

**2023 HOUSE APPROPRIATIONS**

**HB 1217**

# 2023 HOUSE STANDING COMMITTEE MINUTES

## Appropriations Committee Brynhild Haugland Room, State Capitol

HB 1217  
2/1/2023

BILL for an Act to provide an appropriation to the department of transportation for transportation projects to alleviate flooding impacts; to provide for a department of transportation study; and to provide for a report to the legislative management.
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**10:40 AM Chairman Vigesaa-** Meeting was called to order and roll call was taken:

**Members present;** Chairman Vigesaa, Representative Kempenich, Representative B. Anderson, Representative Bellew, Representative Brandenburg, Representative Hanson, Representative Kreidt, Representative Martinson, Representative Mitskog, Representative Meier, Representative Monson, Representative Nathe, Representative J. Nelson, Representative O'Brien, Representative Pyle, Representative Richter, Representative Sanford, Representative Schatz, Representative Schobinger, Representative G. Stemen and Representative Swiontek.

**Members not Present** Representative Mock Representative Strinden

**Discussion Topics:**

- Red River Bridge
- Hydraulic Study Funding
- Federal Implications

**Representative Monson-** Introduces HB 1217

**Senator Janne Myrdal-** Testifies in favor of HB 1217.

**Terry Effertz-** Testifies in favor and introduces BTAG group. (Testimony #18580)

**James Bergman- Higdem Township, Polk County-** Testifies in favor (Testimony #18582)

**Gary Babinski- Pulaski Township-** Answers questions

**Matt Linneman, ND DOT-** Neutral (Testimony #18319)

**Patrick Fridgen, Department of Water Resources –** Neutral (Testimony #18137)

**Chairman Vigesaa** Closed the meeting for HB 1217 11:52 AM

*Risa Berube, Committee Clerk*

# 2023 HOUSE STANDING COMMITTEE MINUTES

## Appropriations Committee Brynhild Haugland Room, State Capitol

HB 1217  
2/9/2023

BILL for an Act to provide an appropriation to the department of transportation for transportation projects to alleviate flooding impacts; to provide for a department of transportation study; and to provide for a report to the legislative management.

**9:12 AM Chairman Vigesaa-** Meeting was called to order and roll call was taken:

**Members present;** Chairman Vigesaa, Representative Kempenich, Representative Bellew, Representative Brandenburg, Representative Hanson, Representative Kreidt, Representative Martinson, Representative Mitskog, Representative Meier, Representative Mock, Representative Monson, Representative Nathe, Representative O'Brien, Representative Pyle, Representative Richter, Representative Sanford, Representative Schatz, Representative Schobinger, Representative Strinden, Representative G. Stemen and Representative Swiontek.

**Members not Present-** Representative J. Nelson and Representative B. Anderson

**Discussion Topics:**

- Bridge Work for Red River
- Funding from Minnesota
- Borrowing Authority at Bank of ND

**Representative Monson-** Move for a Do Not Pass

**Representative J. Stemen-** Seconds the motion.

Roll Call Vote

<b>Representatives</b>	<b>Vote</b>
Representative Don Vigesaa	Y
Representative Keith Kempenich	Y
Representative Bert Anderson	A
Representative Larry Bellew	Y
Representative Mike Brandenburg	Y
Representative Karla Rose Hanson	Y
Representative Gary Kreidt	Y
Representative Bob Martinson	Y
Representative Lisa Meier	Y
Representative Alisa Mitskog	Y
Representative Corey Mock	Y
Representative David Monson	Y
Representative Mike Nathe	Y

Representative Jon O. Nelson	A
Representative Emily O'Brien	Y
Representative Brandy Pyle	Y
Representative David Richter	Y
Representative Mark Sanford	Y
Representative Mike Schatz	Y
Representative Randy A. Schobinger	Y
Representative Greg Stemen	Y
Representative Michelle Strinden	Y
Representative Steve Swiontek	Y

Motion Carries 21-0-2 Representative Monson will carry the bill.

**Chairman Vigesaa** Closed the meeting for HB 1217 9:19 AM

*Risa Berube, Committee Clerk*

**REPORT OF STANDING COMMITTEE**

**HB 1217: Appropriations Committee (Rep. Vigesaa, Chairman)** recommends **DO NOT PASS** (21 YEAS, 0 NAYS, 2 ABSENT AND NOT VOTING). HB 1217 was placed on the Eleventh order on the calendar.

**TESTIMONY**

**HB 1217**

**Testimony**  
**HB 1217—Department of Water Resources**  
**House Appropriations**  
**Representative Don Vigesaa, Chairman**  
**February 1, 2023**

Chairman Vigesaa, and members of the House Appropriations Committee – I am Patrick Fridgen, Director of the Planning and Education Division for the Department of Water Resources (DWR). I am here today to provide neutral testimony regarding House Bill (HB) 1217, and more specifically, background information related to the DWR Cost-Share Program since the potential for DWR cost-share assistance is referenced in the bill.

My comments today are in line with what might be expected to address flood risk reduction efforts in rural areas in the northern Red River Valley – with reference to a pertinent example. Most recently, in 2021, DWR was approached by the Walsh County Water Resource District for cost-share to modify a hydraulic study performed by an engineering firm in 2018. The purpose of that study was to analyze the impact of flow restrictions within the floodplain of the Red River in the Oslo, Minnesota area for a range of flood events.

The total cost to complete the update of the hydraulic study was about \$14,000. The Minnesota Department of Natural Resources provided approximately \$7,000. Because the study was related to rural flood protection efforts, DWR provided 45% cost-share on the remaining \$7,000, which amounted to \$3,139. The update of the hydraulic study was very recently completed, and we are awaiting a copy of the analysis.

To be in line with the State Water Commission's current policy, and the modified policy that takes effect in the 2023-2025 biennium related to rural flood protection, future studies would be recommended for cost-share at up to 45%. This would also be the recommended percentage for any future construction projects to complete rural flood protection. Having said that, depending on the scope of a future project, if the cause and solution are entirely related to road or bridge repairs or replacements, that would need to be looked at by the Commission for eligibility.

