

Good morning, Mr. Chairman and members of the committee. I'm Matt Linneman, Deputy Director for Engineering for the North Dakota Department of Transportation (NDDOT). I'm here to provide information related to House Bill 1217.

HB 1217 provides for an appropriation of \$37.25M to the NDDOT for Phase 1 of a project to alleviate flooding impacts in the northern Red River Valley for the biennium ending July 30, 2025, and to provide for an NDDOT study and report of findings and recommendations to the legislative management before August 1, 2024.

We understand this bill is focused on the areas near and adjacent to ND Hwy 54 and Oslo, Minnesota (see attached map). This region of the Red River Valley has a very flat, wide, and complex floodplain. There is a vast network of levees, roads, bridges, and other features in this floodplain and any changes can have significant impacts for many miles. These impacts will need to be fully modeled and mitigated before moving forward with any highway or bridge improvement project.

Given that there are transportation resiliency needs in this area, the NDDOT would approach this major project with a Feasibility Study which would include detailed hydraulic modeling and analysis to identify feasible alternatives which can then be carried forward in an environmental document. The Feasibility Study would determine:

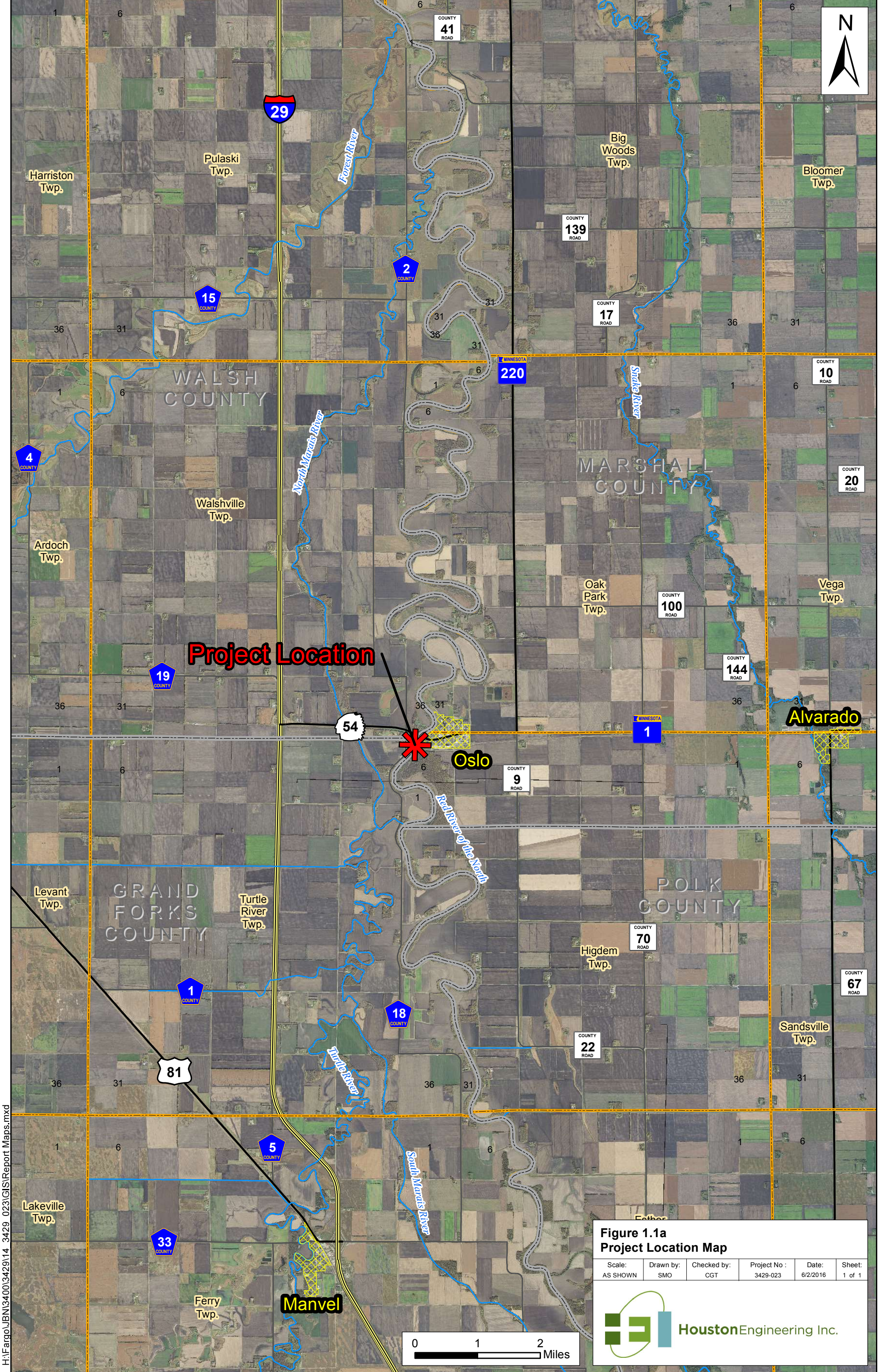
- Project study area
- Need, purpose, and goals of the project
- Stakeholders and their role in the project
- Detailed hydraulic modeling and analysis
- Engineering design criteria
- Preliminary range of alternatives including potential priority or phasing of projects
- Current legal and regulatory framework
- Level of environmental documentation required
- Estimated costs and funding scenarios
- Potential contracting methods
- Schedules and timelines

In short, the Feasibility Study would set the roadmap on how this project could move forward. It is also important to note, that with the NDDOT leading this study, it would be focused on transportation infrastructure needs, which may or may not fully address the issues of importance to local entities.

The NDDOT would also work cooperatively with the state of Minnesota and the Minnesota Department of Transportation (MnDOT). As with most border bridge projects, we would expect to split the costs evenly with MnDOT. They have given us a preliminary indication they would be willing to move forward with a Feasibility Study. The preliminary estimated cost for the complete Feasibility Study and hydraulic modeling is in the range of \$4.0 to \$5.0 million. A study of this size would also likely take more than two years to complete.

It is also our understanding the Minnesota Legislature is considering a similar bill, HF No. 599, that would appropriate money to the MnDOT Commissioner of Transportation to address Phase 1 of an Oslo area Red River flood mitigation project.

This concludes my testimony. Thank You.



Project Location

Alvarado

Oslo

Manvel

**Figure 1.1a
Project Location Map**

Scale: AS SHOWN	Drawn by: SMO	Checked by: CGT	Project No : 3429-023	Date: 6/2/2016	Sheet: 1 of 1
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