed, we can deal immediately with our lagoon system, launch significant utility upgrades and address a number of issues with our local streets. We have much do and request that you pass this bill as proposed and early in this session.

Thank you for your time. I would be happy to address any questions.



# City of Parshall

Box 159, Parshall, N.D. 58770-0159  
Phone 862-3459

**MAYOR**

Kyle Christianson

**AUDITOR**

Kelly Woessner

**CITY ATTORNEY**

William Woods

**COUNCIL MEMBERS**

Pem Hall

Shane Hart

Tom Huus

Robert Morenski



Equal Opportunity  
Housing and  
Employment

February 10, 2015

**House Appropriations Committee  
Chairman Jeff Delzer**

Chairman Delzer and members of the House Appropriations Committee:

The City of Parshall's current and future development is being hampered by the City's current waste water lagoon system. It is at maximum capacity and due to FAA regulations, the City of Parshall is not allowed to increase the size of the current lagoon because it is located within 1 mile of the Parshall Municipal Airport. The City is in need of moving the Waste Water lagoon to an acceptable location and the costs in that are over \$10 million!

As with development of a new Waste water facility, we are in need of replacing the current infrastructure and installing new infrastructure within the City of Parshall. These projects are already to go in 2015 and funding is crucial. Without Surge funding, these projects will be out of our reach and our waste water lagoons will be over loaded.

Our funding was based on any grants or impact aid we would qualify for, and borrowing funds to move forward with these projects.

Thank you for your time.

Sincerely,

A handwritten signature in blue ink that reads "Kelly Woessner".

Kelly Woessner

Parshall City Auditor

2

**City of Parshall, North Dakota**  
**Surge Funding - Additional Information Request**

<b>2015 Shovel Ready Project Summary</b>	
<b>Project</b>	<b>Total Project Cost</b>
2015 Street and Utility Improvements	\$ 5,852,000.00
Wastewater Improvements - Phase I & II	\$ 11,842,000.00
<b>Total Shovel Ready Project Costs</b>	<b>\$17,694,000.00</b>

All Funds are needed by June 30, 2015



CITY OF PARSHALL, NORTH DAKOTA  
Proposed 2015 Street and Utility Improvements  
Engineers Opinion of Probable Costs  
February 3, 2015



ITEM DESCRIPTION	QTY	UNIT	UNIT COST	INSTALLED COST
A. Bonding and Insurance	1	l.s.	\$89,000.00	\$89,000
B. Mobilization	1	l.s.	\$150,000.00	\$150,000
C. Erosion Control	1	l.s.	\$10,000.00	\$10,000
D. Traffic Control	1	l.s.	\$15,000.00	\$15,000
E. Site Restoration				
1 Residential Pavement	25,400	s.y.	\$62.00	\$1,811,020
2 Concrete Curb and Gutter	3,600	l.f.	\$36.00	\$149,040
3 Sidewalk	13,056	s.f.	\$12.00	\$180,173
4 Landscaping & Seeding	1	l.s.	\$50,000.00	\$50,000
F. Furnish and Install Piping				
1 8" PVC Sanitary Sewer Main	4,645	l.f.	\$65.00	\$347,214
G. Furnish and Install Services				
1 4" PVC Sanitary Sewer Lead	60	ea.	\$1,600.00	\$110,400
H. Precast Concrete Manholes and Castings				
1 48" Diameter Sanitary Manhole	14	ea.	\$7,500.00	\$120,750
I. Connect to Existing				
1 Connect to Existing Sanitary Sewer	5	ea.	\$2,150.00	\$12,363
J. Storm Sewer	1	l.s.	\$1,250,000.00	\$1,250,000
K. 2nd St SW - Pavement, C&G, Sidewalk, Restoration	1	l.s.	\$325,000.00	\$325,000

Subtotal Construction Costs	\$4,619,959
10% Contingencies	\$461,996
<b>Total Construction Costs</b>	<b>\$5,081,955</b>
Task Order #10: Engineering Design and Bidding	\$330,000
Future Task Order: Engineering Construction Phase (estimated fees)	\$440,000
<b>TOTAL PROJECT COSTS</b>	<b>\$5,852,000</b>

**Table 4 – Treatment Alternative B Opinion of Probable Project Capital Costs**

Description	Opinion of Probable Construction Cost
<b>Phase I</b>	
Land Purchase	\$496,000
New Aeration Ponds	\$511,000
New Secondary Ponds	\$1,831,000
New Aeration Equipment	\$210,000
Blower Building	\$100,000
Building Mechanical	\$40,000
Electrical	\$350,000
Abandon Existing Wastewater Ponds	\$50,000
Aggregate Road	\$64,000
Transfer Piping and Structures	\$2,245,000
Master Lift Station Improvements	\$150,000
Site Work	\$51,000
Abandon Existing Wastewater Ponds	\$100,000
Mobilization	\$396,000
<b>Phase I Total Construction Cost</b>	<b>\$6,544,000</b>
Contingencies (20%)	\$1,309,000
Legal Fiscal and Engineering (20%)	\$1,309,000
<b>Phase I Opinion of Probable Capital Cost</b>	<b>\$9,162,000</b>
<b>Phase II</b>	
New Secondary Pond	\$1,518,000
Aeration Equipment	\$80,000
Electrical	\$50,000
Aggregate Road	\$43,000
Transfer Piping and Outfall Piping	\$25,000
Site Work	\$59,000
Mobilization	\$126,000
<b>Phase I Total Construction Cost</b>	<b>\$1,914,000</b>
Contingencies (20%)	\$383,000
Legal Fiscal and Engineering (20%)	\$383,000
<b>Phase II Opinion of Probable Capital Cost</b>	<b>\$2,680,000</b>
<b>Total Project Cost</b>	<b>\$11,842,000</b>



**MOUNTRAIL COUNTY - 2014 TAXABLE VALUATIONS**  
**MOUNTRAIL COUNTY - \$100,266,554**  
**LEVIES IN MILLS ON THE DOLLAR OF TAXABLE VALUATION FOR THE YEAR 2014**

<b>STATE LEVY</b>		
STATE MEDICAL CENTER.....	1.00	
<b>TOTAL STATE RATE OF LEVY.....</b>		<b>1.00</b>
<b>MOUNTRAIL COUNTY LEVIES</b>		
GENERAL LEVY.....	12.17	
COUNTY ROAD & BRIDGE.....	0.25	
OASIS & FEDERAL SECURITY.....	5.91	
FARM TO MARKET ROADS.....	10.00	
VETERANS' SERVICE OFFICER.....	0.32	
COUNTY AGENT.....	0.50	
HISTORICAL SOCIETY.....	0.07	
DISTRICT HEALTH UNIT.....	0.99	
FAIR ASSOCIATION.....	0.68	
HUMAN SERVICES (SUPPORTS THE SOCIAL SERVICE FUND).....	7.61	
SENIOR CITIZENS.....	1.00	
WEATHER MODIFICATION.....	0.59	
WATER MANAGEMENT.....	0.59	
WEED CONTROL.....	3.00	
JOB DEVELOPMENT AUTHORITY.....	0.24	
* COUNTY LIBRARY.....	0.37	
** COUNTY AIRPORT.....	1.50	
<b>TOTAL COUNTY RATE OF LEVY.....</b>		<b>45.79</b>
<b>TOTAL COUNTY &amp; STATE RATE OF LEVY.....</b>		<b>46.79</b>

\* COUNTY LIBRARY LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN & STANLEY  
 \*\* COUNTY AIRPORT LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN, PARSHALL, PLAZA & STANLEY