Mr. Chairman, and members of the committee, this concludes my testimony related to HB 1217, and I will stand for any questions that you might have.



Transportation

**House Bill No. 1217****House Appropriations Committee**

Brynhild Haugland Room | February 1, 2023, 10:15am

Matt Linneman, Deputy Director for Engineering

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.



# The Problem: Frequent Flooding Due to Restrictive Channel Openings

The Oslo area has a significant transportation dilemma on its hands that has been causing headaches for years. The Oslo Bridge, which is the primary link between Minnesota and North Dakota over the Red River in this region, is nearing the end of its useful life and must be replaced.

The 55-year-old fracture critical structure has many deficiencies and falls short on several transportation standards and requirements, which threatens public safety.

Year after year the Red River floods in the spring, which temporarily shuts down the Oslo, Marais, Highway 317, and Northern Plains Railroad Bridges. Many hours are wasted for area residents, agricultural production suffers, additional fuel costs are realized, and railroad service is disrupted.

In addition to the Oslo Bridge, the Border Township Associative Group's (BTAG) comprehensive transportation solution for the entire Oslo area will address the Marais Bridge and the Northern Plains Railroad Bridges adjacent to Highway 1/ND 54 over the Red River and North Marais River as well as the Highway 317 Bridge. All of these structures and approach roadways need modification or replacement in order to provide efficient and safe transportation for the Oslo area.

## Oslo Area Economic Losses

- » Average loss/flood event: \$25.6 million
- » Land value losses: \$320 million
- » FEMA money spent: \$1.35 million/flood
- » \$250K Railroad damage and 5–8 weeks of lost service time per flood event



## Transportation Issues

- » The Oslo, Marais, and Northern Pacific Railroad Bridges lose service during common Red River flooding.
- » Lengthy detours result from frequent flooding.
- » Hazardous conditions for transporting farm machinery.

## Bridge Deficiencies and Restrictions

- » The Oslo and Highway 317 Bridges are fracture critical structures. Potential for collapse with loss of one tension member.
- » Load capacities do not meet current standards.
- » Lead-based paint system on the Oslo Bridge.
- » History of damage to structural members from vehicles.
- » The Oslo and Highway 317 Bridges have limited remaining useful life.
- » Horizontal and vertical clearances are substandard.
- » No pedestrian accommodations are available on the Oslo and Highway 317 Bridges.
- » The Northern Plains Railroad Bridge adjacent to the Oslo Bridge is 109 years old.
- » Massive center of channel pier on Railroad Bridge is restrictive and susceptible to scour and debris accumulation.
- » Embankment and soil movement issues.

## Proposed Comprehensive Solutions

- » Provide bridge openings proportional to up and downstream locations compliant with FEMA requirements.
- » Site new bridges/roads/railroad grades with residual clearance above flood elevations.
- » Construct contemporary cost-effective bridge replacement designs to minimize long-term maintenance costs, provide structural integrity, and accommodate future conditions.
- » Coordinate solutions to enhance service levels on I-29 and TH1 east of Oslo.
- » Promote strategic distributed storage projects throughout the Red River Basin for mainstem flow reduction.
- » Capitalize on the unprecedented spirit of cooperation between local, county, state, and federal entities.
- » Promote growth/economic prosperity for the region.
- » Assist in leveraging funding sources.

## WE NEED EVERYONE'S SUPPORT



Border Township Associative Group

*"We're really excited about this project! The need is definitely there—we've been battling flooding issues with these bridges for a long time." — BTAG*

### BTAG Contact Information

20487 470th Ave NW  
Oslo, MN 56744

218-965-4660 ext #1  
218-965-4902 fax  
218-686-0804 cell

jamesbergman@beamco.biz

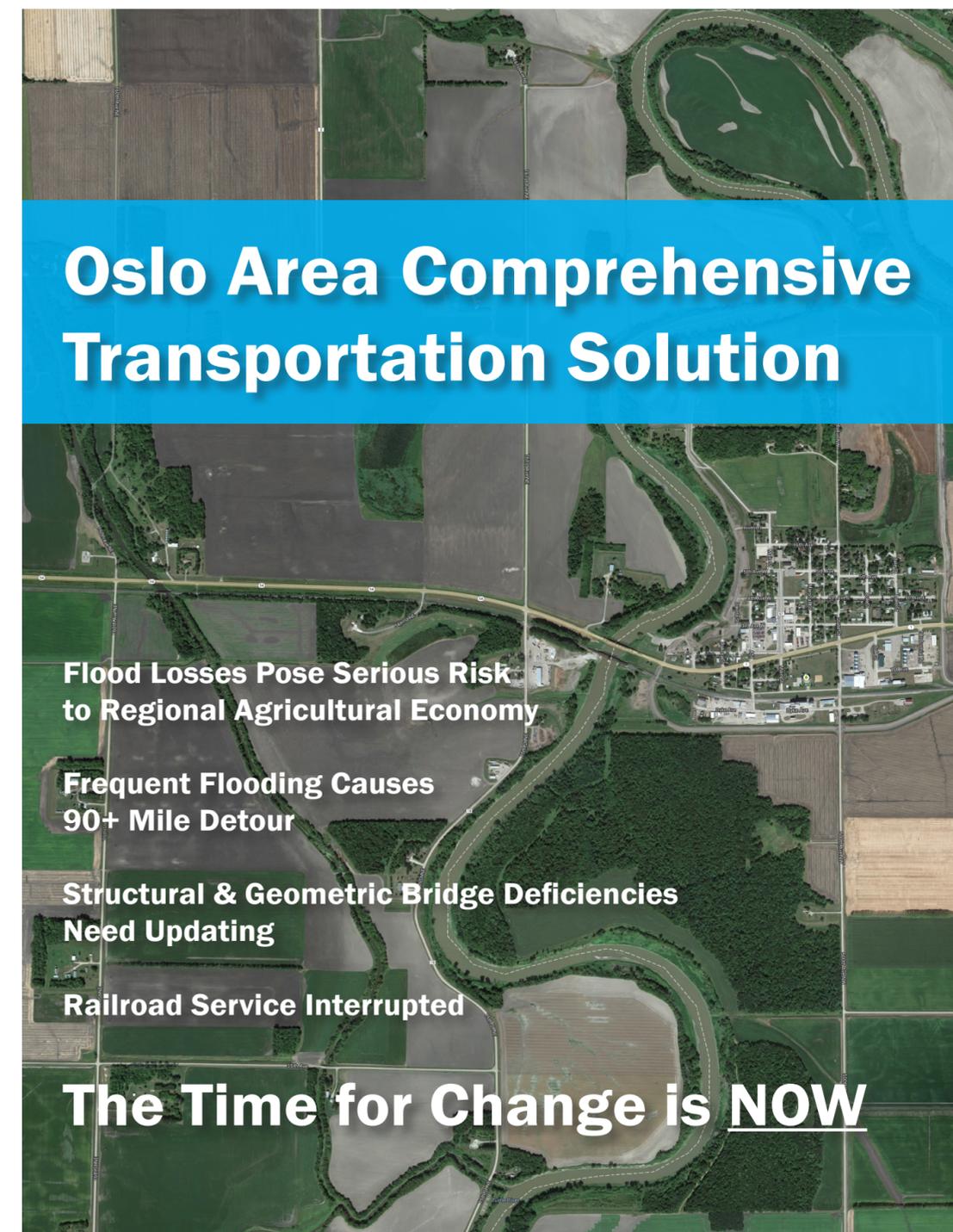
The Border Township Associative Group (BTAG) was formed in early 2013 and consists of area townships in Minnesota and North Dakota and the City of Oslo, MN. This group is on a mission to bring an end to one of the biggest headaches the Oslo area has faced for many years—unsafe bridges that are prone to flooding year after year, which jeopardize safety and result in significant economic losses to the region.

### BTAG Representatives

- » Big Woods, MN — Joel Osowski
- » Fork, MN — Cary Osowski
- » Higdem, MN — James Bergman
- » Oak Park, MN — John Nelson
- » Pulaski, ND — Gary Babinski
- » Turtle River, ND — Derek Gowan
- » Walshville, ND — Craig Jones
- » City of Oslo, MN — Tom Kallock

### Border Township Associative Group (BTAG) Goals

- » Provide transportation service levels consistent with up and downstream Red River crossing locations.
- » Contain flows as close to the main channel center line as possible.
- » Serve as local experts on water decisions.
- » Work cooperatively with other entities to facilitate local water management.
- » Promote inter-state cooperation on cost-effective transportation improvements.



# The Solution: New Construction and Adjusted Road Elevations for the Oslo, Marais, Highway 317, and Northern Plains Railroad Bridges

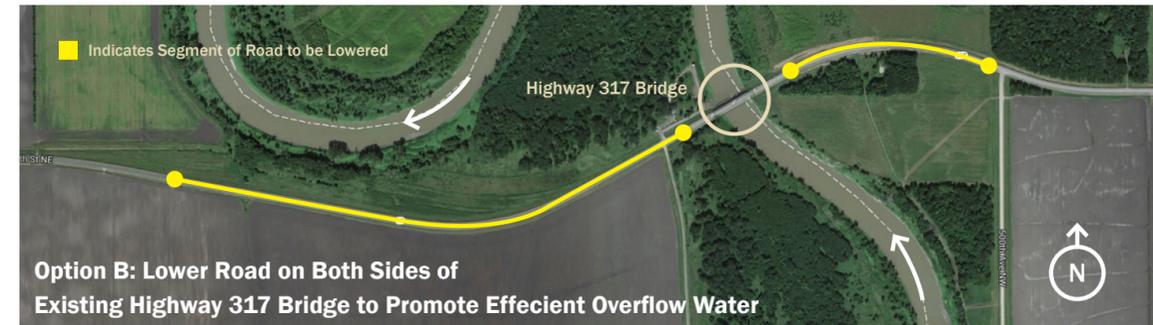
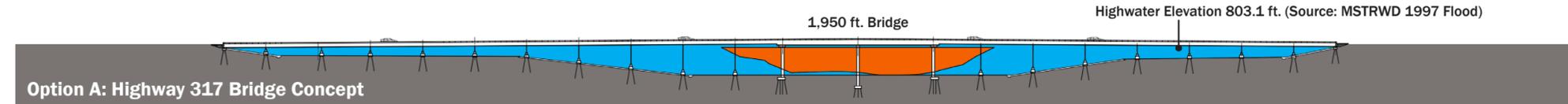
## Highway 317 Bridge

The Highway 317 Bridge is frequently out of service during elevated water levels. It's the oldest of the highway bridges in this group and has numerous structural problems. The restrictive opening compounds flooding and dechannelizes the river. Option A or B will solve this problem. This improvement, along with the Oslo and Marais Bridges will ensure safe, efficient transportation routes for this region well into the future. **Option A** would provide a new bridge structure and larger

channel opening consistent with up and downstream bridges, resulting in more efficient flood flows through the crossing and reducing flooding.

**Option B** would provide for efficient flood flows through this crossing using the existing bridge and modified roadway elevations. Flow will pass over the road and through the bridge simultaneously, reducing the dechannelization of the water.