<b>PARSHALL - PRFD PA</b>	3	1,818,357	45.29	60.69	3.21	0.45	5.00	59.11	173.75
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CITY - 50.69 MILLS: (GENERAL 25.81) (FEDERAL SOCIAL SECURITY 12.38) (AIRPORT 2.14) (LIBRARY 2.93) (CEMETERY 1.42) (PLANNING COMMISSION 0.53) (RECREATION 1.65) (PUBLIC BUILDINGS 2.75) (FORESTRY PURPOSES 1.08)

CITY PARK - 8.42 MILLS: (PARK GENERAL 8.03) (FEDERAL SOCIAL SECURITY 0.39)



**MOUNTRAIL COUNTY - 2012 TAXABLE VALUATIONS**  
**MOUNTRAIL COUNTY - \$58,138,413**  
**LEVIES IN MILLS ON THE DOLLAR OF TAXABLE VALUATION FOR THE YEAR 2012**

<b>STATE LEVY</b>	
STATE MEDICAL CENTER.....	1.00
<b>TOTAL STATE RATE OF LEVY.....</b>	<b>1.00</b>
<b>MOUNTRAIL COUNTY LEVIES</b>	
GENERAL LEVY.....	9.26
COUNTY ROAD & BRIDGE.....	0.25
OASIS & FEDERAL SECURITY.....	16.26
FARM TO MARKET ROADS.....	10.00
VETERANS' SERVICE OFFICER.....	0.52
COUNTY AGENT.....	1.65
HISTORICAL SOCIETY.....	0.12
DISTRICT HEALTH UNIT.....	1.51
FAIR ASSOCIATION.....	0.94
HUMAN SERVICES (7.39) / EMERGENCY HUMAN SERVICES (0) (SUPPORTS THE SOCIAL SERVICE FUND)	7.39
SENIOR CITIZENS.....	1.00
WEATHER MODIFICATION.....	0.56
WATER MANAGEMENT.....	0.34
WEED CONTROL.....	3.00
* COUNTY LIBRARY.....	0.64
** COUNTY AIRPORT.....	1.50
<b>TOTAL COUNTY RATE OF LEVY.....</b>	<b>54.94</b>
<b>TOTAL COUNTY &amp; STATE RATE OF LEVY.....</b>	<b>55.94</b>

\* COUNTY LIBRARY LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN & STANLEY  
 \*\* COUNTY AIRPORT LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN, PARSHALL, PLAZA & STANLEY

<b>PARSHALL - PRFD PA</b>	<b>3</b>	<b>943,056</b>	<b>54.44</b>	<b>71.41</b>	<b>3.40</b>	<b>0.73</b>	<b>5.00</b>	<b>93.76</b>	<b>228.74</b>
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CITY - \$1.92 MILLS: (GENERAL 41.66) (FEDERAL SOCIAL SECURITY 20.04) (AIRPORT 3.45) (LIBRARY 4.74) (CEMETERY 2.30) (PLANNING COMMISSION 0.86) (RECREATION 2.67) (PUBLIC BUILDINGS 4.45) (FORESTRY PURPOSES 1.75)

CITY PARK - 11.84 MILLS: (PARK GENERAL 11.19) (FEDERAL SOCIAL SECURITY 0.65)

**MOUNTRAIL COUNTY - 2013 TAXABLE VALUATIONS**  
**MOUNTRAIL COUNTY - \$73,666,562**  
**LEVIES IN MILLS ON THE DOLLAR OF TAXABLE VALUATION FOR THE YEAR 2013**

<b>STATE LEVY</b>	
STATE MEDICAL CENTER.....	1.00
<b>TOTAL STATE RATE OF LEVY.....</b>	<b>1.00</b>
<b>MOUNTRAIL COUNTY LEVIES</b>	
GENERAL LEVY.....	6.31
COUNTY ROAD & BRIDGE.....	0.25
OASIS & FEDERAL SECURITY.....	9.91
FARM TO MARKET ROADS.....	10.00
VETERANS' SERVICE OFFICER.....	0.38
COUNTY AGENT.....	2.02
HISTORICAL SOCIETY.....	0.09
DISTRICT HEALTH UNIT.....	1.36
FAIR ASSOCIATION.....	0.85
HUMAN SERVICES (SUPPORTS THE SOCIAL SERVICE FUND).....	9.80
SENIOR CITIZENS.....	1.00
WEATHER MODIFICATION.....	0.74
WATER MANAGEMENT.....	0.95
WEED CONTROL.....	3.00
JOB DEVELOPMENT AUTHORITY.....	1.64
* COUNTY LIBRARY.....	0.43
** COUNTY AIRPORT.....	1.50
<b>TOTAL COUNTY RATE OF LEVY.....</b>	<b>50.23</b>
<b>TOTAL COUNTY &amp; STATE RATE OF LEVY.....</b>	<b>51.23</b>

\* COUNTY LIBRARY LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN & STANLEY  
 \*\* COUNTY AIRPORT LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN, PARSHALL, PLAZA & STANLEY

<b>PARSHALL - PRFD PA</b>	<b>3</b>	<b>1,432,745</b>	<b>49.73</b>	<b>59.86</b>	<b>3.38</b>	<b>0.41</b>	<b>5.00</b>	<b>73.67</b>	<b>192.05</b>
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CITY - \$3.18 MILLS: (GENERAL 32.17) (FEDERAL SOCIAL SECURITY 15.43) (AIRPORT 2.66) (LIBRARY 3.65) (CEMETERY 1.77) (PLANNING COMMISSION 0.66) (RECREATION 2.06) (PUBLIC BUILDINGS 3.43) (FORESTRY PURPOSES 1.35)

CITY PARK - 10.49 MILLS: (PARK GENERAL 10.00) (FEDERAL SOCIAL SECURITY 0.49)



**MOUNTRAIL COUNTY - 2010 TAXABLE VALUATIONS**  
**MOUNTRAIL COUNTY - 35,874,867**  
**LEVIES IN MILLS ON THE DOLLAR OF TAXABLE VALUATION FOR THE YEAR 2010**

STATE LEVY		
STATE MEDICAL CENTER.....	1.00	
<b>TOTAL STATE RATE OF LEVY.....</b>		<b>1.00</b>
MOUNTRAIL COUNTY LEVIES		
GENERAL LEVY.....	11.08	
COUNTY ROAD & BRIDGE.....	0.25	
COUNTY JAIL.....	2.40	
OASIS & FEDERAL SECURITY.....	14.24	
FARM TO MARKET ROADS.....	10.00	
VETERANS' SERVICE OFFICER.....	0.36	
COUNTY AGENT.....	3.07	
HISTORICAL SOCIETY.....	0.10	
DISTRICT HEALTH UNIT.....	2.62	
FAIR ASSOCIATION.....	0.58	
HUMAN SERVICES (11.50) / EMERGENCY HUMAN SERVICES (0) (SUPPORTS THE SOCIAL SERVICE FUND)	11.50	
SENIOR CITIZENS.....	1.00	
ADVERTISING.....	0.25	
WEATHER MODIFICATION.....	1.20	
COMPREHENSIVE HEALTH INSURANCE.....	3.83	
WATER MANAGEMENT.....	0.47	
WEED CONTROL.....	3.00	
JOB DEVELOPMENT AUTHORITY.....	1.65	
* COUNTY LIBRARY.....	1.03	
** COUNTY AIRPORT.....	1.50	
** COUNTY PARKS.....	1.00	
<b>TOTAL COUNTY RATE OF LEVY.....</b>		<b>71.13</b>
<b>TOTAL COUNTY &amp; STATE RATE OF LEVY.....</b>		<b>72.13</b>

\* COUNTY LIBRARY LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN & STANLEY  
 \*\* COUNTY AIRPORT LEVY AND COUNTY PARKS LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN, PARSHALL, PLAZA & STANLEY