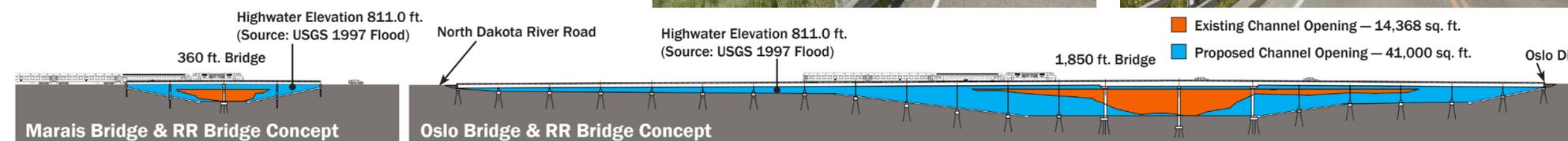
Existing Channel Opening — 16,318 sq. ft.  
Proposed Channel Opening — 51,600 sq. ft.



## Oslo, Northern Plains Railroad, and Marais Bridges

As part of the comprehensive transportation solution we propose the Oslo, Northern Plains Railroad, and Marais Bridges be replaced concurrently. The Marais Bridge sits a little over one mile west of Oslo and is prone to flooding. If one crossing is open and one is out of service, the route is still unusable. Reconstructing both crossings will ensure this vital link remains open at all times. The Oslo and Northern Plains Railroad Bridges have geometric and structural deficiencies which threaten public safety. We propose constructing new bridges and channel openings and adjusting elevations to ensure these routes remain open even during future flood events.

Existing Channel Opening — 2,940 sq. ft.  
Proposed Channel Opening — 6,000 sq. ft.



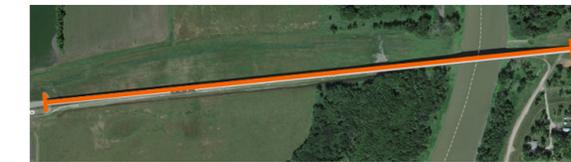
Existing Channel Opening — 14,368 sq. ft.  
Proposed Channel Opening — 41,000 sq. ft.

Bridge Name	Approx. Distance Up/Downstream from Oslo Bridge	Drainage Area (sq. mi.)	Existing Waterway Opening (sq. ft.)	Proposed Waterway Opening (sq. ft.)
Drayton Bridge (TH 11)	26 Miles Downstream (North)	34,800	57,623	—
Highway 317 Bridge (ND 7)	14 Miles Downstream (North)	32,290	16,318	51,600
Marais & Oslo Bridges (ND 54/TH 1)	—	31,200	17,308	47,000
Kennedy Bridge Complex (US 2)	19 Miles Upstream (South)	30,100	30,970	—
Thompson Bridge (CR 9)	31 Miles Upstream (South)	24,010	34,239	—

Like all rivers, the width and depth of the Red River changes as it flows down the border of Minnesota and North Dakota. As water levels increase, bottlenecks begin to occur in portions of the river that have smaller waterway openings. This causes flooding to occur. One of the reasons the Oslo and Highway

317 Bridges are so prone to flooding is because their waterway areas are restrictive. The excess water needs to go somewhere, and therefore rises out of the river channel and floods adjacent roads and fields. The table above and chart below compare waterway openings of up and downstream bridges.

## Existing Waterway Opening Comparison



Drayton Bridge  
57,623 sq. ft.



Highway 317 Bridge  
16,318 sq. ft.



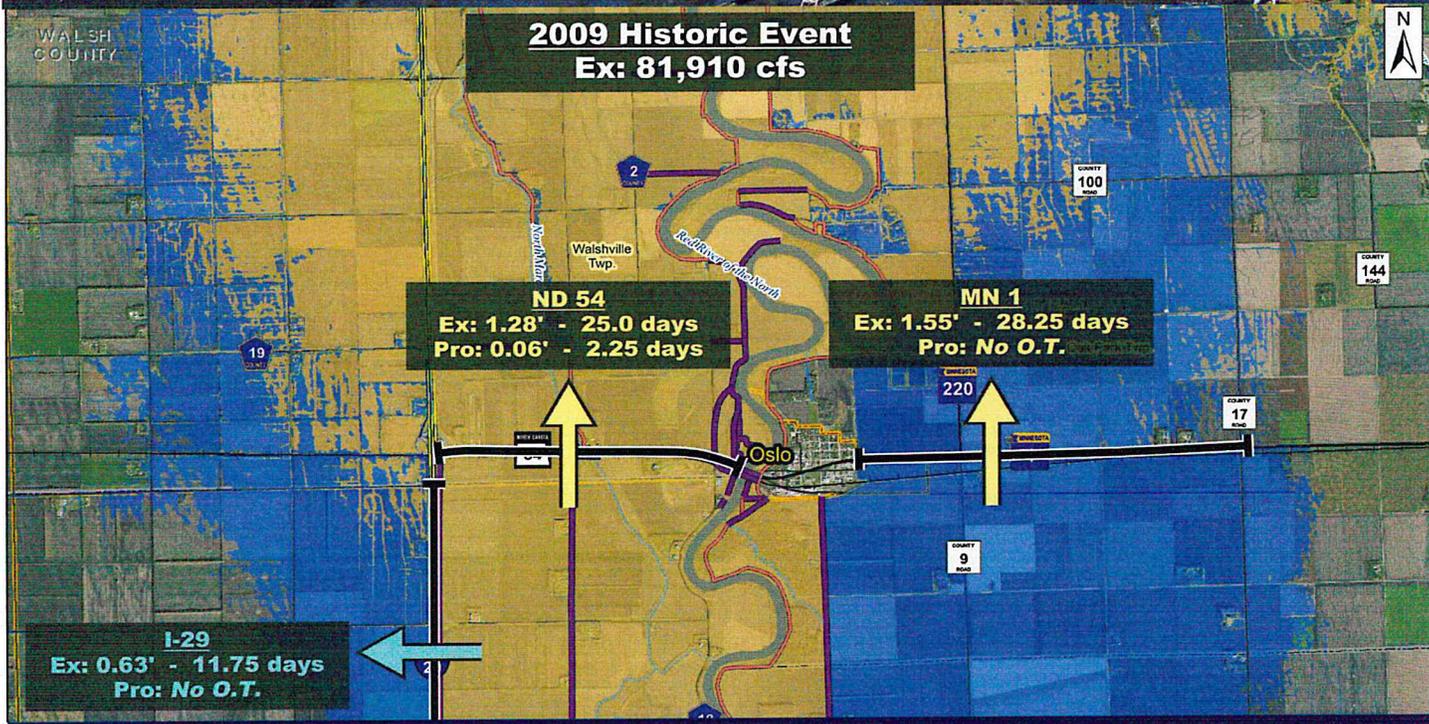
Marais & Oslo Bridges  
17,308 sq. ft.



Kennedy Bridge Complex in Grand Forks, ND  
30,970 sq. ft.



# BTAG/ORJPB Northern Red River Valley Flood Mitigation



## WITH YOUR VOTE WE CAN MANAGE THIS PROBLEM

### Reduced Roadway Overtopping Frequency

- Increased ND/MN transportation over Red River
- Increased access to homes and businesses during floods
- Allows the Railroad working through the flood
- Allows I-29 to remain open during floods

### Reduction to Ag Land Inundation

- Reduced time of flooding-more chance to get the crop planted
- Reduce overall flooded acres

## Total Project Phases

### Construction and Non-Construction Costs

#### Opinion of Probable Cost

	North Dakota	Minnesota	Total Cost
<b>Phase 1-Bridges/Bridge Modifications</b> (Properly Sized Conveyance Areas)	\$51,656,438	\$33,924,628	\$85,581,065
<b>Phase 2-Infrastructure Protection</b> (Interstate, State Highways, Railroad Flood Protection)	\$15,949,378	\$4,545,513	\$20,494,891
<b>Phase 3-River Restrictions Removal</b> (Ag Levee Modifications, Abandoned Driveways, etc.)	\$15,865,202	\$11,492,050	\$27,357,252
<b>Grand Total:</b>	<b>\$83,471,018</b>	<b>\$49,962,191</b>	<b>\$133,433,209</b>

DOT Portion of Project	North Dakota	Minnesota	Total
DOT Phase 1	\$37,250,000	\$28,065,571	\$63,315,571
DOT Phase 2	\$6,093,040	\$1,598,140	\$7,691,180
<b>Total DOT Portion</b>	<b>\$43,343,040</b>	<b>\$29,663,711</b>	<b>\$73,006,751</b>

#### BTAG Contact Information

20487 470th Ave NW  
Oslo, MN 56744

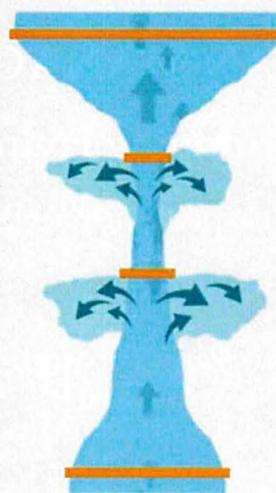
218-965-4660 ext. 1#  
218-965-4902 Fax  
218-686-0804 Cell

#### North Dakota Townships

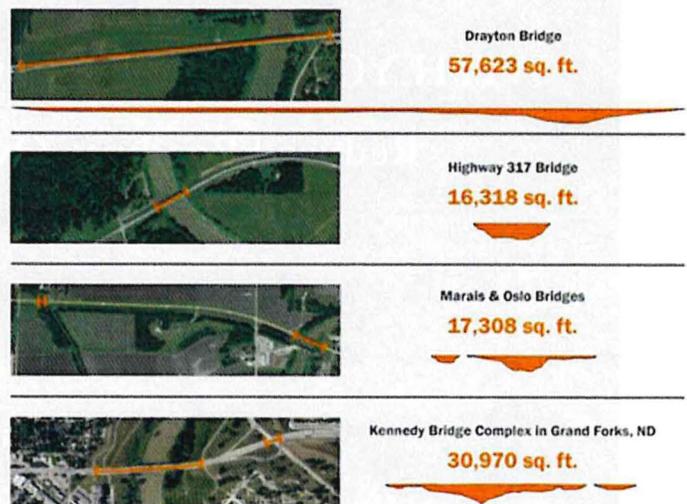
Pulaski-Gary Babinski  
Walshville-Craig Jones  
Turtle River-Derek Gowan  
Ferry Township Financial Support

#### Minnesota Townships

Fork-Cary Osowski  
Big Woods-Curtis Haugen  
Oak Park-David Nelson  
Higdem-James Bergman  
City of Oslo-Tim Solem



#### Existing Waterway Opening Comparison



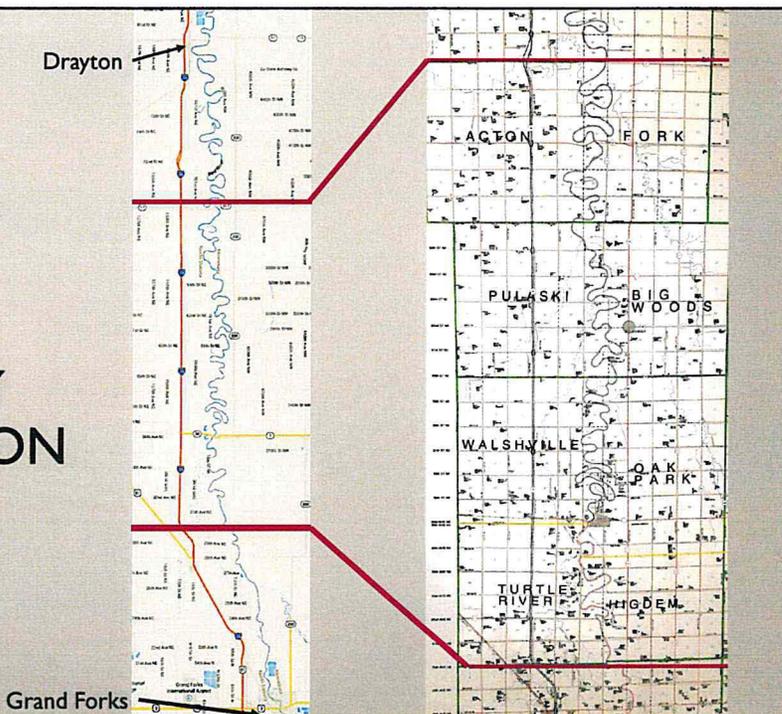
To watch a 8 minute video go to:  
**[fixtheflood.org](http://fixtheflood.org)** or scan here.