<b>PARSHALL - PRFD PA</b>	<b>3</b>	772.758	69.63	100.00	3.67	0.70	5.00	118.74	297.74
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CITY = 103.58 MILLS: (GENERAL 54.72) (FEDERAL SOCIAL SECURITY 24.13) (AIRPORT 4.08) (LIBRARY 5.99) (CEMETERY 3.04) (PLANNING COMMISSION 1.02) (RECREATION 3.55) (PUBLIC BUILDINGS 5.10) (FORESTRY PURPOSES 1.95)

CITY PARK = 15.16 MILLS: (PARK GENERAL 14.18) (FEDERAL SOCIAL SECURITY 0.98)

**MOUNTRAIL COUNTY - 2011 TAXABLE VALUATIONS**  
**MOUNTRAIL COUNTY - 44,209,403**  
**LEVIES IN MILLS ON THE DOLLAR OF TAXABLE VALUATION FOR THE YEAR 2011**

STATE LEVY		
STATE MEDICAL CENTER.....	1.00	
<b>TOTAL STATE RATE OF LEVY.....</b>		<b>1.00</b>
MOUNTRAIL COUNTY LEVIES		
GENERAL LEVY.....	13.01	
COUNTY ROAD & BRIDGE.....	0.25	
COUNTY JAIL.....	1.04	
EMERGENCY.....	2.00	
OASIS & FEDERAL SECURITY.....	11.64	
FARM TO MARKET ROADS.....	10.00	
VETERANS' SERVICE OFFICER.....	0.59	
COUNTY AGENT.....	2.58	
HISTORICAL SOCIETY.....	0.08	
DISTRICT HEALTH UNIT.....	2.23	
FAIR ASSOCIATION.....	1.00	
HUMAN SERVICES (11.50) / EMERGENCY HUMAN SERVICES (0) (SUPPORTS THE SOCIAL SERVICE FUND)	8.90	
SENIOR CITIZENS.....	1.00	
ADVERTISING.....	0.26	
WEATHER MODIFICATION.....	0.66	
WATER MANAGEMENT.....	0.38	
WEED CONTROL.....	3.00	
JOB DEVELOPMENT AUTHORITY.....	1.30	
* COUNTY LIBRARY.....	0.85	
** COUNTY AIRPORT.....	1.50	
** COUNTY PARKS.....	1.00	
<b>TOTAL COUNTY RATE OF LEVY.....</b>		<b>63.27</b>
<b>TOTAL COUNTY &amp; STATE RATE OF LEVY.....</b>		<b>64.27</b>

\* COUNTY LIBRARY LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN & STANLEY  
 \*\* COUNTY AIRPORT LEVY AND COUNTY PARKS LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN, PARSHALL, PLAZA & STANLEY

<b>PARSHALL - PRFD PA</b>	<b>3</b>	824.407	61.77	100.00	3.72	0.95	4.66	112.67	283.77
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CITY = 98.33 MILLS: (GENERAL 52.04) (FEDERAL SOCIAL SECURITY 22.70) (AIRPORT 3.76) (LIBRARY 5.92) (CEMETERY 2.87) (PLANNING COMMISSION 0.97) (RECREATION 3.34) (PUBLIC BUILDINGS 4.79) (FORESTRY PURPOSES 1.94)

CITY PARK = 14.34 MILLS: (PARK GENERAL 13.98) (FEDERAL SOCIAL SECURITY 0.36)



**MOUNTRAIL COUNTY - 2008 TAXABLE VALUATIONS**  
**MOUNTRAIL COUNTY - 17,212,330**  
**LEVIES IN MILLS ON THE DOLLAR OF TAXABLE VALUATION FOR THE YEAR 2008**

STATE LEVY	
STATE MEDICAL CENTER.....	1.00
<b>TOTAL STATE RATE OF LEVY.....</b>	<b>1.00</b>
MOUNTRAIL COUNTY LEVIES	
GENERAL LEVY.....	23.09
COUNTY ROAD & BRIDGE.....	0.25
COUNTY JAIL.....	5.00
OASIS & FEDERAL SECURITY.....	22.15
FARM TO MARKET ROADS.....	10.00
VETERANS' SERVICE OFFICER.....	0.55
COUNTY AGENT.....	4.00
HISTORICAL SOCIETY.....	0.20
DISTRICT HEALTH UNIT.....	3.75
FAIR ASSOCIATION.....	1.00
HUMAN SERVICES (20.00) / EMERGENCY HUMAN SERVICES (8.97) (SUPPORTS THE SOCIAL SERVICE FUND)	28.97
SENIOR CITIZENS.....	1.00
ADVERTISING.....	0.50
WEATHER MODIFICATION.....	3.00
COMPREHENSIVE HEALTH INSURANCE.....	6.00
WATER MANAGEMENT.....	0.95
WEED CONTROL.....	3.00
JOB DEVELOPMENT AUTHORITY.....	0.50
* COUNTY LIBRARY.....	2.22
** COUNTY AIRPORT.....	1.50
** COUNTY PARKS.....	1.00
<b>TOTAL COUNTY RATE OF LEVY.....</b>	<b>118.63</b>
<b>TOTAL COUNTY &amp; STATE RATE OF LEVY.....</b>	<b>119.63</b>

\* COUNTY LIBRARY LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN & STANLEY  
 \*\* COUNTY AIRPORT LEVY AND COUNTY PARKS LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN, PARSHALL, PLAZA & STANLEY

<b>PARSHALL - PRFD PA</b>	3	742,361	117.13	191.32	5.00	1.00	3.29	120.55	433.29
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**CITY = 103.48 MILLS:** (GENERAL 56.99) (FEDERAL SOCIAL SECURITY 21.58) (AIRPORT 4.00) (LIBRARY 6.24) (CEMETERY 3.16) (PLANNING COMMISSION 1.00) (RECREATION 3.70) (PUBLIC BUILDINGS 4.68) (FORESTRY PURPOSES 2.13)

**CITY PARK = 17.07 MILLS:** (PARK GENERAL 14.76) (FEDERAL SOCIAL SECURITY 2.31)

**MOUNTRAIL COUNTY - 2009 TAXABLE VALUATIONS**  
**MOUNTRAIL COUNTY - 20,624,579**  
**LEVIES IN MILLS ON THE DOLLAR OF TAXABLE VALUATION FOR THE YEAR 2009**

STATE LEVY	
STATE MEDICAL CENTER.....	1.00
<b>TOTAL STATE RATE OF LEVY.....</b>	<b>1.00</b>
MOUNTRAIL COUNTY LEVIES	
GENERAL LEVY.....	19.27
COUNTY ROAD & BRIDGE.....	0.25
COUNTY JAIL.....	4.17
OASIS & FEDERAL SECURITY.....	27.54
FARM TO MARKET ROADS.....	10.00
VETERANS' SERVICE OFFICER.....	0.50
COUNTY AGENT.....	4.00
HISTORICAL SOCIETY.....	0.15
DISTRICT HEALTH UNIT.....	3.25
FAIR ASSOCIATION.....	0.89
HUMAN SERVICES (20.00) / EMERGENCY HUMAN SERVICES (3.37) (SUPPORTS THE SOCIAL SERVICE FUND)	23.37
SENIOR CITIZENS.....	1.00
ADVERTISING.....	0.42
WEATHER MODIFICATION.....	1.86
COMPREHENSIVE HEALTH INSURANCE.....	5.01
WATER MANAGEMENT.....	0.82
WEED CONTROL.....	3.00
JOB DEVELOPMENT AUTHORITY.....	2.73
* COUNTY LIBRARY.....	1.88
** COUNTY AIRPORT.....	1.50
** COUNTY PARKS.....	1.00
<b>TOTAL COUNTY RATE OF LEVY.....</b>	<b>112.61</b>
<b>TOTAL COUNTY &amp; STATE RATE OF LEVY.....</b>	<b>113.61</b>