# **BTAG/ORJPB**

## **NORTHERN RED RIVER VALLEY FLOOD MITIGATION**

**FEBRUARY 1, 2023**



# **BORDER TOWNSHIPS ASSOCIATIVE GROUP**

### **North Dakota**

#### Walsh County

- Pulaski Township-Gary Babinski
- Walshville Township-Craig Jones

#### Grand Forks County

- Turtle River Township-Derek Gowan
- Ferry Township-financial support

### **Minnesota**

#### Marshall County

- Fork Township-Carey Osowski
- Big Woods Township-Curtis Haugen
- Oak Park Township-David Nelson

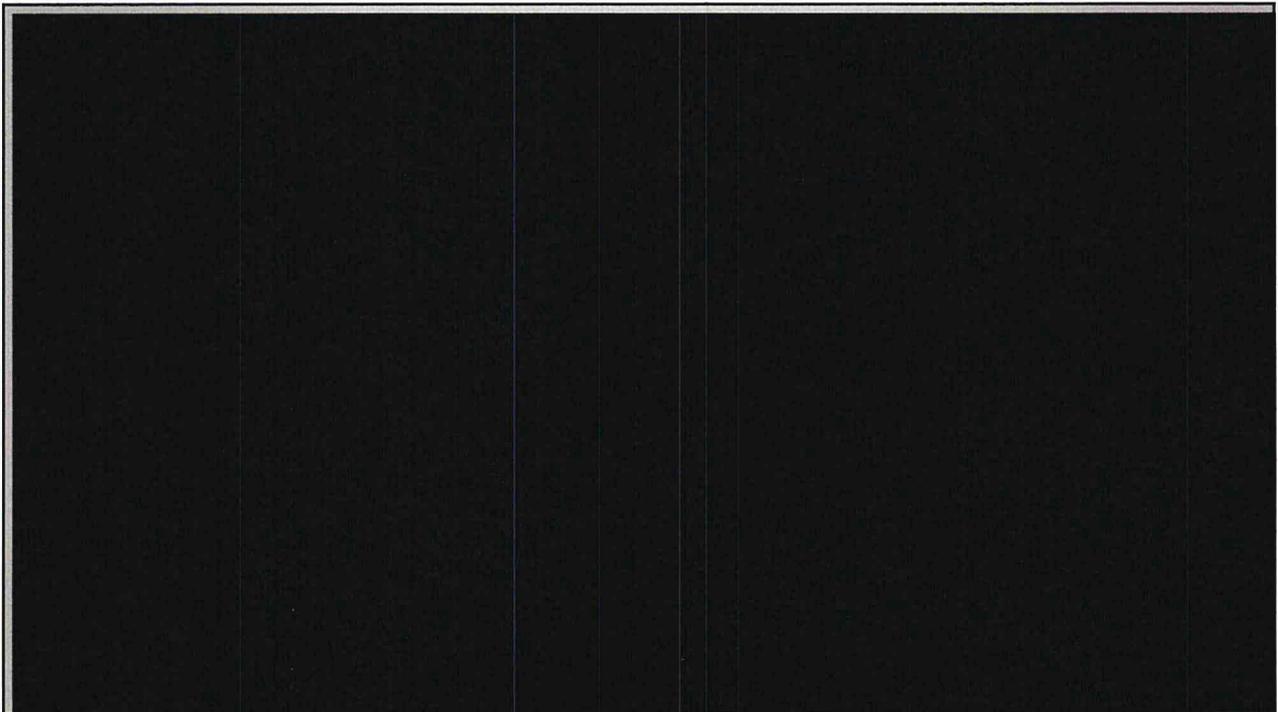