\* COUNTY LIBRARY LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN & STANLEY  
 \*\* COUNTY AIRPORT LEVY AND COUNTY PARKS LEVY NOT APPLICABLE TO THE CITIES OF NEW TOWN, PARSHALL, PLAZA & STANLEY

<b>PARSHALL - PRFD PA</b>	3	785,870	111.11	104.70	5.00	1.21	2.74	116.16	340.92
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**CITY = 101.34 MILLS:** (GENERAL 53.88) (FEDERAL SOCIAL SECURITY 23.30) (AIRPORT 4.00) (LIBRARY 5.88) (CEMETERY 2.98) (PLANNING COMMISSION 1.00) (RECREATION 3.49) (PUBLIC BUILDINGS 5.00) (FORESTRY PURPOSES 2.01)

**CITY PARK = 14.82 MILLS:** (PARK GENERAL 13.91) (FEDERAL SOCIAL SECURITY .91)



Mountrail County Property Tax collections for the City of Parshall

2009		2012	
January	\$10,319.20	January	\$14,990.32
February	\$11,662.80	February	\$10,757.72
March	\$51,329.93	March	\$53,560.21
April	\$1,826.68	April	\$2,645.26
May	\$2,740.65	May	\$956.49
June	\$1,330.74	June	\$862.17
July	\$1,686.97	July	\$561.86
August	\$5,209.48	August	\$514.84
September	\$143.48	September	\$360.86
October	\$4,622.18	October	\$2,640.74
November	\$1,139.47	November	\$4,470.51
December	\$2,134.22	December	\$611.01
<b>Total 2009</b>	<b>\$94,145.80</b>	<b>Total 2012</b>	<b>\$92,931.99</b>

2010		2013	
January	\$10,802.42	January	\$17,598.47
February	\$11,535.15	February	\$12,355.23
March	\$51,323.56	March	\$52,507.23
April	\$3,010.02	April	\$269.41
May	\$7,601.74	May	\$562.93
June	\$4,286.48	June	\$227.49
July	\$1,636.24	July	\$1,574.86
August	\$454.71	August	\$166.00
September	\$1,166.26	September	\$868.04
October	\$2,918.06	October	\$1,575.79
November	\$15,104.15	November	\$980.28
December	\$2,026.29	December	\$749.09
<b>Total 2010</b>	<b>\$111,865.08</b>	<b>Total 2013</b>	<b>\$89,434.82</b>

2011		2014	
January	\$12,003.20	January	\$925.43
February	\$16,647.47	February	\$31,607.75
March	\$58,947.81	March	\$58,796.87
April	\$1,170.73	April	\$4,088.23
May	\$2,671.53	May	\$11,262.42
June	\$306.51	June	\$31.66
July	\$1,000.80	July	\$4,238.94
August	\$626.12	August	\$485.44
September	\$1,551.32	September	\$454.74
October	\$5,335.00	October	\$616.19
November	\$1,363.14	November	\$619.55
December	\$6,608.57	December	\$2,847.75
<b>Total 2011</b>	<b>\$108,232.20</b>	<b>Total 2014</b>	<b>\$115,974.97</b>

Mountrail County Property Tax collections for the City of Parshall

2008

January	\$6,129.39
February	\$13,232.97
March	\$9,677.93
April	\$1,029.40
May	\$3,262.53
June	\$4,479.56
July	\$3,508.98
August	\$1,134.99
September	\$563.91
October	\$4,612.17
November	\$15,361.81
December	\$1,285.02
<b>Total 2009</b>	<b>\$64,278.66</b>

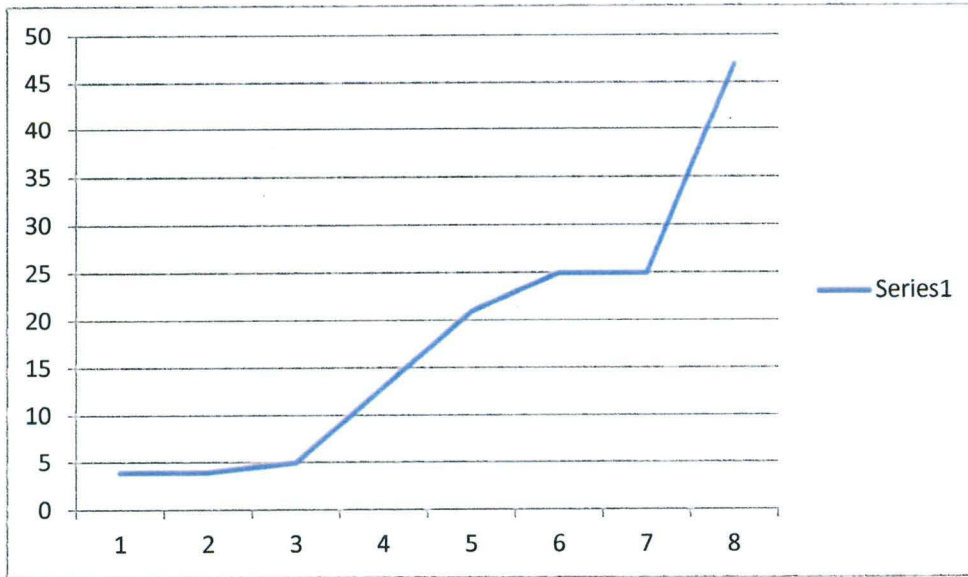


City of Parshall  
Building Permits

YEAR	# of Permits filed
2007	4
2008	4
2009	5
2010	13
2011	21
2012	25
2013	25
2014	47

Taxable Value for 2014 Building permits for the City of Parshall

Market Value (True & Full):	\$2,607,700.00
Assessed Value:	\$1,303,850.00
<b>Taxable Value:</b>	<b>\$127,682.00</b>



12



P.O. Box 1091  
Bismarck, ND 58502  
(701) 355-4458  
FAX (701) 223-4645

**MEMBERS**

AmeriFlax  
BNSF Railway Company  
Garrison Diversion Conservancy District  
Independent Beef Association of ND  
Landowners Association of ND  
Milk Producers Association of ND  
Minn-Dak Farmers Cooperative  
ND Ag Aviation Association  
ND Ag Consultants  
ND Agricultural Association  
ND Agri-Women  
ND Association of Agricultural Educators  
ND Association of Soil Conservation Districts  
ND Barley Council  
ND Beef Commission  
ND Corn Growers Association  
ND Corn Utilization Council  
ND Crop Improvement and Seed Association  
ND Dairy Coalition  
ND Department of Agriculture  
ND Dry Bean Council  
ND Dry Edible Bean Seed Growers  
ND Elk Growers  
ND Ethanol Council  
ND Farm Credit Council  
ND Farmers Union  
ND Grain Dealers Association  
ND Grain Growers Association  
ND Irrigation Association  
ND Lamb and Wool Producers  
ND Oilseed Council  
ND Pork Producers  
ND Soybean Council  
ND Soybean Growers Association  
ND State Seed Commission  
ND Stockmen's Association  
ND Wheat Commission  
NDSU Agricultural Affairs  
Northern Canola Growers Association  
Northern Food Grade Soybean Association  
Northern Plains Potato Growers Association  
Northern Pulse Growers Association  
Northwest Landowners Association  
Red River Valley Sugarbeet Growers  
US Durum Growers Association

SB 2103

2-11-15

Handout  
#3.8

Fred Helbling  
North Dakota Ag Coalition Chairman  
In Support of SB 2103  
February 11, 2015

Mr. Chairman and members of the committee, my name is Fred Helbling, and I am here today as the chairman of the North Dakota Ag Coalition. The Ag Coalition has provided a unified voice for North Dakota agricultural interests for over 30 years. Today, we represent more than 40 statewide organizations and associations that represent specific commodities or have a direct interest in agriculture. Through the Ag Coalition, our members seek to enhance the climate for North Dakota's agricultural producers.