#### Polk County

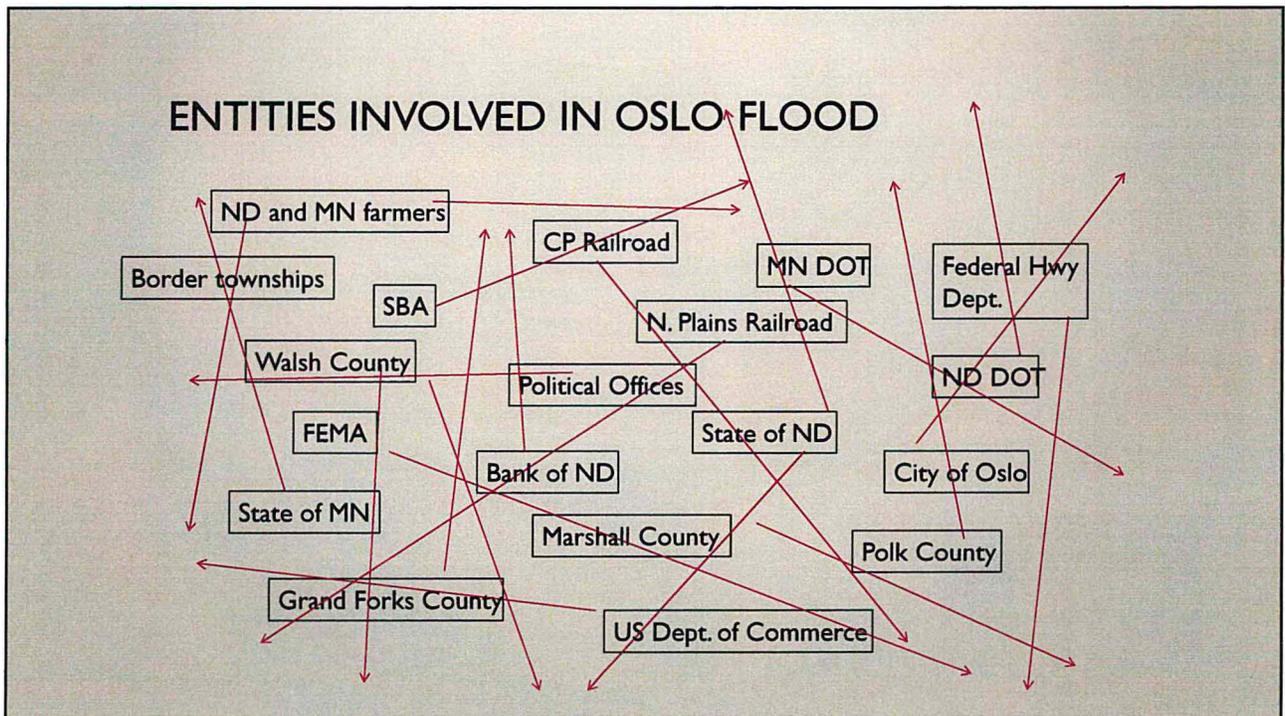
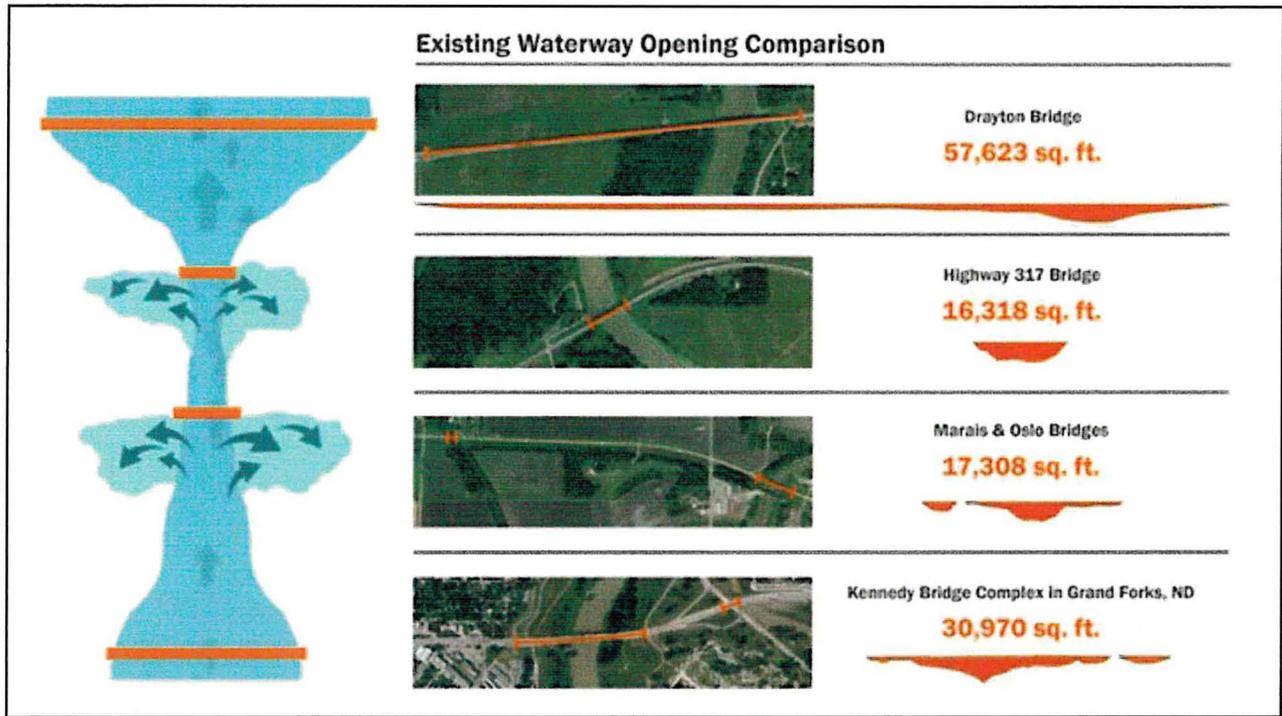
- Higdem Township-James Bergman

#### City of Oslo-Tim Solem

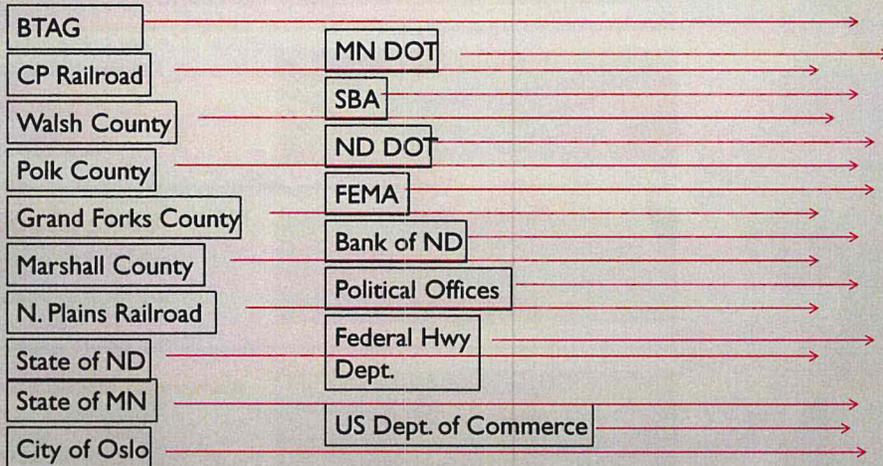
# **BTAG GOALS**

- Contain flows as close to the main channel center line as possible.
- Serve as local experts on water decisions.
- Work cooperatively with other entities to facilitate local water management.
- Promote inter-state cooperation on cost-effective transportation improvements.
- Establish bridges proportional to GF/EGF upstream and Drayton downstream.