The Ag Coalition takes a position on a limited number of issues that have significant impact on North Dakota's agriculture industry. These issues are brought to us by our members, thoroughly discussed and then voted on to determine if the Ag Coalition supports an issue. The Ag Coalition unanimously supports the appropriations in SB 2103, specifically the funding of rural roads and bridges as identified in the Upper Great Plains Transportation Institute's report *Infrastructure Needs: North Dakota's County, Township and Tribal Roads and Bridges: 2015 -2034*.

By continuing to improve our state's rural roads and bridges, we will help to ensure that North Dakota's farmers and ranchers are able to plant, harvest and market their products safely and efficiently.

The Ag Coalition encourages your support of SB 2103.



SB 2103

2-11-15

Handout

#39

2/11/15

Chairman Delzer and Members of the Committee:

My Name is Gaylon Baker, I am Executive Vice President of Stark Development Corporation. As part of my work I am associated with the area's Builders Association. I met with them last night. Their biggest concern is that lack of infrastructure has limited the number of available, buildable lots for new single family homes. While they did not give me a specific number of lots needed, but there were 271 single family homes built last year and our Realtors tell us home-buyer traffic to their doors has not decreased. In fact MHS Single-Family home sales in December 2014 were ~~8~~ 13 percent higher than the number sold in December 2013. (68 in 12/14 vs 60 in 12/13) I ask for your support of SB 2103 and I ask that you act swiftly to help us provide homes this year for people who need them.

Thank You!

Gaylon Baker

District 36 11148 47 St SW

701-225-5997



SB2103  
2-11-15  
Handout  
#40

**Statement by Blu Hulsey**  
**Vice President of Government and Regulatory Affairs**  
**Continental Resources**  
**SB 2103**  
**January 16, 2015**

Mr. Chairman and members of the committee, my name is Blu Hulsey and I serve as Vice President of Government and Regulatory Affairs for Continental Resources, the largest leaseholder, driller and producer in the Bakken play. As one of the first companies to develop the Bakken, we have seen first-hand the incredible growth of this field and the extraordinary impact it has had on North Dakota – from Williston to Bismarck to Fargo. I appreciate the opportunity to address you today on the critical subject of infrastructure. Passing SB 2103 is crucial to achieving what's best not only for oil producing counties, but also for the entire state.

With one of the largest oil field in the history of the world, North Dakota has a monumental task at hand. We must develop the infrastructure necessary to ensure a bright future for oil and gas production and for the state. Spanning 120 miles east and west, Bakken production requires hundreds of miles of roads, waterlines, and pipelines to develop the field to its full potential. Right now we are producing over a million barrels of oil per day – and in order to sustain this level of production we must have adequate infrastructure in place.

The Bakken also requires infrastructure to support tens of thousands of new jobs, including permanent housing, city streets, sewer lines, medical services and other daily living essentials. Today the industry supports 72,000 jobs at an average annual salary of \$90,000 – almost twice as much as the North Dakota average but we must have adequate infrastructure in place to attract quality employees and contractors to fill these positions.

The effects of inadequate infrastructure are significant. Last August, Continental was forced to shut in 70 wells due to insufficient roads and resulting rain restrictions. In fact, Continental experienced 248 instances of downtime due to restrictions for the year, resulting in a total loss of \$7.5 million. That's a loss of nearly \$900,000 in tax revenue for the state – and that's just from one operator. In addition to the losses caused by road closures, our company spent over \$5 million on public road construction and maintenance in 2014.

The good news is our industry has provided more than enough tax revenue to support the infrastructure projects necessary for the oil and gas producing areas of the state. For every barrel of oil produced, 11.5 percent goes to the state. Oil and gas production taxes provide \$1 out of every \$2 of North Dakota's total revenue collections.

As we embark on 2015 – and a new oil price environment – we must remain focused on keeping the state and energy development moving forward. Appreciating the energy sector's contributions to this state and supporting the infrastructure necessary for oil and gas development has never been so important.

Thank you for the opportunity to testify before you today in support of SB 2103.





# The City of **TIOGA**

**WHERE THE RICHES OF THE EARTH ARE MADE USEFUL THROUGH THE INGENUITY OF PEOPLE**

SB2103  
House Appropriations Committee  
Honorable Representative Jeff Delzer, Chairman  
  
Chairman Delzer and Committee,

*SB2103  
2-11-15  
Handout  
#4.1*

Hearing Date  
February 11, 2015

Thank you Chairman Delzer and Committee members. I am Drake McClelland, President of the City Commission for the City of Tioga. I offer this written testimony in support of SB2103, a bill to appropriate to the state treasurer for the purpose of distributions to counties, cities, school districts, and townships in North Dakota.

The City of Tioga is experiencing tremendous growing pains associated with energy development not only in the Bakken region, but in the State as a whole. With this growth has come tremendous need for new capital improvements to meet the expectations of residents and businesses alike in the level of service they receive. The City has taken necessary steps to improve roads, upgrade water and sewer systems, and expand wastewater treatment capacity. However, the growth has far outpaced the City's ability to design, fund, and construct the needed infrastructure. As a result, the City has \$54.8 million in critical infrastructure projects they would like to bid in 2015. An initial breakout seen by the City indicated that the Surge funding bill would provide roughly \$15.8 million in emergency funding for infrastructure projects. If the legislature approves this funding, the City would preliminary apply this funding across four infrastructure areas: wastewater treatment, water transmission and storage, street projects, and floodplain improvements

The amount of funding that is needed prior to June 30, 2015 is \$27.7 million. Available money will be used for engineering, design, and construction costs incurred. The City will not proceed with project bid until full project funding is available. Without Surge funding to ensure the project is fully funded, the City does not intend to move forward with bidding and contract award.

The table below outlines all projects that are estimated to be bid in 2015. Many of these projects are shovel ready in that they will be bid by June 30, 2015, ensuring that we are able to start these projects in the 2015 construction season. The funding source is contingent on availability of funds and final decision by the City Commission.

Projects Estimated to Bid in 2015			
<u>Project</u>	<u>Bid</u>	<u>Amount</u>	<u>Funding Source</u>
Wastewater Treatment Expansion	Prior to June 30	\$8,000,000/\$4,000,000	Surge Funding/EIO Grant
New Water Tower and Associated Line Upgrades	Prior to June 30	\$1,233,600/\$1,850,400	Surge Funding/SWC
Main Street Reconstruction And Quiet Zone	Prior to June 30	\$4,100,000	Surge Funding

# **OIL CAPITAL OF NORTH DAKOTA**



<u>Project</u>	<u>Bid</u>	<u>Amount</u>	<u>Funding Source</u>
Main Street North Reconstruction – Hospital	Prior to June 30	\$1,982,000	Surge Funding
Main Street North Reconstruction	Prior to June 30	\$2,650,000	GPT
Welo St. Street and Utility Reconstruction	Prior to June 30	\$1,510,000	GPT
Simons Addition Street and Utility Reconstruction	Prior to June 30	\$3,960,000	GPT
South Main St. Improvements	Prior to June 30	\$2,580,000	GPT
Northend Drainway Floodplain Improvements	Prior to June 30	\$1,445,000	Bond
South Division St. United Cemetery Drainway	Prior to June 30	\$83,000	Bond
Northend Floodplain storage Improvements	Prior to June 30	\$140,000	Bond
1st St South Floodplain Improvements	2015	\$2,750,000	Bond
Railroad Crossing Floodplain Improvements	2015	\$725,000	Bond
Southend Drainway Flood Improvements	2015	\$710,000	Bond
Front Street Floodplain Improvements	2015	\$1,345,000	Bond
New City Hall Facilities	2015	\$15,700,000	Bond
	Total	\$54,755,000	

In addition to the projects listed above the City has identified an additional 475.8 million to be constructed in 2016 through 2020. While the City has a number of revenue streams funding City operations and capital projects, the investment needed to keep up with energy related growth is beyond the means of the City alone. As a result, this Surge funding along with the Oil and Gas Gross Production Tax (GPT) distributions are critical to ensuring that the City is able to construct the infrastructure necessary to sustain our unprecedented growth.

On behalf of the City of Tioga, our City Commission, and our Citizens, I appreciate the opportunity to submit this testimony in support of SB2103. Thank you for your consideration and I ask you to support a Do Pass recommendation for SB 2103. Please, do not hesitate to contact me with any further questions.

Drake McClelland  
President of the City Commission, City of Tioga

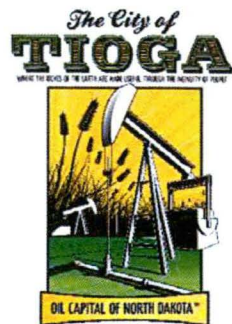


# CITY OF TIOGA

Funding Energy Related Growth



January 28, 2015





## INTRODUCTION TO THE CITY OF TIOGA

The City of Tioga has played a critical role in the history and continued success of energy development throughout the State. Since the initial discovery of oil to the more recent use of hydraulic fracturing and horizontal wells, the City has served as a center for both businesses and residents involved in growing our state's energy economy. Companies such as Hess, Continental Resources, Naset Consulting, Murex, Braun Trucking, Pinnacle, and others have established significant operations in Tioga that serve the surrounding community and the Bakken as a whole. In total, our town of nearly 3,000 people is home to 121 businesses with an additional 22 out of state businesses with active operations.

For cities such as Tioga, the distribution of oil and gas taxes plays a very important part in making sure we are able to provide key services to ongoing operations as well as ensure that new businesses can thrive and succeed for the overall benefit of the State. The drop in oil prices threatens to reduce the overall support our town can provide the energy sector through GPT revenues at the same time we have seen activity begin to concentrate in the core areas of the Bakken, like near Tioga. As Tioga and other cities throughout the region continue to facilitate growth, the change in formula distributions is integral to the success of these communities' efforts.

## LITTLE CITY, BIG ENERGY

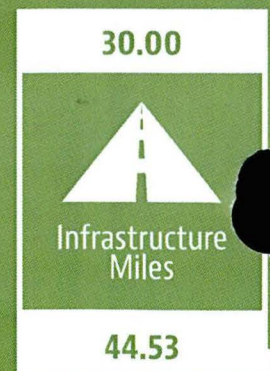
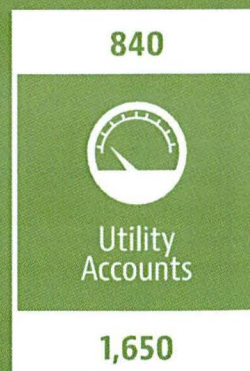
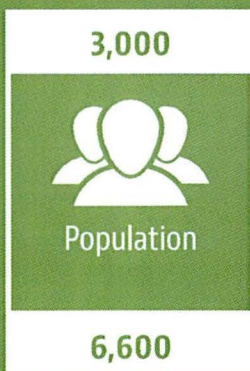
- Largest natural gas processing plant in North Dakota for more than 60 years running
- Wide ranging oilfield services based in Tioga serving North Dakota, South Dakota, Montana, and beyond
- Regional homebase to the largest leaseholder in the Bakken

<b>165</b> total companies doing business in Tioga	<b>121</b> businesses based in Tioga
<b>143</b> ND companies doing business in Tioga	<b>22</b> out of state companies doing business in Tioga

## GROWTH

- Population has more than doubled since 2010
- Current development plans indicate continued extraordinary growth through 2020 and beyond
- City infrastructure and services will need to keep pace with the increasing demand from centerline miles, utility accounts, and overall populations

### BASELINE NUMBERS >



### 2020 PROJECTIONS >





## PLANNING FOR GROWTH

- City commissioned a 6-year study to identify what investments are needed to keep pace with growth
- These investments are designed to allow the City to grow responsibly well into the future

**\$130.6 million in City-wide investment includes streets, water, wastewater, stormwater**

	2015	2016	2017	2018	2019	2020	TOTAL
Transportation	\$5.9 M	\$3.4 M	\$5.7 M	\$7.4 M	\$4.7 M	\$1.2 M	\$28.4 M
Water	\$3.1 M	\$4.7 M	\$2.2 M	\$1.7 M	\$2.3 M	\$1.0 M	\$15.0 M
Wastewater	\$1.6 M	\$2.1 M	\$2.7 M	\$3.7 M	\$3.7 M	\$1.8 M	\$15.6 M
Wastewater Treatment	\$6.0 M	\$4.3 M	\$0	\$0	\$0	\$0	\$10.3 M
Stormwater	\$2.1 M	\$2.2 M	\$4.8 M	\$4.3 M	\$3.8 M	\$0	\$17.1 M
General City*	\$3.5 M	\$12.4 M	\$13.7 M	\$7.2 M	\$7.4 M	\$0	\$44.2 M
<b>Total</b>	<b>\$22.2 M</b>	<b>\$29.1 M</b>	<b>\$29.1 M</b>	<b>\$24.3 M</b>	<b>\$21.9 M</b>	<b>\$4.0 M</b>	<b>\$130.6 M</b>

- Similarly, City operations will need to grow to keep pace
- Estimates indicate City staff will more than double from 23 in 2014 to 47 by 2020
- Increased operations will exceed \$2 million annually by 2020

	2015	2016	2017	2018	2019	2020
Police	14	17	20	21	22	23
Public Works Staff	9	10	10	10	12	12
General City Staff	8	9	10	11	11	12
<b>Total Staff (FTE)</b>	<b>31</b>	<b>36</b>	<b>40</b>	<b>42</b>	<b>45</b>	<b>47</b>

	2015	2016	2017	2018	2019	2020
Public Works Fleet	20	24	24	24	25	25
Police Fleet**	13	16	19	20	21	22
<b>Total Fleet</b>	<b>33</b>	<b>40</b>	<b>43</b>	<b>44</b>	<b>46</b>	<b>47</b>

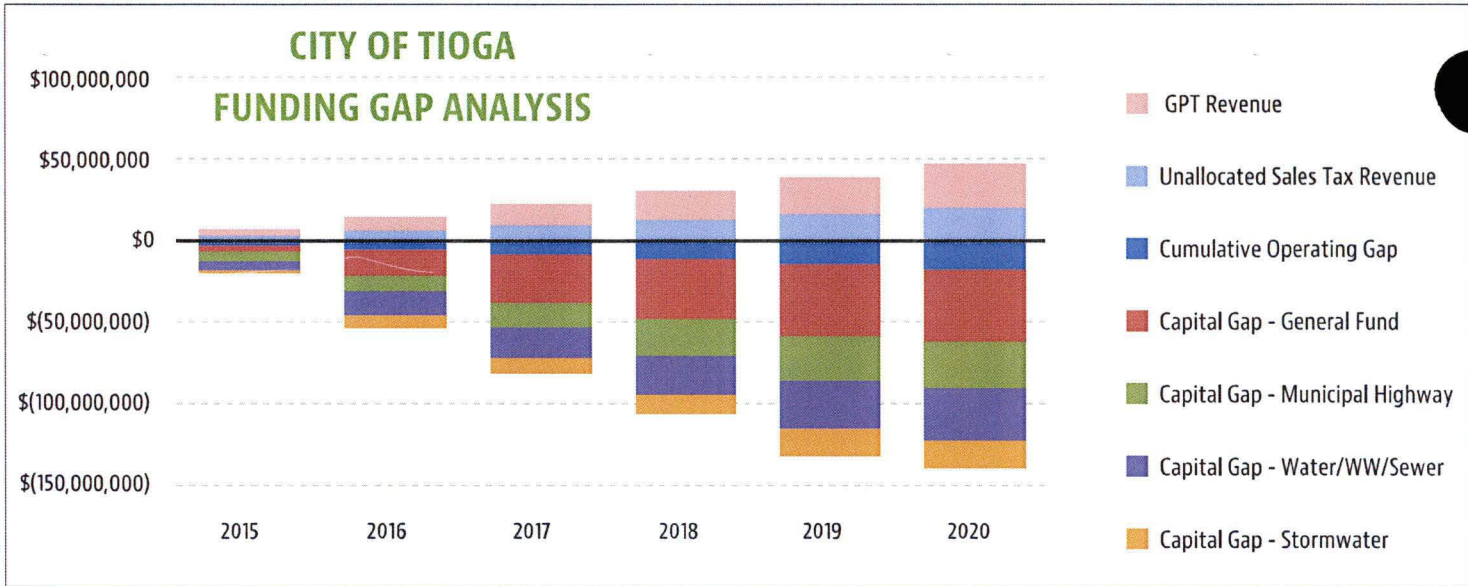
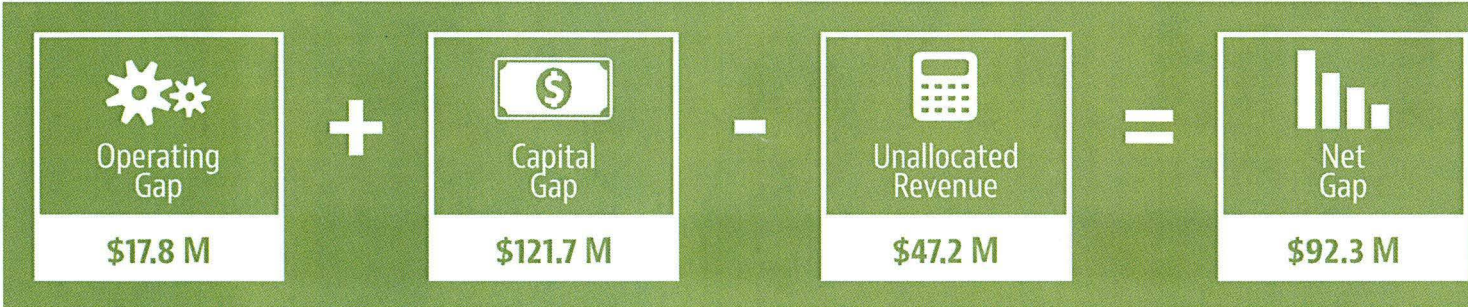




- Multiple revenue streams are available to the City, but Oil and Gas Gross Production Tax distributions is the most significant
- Current formula results in \$27 million in distributions, a small fraction of the \$140 million total need

**In total, growth related expenditures are estimated to exceed \$140 million over six years**

<b>JANUARY (25/75)</b>	\$4,132,464	\$4,309,287	\$4,691,070	\$4,774,571	\$4,774,571	\$4,774,571	<b>\$27.4 M</b>
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- Additional funding is needed to address the \$92 million gap
- Changing the existing distribution formula to 60 percent local, 40 percent State is an integral first step to addressing the City's challenges

**Changing to a 60/40 GPT distribution formula will return an addition \$34 M in revenue, reducing the net gap to \$58.3 M**

<b>JANUARY (60/40)</b>	\$9,179,807	\$9,604,184	\$10,520,463	\$10,720,866	\$10,720,866	\$10,720,866	<b>\$61.5 M</b>
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*2/19/15  
House Approps  
SB 2103  
Submitted  
Testimony*

2015-2017 County & Township Distribution - Version A

County	Oil & Gas Rank	CMC Miles	*2014 UGPTI Needs Assessment Study	SB 2103 Version A (UGPTI needs) 240M - Oil	SB 2103 Version A (CMC Miles) 112M - Non-Oil
Adams		165.8	\$93,420,000		\$2,203,815
Barnes		293.3	\$199,750,000		\$3,899,171
Benson		253.8	\$96,950,000		\$3,373,924
Billings	9	144.0	\$154,690,000	\$12,066,656	
Bottineau	10	259.5	\$197,650,000	\$15,417,768	
Bowman	6	138.2	\$159,930,000	\$12,475,404	
Burke	8	118.1	\$162,870,000	\$12,704,740	
Burleigh		284.1	\$258,250,000		\$3,776,247
Cass		471.9	\$449,150,000		\$6,272,476
Cavalier		222.5	\$124,690,000		\$2,957,575
Dickey		205.8	\$151,340,000		\$2,735,403
Divide	5	155.0	\$126,520,000	\$9,869,243	
Dunn	4	262.8	\$330,340,000	\$25,768,304	
Eddy		80.0	\$58,850,000		\$1,063,270
Emmons		163.2	\$31,700,000		\$2,169,558
Foster		109.9	\$62,460,000		\$1,461,167
Golden Valley	11	146.4	\$104,680,000		\$1,946,309
Grand Forks		345.1	\$333,270,000		\$4,587,116
Grant		147.8	\$75,320,000		\$1,964,920
Griggs		136.7	\$67,540,000		\$1,817,190
Hettinger		174.6	\$56,220,000		\$2,321,315
Kidder		193.5	\$80,660,000		\$2,572,174
LaMoure		233.6	\$83,170,000		\$3,105,730
Logan		129.8	\$26,350,000		\$1,724,921
McHenry	16	239.7	\$293,290,000		\$3,186,873
McIntosh		127.7	\$51,990,000		\$1,697,523
McKenzie	1	277.9	\$614,940,000	\$47,968,642	
McLean	13	272.9	\$314,480,000		\$3,627,880
Mercer	17	202.9	\$161,500,000		\$2,696,799
Morton		303.0	\$186,490,000		\$4,028,489
Mountrail	2	275.5	\$486,640,000	\$37,960,549	
Nelson		172.0	\$87,200,000		\$2,285,888
Oliver		103.8	\$52,010,000		\$1,379,586
Pembina		167.3	\$200,240,000		\$2,223,409
Pierce		115.1	\$94,550,000		\$1,529,415
Ramsey		180.2	\$101,610,000		\$2,395,811
Ransom		157.9	\$50,060,000		\$2,099,010
Renville	12	153.7	\$85,930,000		\$2,042,646
Richland		191.0	\$300,000,000		\$2,539,180
Rolette		132.1	\$120,510,000		\$1,755,642
Sargent		195.3	\$94,070,000		\$2,595,623
Sheridan		132.1	\$32,030,000		\$1,756,307
Sioux		84.9	\$70,340,000		\$1,128,328
Slope	14	146.1	\$53,850,000		\$1,942,587
Stark	7	251.7	\$277,430,000	\$21,641,039	
Steele		126.3	\$80,220,000		\$1,678,886
Stutsman		322.4	\$171,520,000		\$4,286,154
Towner		118.0	\$56,760,000		\$1,568,485
Trail		192.3	\$160,710,000		\$2,555,677
Walsh		280.6	\$372,410,000		\$3,729,747
Ward	15	389.5	\$363,790,000		\$5,177,382
Wells		161.0	\$100,150,000		\$2,140,392
Williams	3	189.3	\$565,700,000	\$44,127,656	
Totals		10,497.2	\$9,086,190,000	\$240,000,000	\$112,000,000

\*2015-2034 Needs (includes Paved, Unpaved, & Bridge needs)

\*\*Engrossed bill distribution is using the 2014 UGPTI Needs Study for the non-oil producing Counties

Office of State Treasurer  
Analysis of Potential Distributions of SB 2103

Subsection of the bill:			5
County	City	Census Population	10,000,000.00
Adams	Hettinger	1,226	550,788.45
Adams	Reeder	162	72,779.55
Golden Valley	Beach	1,019	457,792.35
Golden Valley	Golva	61	27,404.65
Golden Valley	Sentinel Butte	56	25,158.36
Hettinger	Mott	721	323,913.92
Hettinger	New England	600	269,553.89
Hettinger	Regent	160	71,881.04
McLean	Coleharbor	79	35,491.26
McLean	Garrison	1,453	652,769.67
McLean	Max	334	150,051.66
McLean	Riverdale	205	92,097.58
McLean	Underwood	778	349,521.54
McLean	Washburn	1,246	559,773.57
Mercer	Beulah	3,121	1,402,129.48
Mercer	Golden Valley	182	81,764.68
Mercer	Hazen	2,411	1,083,157.37
Mercer	Pick City	123	55,258.55
Mercer	Stanton	366	164,427.87
Mercer	Zap	237	106,473.79
Morton	Glen Ullin	807	362,549.98
Morton	Hebron	747	335,594.59
Renville	Glenburn	380	170,717.46
Renville	Mohall	783	351,767.82
Renville	Sherwood	242	108,720.07
Slope	Marmarth	136	61,098.88
Ward	Berthold	454	203,962.44
Ward	Burlington	1,060	476,211.87
Ward	Carpio	157	70,533.27
Ward	Des Lacs	204	91,648.32
Ward	Donnybrook	59	26,506.13
Ward	Douglas	64	28,752.41
Ward	Kenmare	1,096	492,385.10
Ward	Makoti	154	69,185.50
Ward	Ryder	85	38,186.80
Ward	Sawyer	357	160,384.56
Ward	Surrey	934	419,605.55
<b>Total</b>		<b>22,259</b>	<b>10,000,000</b>

	6
<b>Hub Cities</b>	<b>172,000,000.00</b>
Williston	64,000,000.00
Dickinson	44,000,000.00
Minot	32,000,000.00
Watford City	32,000,000.00
	<b>172,000,000.00</b>

(see attached for "eligible county" breakdown)



71.2

Office of State Treasurer  
 Analysis of Potential City Distributions of SB 2103  
 Section 1, Subsection 2 of SB 2103 @ \$100M Total

<u>County</u>	<u>Amount of County- Wide Distribution</u>	<u>City</u>	<u>Census Population</u>	<u>Amount Allocated</u>
Billings	714,286	Medora	112	714,286
			112	714,286
Bottineau	5,000,000	Bottineau	2,211	3,350,000
		Lansford	245	371,212
		Maxbass	84	127,273
		Newburg	110	166,667
		Souris	58	87,879
		Westhope	429	650,000
		Willow City	163	246,970
		3,300	5,000,000	
Bowman	8,571,429	Bowman	1,650	6,734,694
		Rhame	169	689,796
		Scranton	281	1,146,939
		2,100	8,571,429	
Burke	7,142,857	Bowbells	336	2,189,781
		Columbus	133	866,788
		Flaxton	66	430,136
		Lignite	155	1,010,167
		Portal	126	821,168
		Powers Lake	280	1,824,818
		1,096	7,142,857	
Divide	9,285,714	Crosby	1,070	8,342,329
		Noonan	121	943,385
		1,191	9,285,714	

Dunn	14,285,714	Dodge	87	1,060,458
		Dunn Center	146	1,779,620
		Halliday	188	2,291,565
		Killdeer	751	9,154,071
			<u>1,172</u>	<u>14,285,714</u>
McKenzie	3,571,429	Alexander	223	2,356,298
		Arnegard	115	1,215,131
		Watford City	n/a	n/a
			<u>338</u>	<u>3,571,429</u>
Mountrail	21,428,571	New Town	1,925	8,761,682
		Palermo	74	336,813
		Parshall	903	4,110,025
		Plaza	171	778,310
		Ross	97	441,498
		Stanley	1,458	6,636,121
		White Earth	80	364,122
			<u>4,708</u>	<u>21,428,571</u>
Stark	8,571,429	Belfield	800	3,399,674
		Dickinson	n/a	n/a
		Gladstone	239	1,015,653
		Richardton	529	2,248,035
		South Heart	301	1,279,127
		Taylor	148	628,940
			<u>2,017</u>	<u>8,571,429</u>
Williams	21,428,571	Alamo	57	523,544
		Epping	100	918,499
		Grenora	244	2,241,136
		Ray	592	5,437,511
		Tioga	1,230	11,297,532
		Wildrose	110	1,010,348
		Williston	n/a	n/a
	<u>2,333</u>	<u>21,428,571</u>		
<b>Total</b>	<b><u><u>100,000,000</u></u></b>			<b><u><u>100,000,000</u></u></b>



Office of State Treasurer  
 Analysis of Potential City Distributions of SB 2103  
 Distributions to Cities in Oil Producing Counties

2/19/15  
 House to progress  
 SB 2103  
 Submitted  
 Testimony

County	Amount of County- Wide Distribution	City	Census Population	Amount Allocated
Billings	700,000	Medora	112	700,000
			112	700,000
Bottineau	5,000,000	Bottineau	2,211	3,350,000
		Lansford	245	371,212
		Maxbass	84	127,273
		Newburg	110	166,667
		Souris	58	87,879
		Westhope	429	650,000
		Willow City	163	246,970
		3,300	5,000,000	
Bowman	8,600,000	Bowman	1,650	6,757,143
		Rhame	169	692,095
		Scranton	281	1,150,762
		2,100	8,600,000	
Burke	7,100,000	Bowbells	336	2,176,642
		Columbus	133	861,588
		Flaxton	66	427,555
		Lignite	155	1,004,106
		Portal	126	816,241
		Powers Lake	280	1,813,869
		1,096	7,100,000	
Divide	9,300,000	Crosby	1,070	8,355,164
		Noonan	121	944,836
		1,191	9,300,000	

Dunn	14,300,000	Dodge	87	1,061,519
		Dunn Center	146	1,781,399
		Halliday	188	2,293,857
		Killdeer	751	9,163,225
			<u>1,172</u>	<u>14,300,000</u>
McKenzie	3,600,000	Alexander	223	2,375,148
		Arnegard	115	1,224,852
		Watford City	n/a	n/a
			<u>338</u>	<u>3,600,000</u>
Mountrail	21,400,000	New Town	1,925	8,750,000
		Palermo	74	336,364
		Parshall	903	4,104,545
		Plaza	171	777,273
		Ross	97	440,909
		Stanley	1,458	6,627,273
		White Earth	80	363,636
			<u>4,708</u>	<u>21,400,000</u>
Stark	8,600,000	Belfield	800	3,411,006
		Dickinson	n/a	n/a
		Gladstone	239	1,019,038
		Richardton	529	2,255,528
		South Heart	301	1,283,391
		Taylor	148	631,036
			<u>2,017</u>	<u>8,600,000</u>
Williams	21,400,000	Alamo	57	522,846
		Epping	100	917,274
		Grenora	244	2,238,148
		Ray	592	5,430,261
		Tioga	1,230	11,282,469
		Wildrose	110	1,009,001
		Williston	n/a	n/a
			<u>2,333</u>	<u>21,400,000</u>
Total	<u><u>100,000,000</u></u>			<u><u>100,000,000</u></u>