## ENTITIES WORKING IN SAME DIRECTION



Fargo, ND | HEI No. 3429, 0052 & 7135, 0025  
June 26, 2018



### OSLO, MN AREA HYDRAULIC ANALYSIS – PHASE 2

Middle-Snake-Tamarac Rivers Watershed District  
Walsh County Water Resource District

- Houston Engineering completed a 402 pg. hydraulic study to explore the benefits of modifying bridge structures in conjunction with modifying roads and removing obstructions.
- MN Legislature and ND State Water Commission jointly funded the \$360,000 study.
- A 3-year study

## WATER-FLOW OBSTRUCTIONS

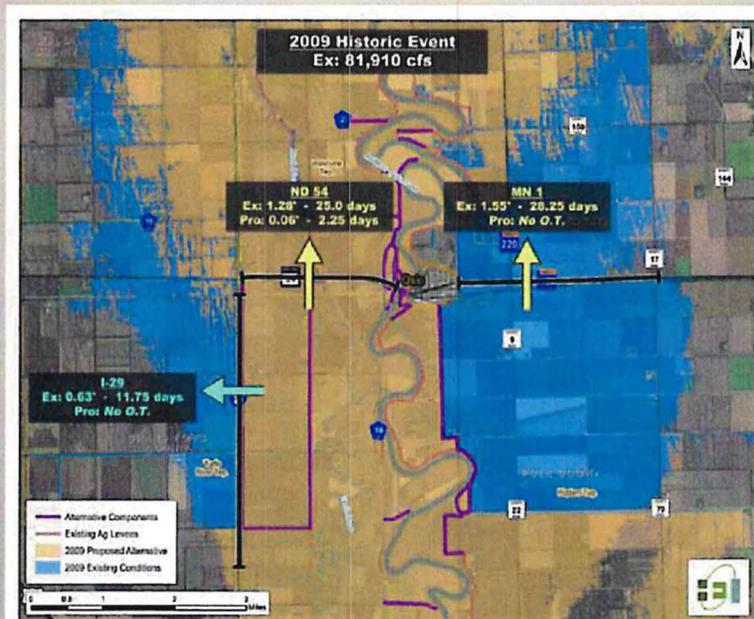
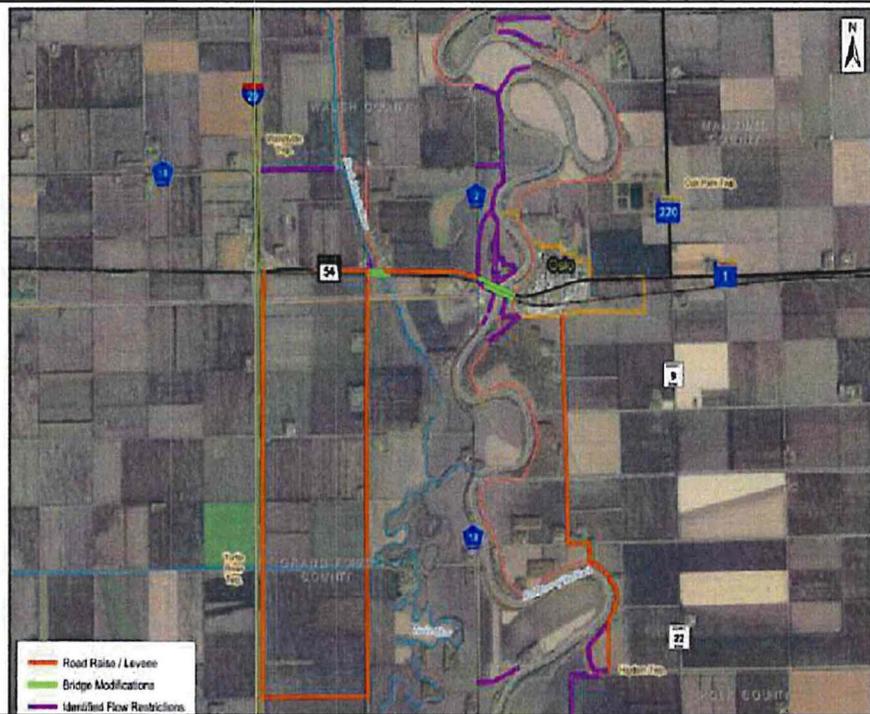
BTAG as local experts identified 70 obstructions to Red River waterflow. Houston study included 40 of the most obvious obstructions, including:

- MN Hwy 1/ ND Hwy 54 bridge at Oslo
- Northern Plains Rail Bridge (1905) at Oslo
- ND Hwy 17/ MN Hwy 317 bridge
- Spoilbanks
- Abandoned driveways
- Field roads
- Old farmer dike

## UPSTREAM/DOWNSTREAM EFFECTS

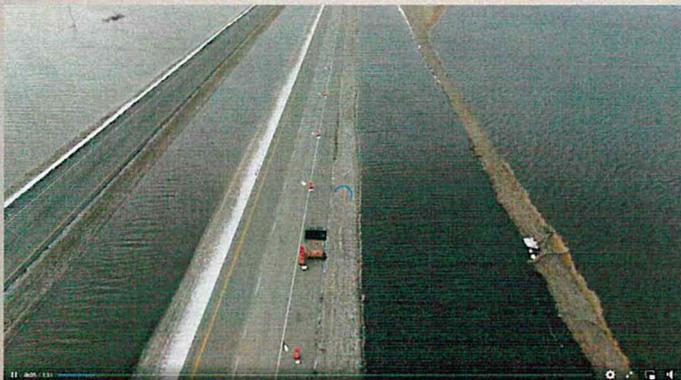
- Houston study considered water levels from EGF/GF to Drayton, ND.
- Removing obstructions lowers water levels.
- Adding protections for infrastructures, requires management of water levels.
- Downstream water levels never showed concerns.
- The project specifications were adjusted to address upstream water level concerns.

# Infrastructure Protection



## COMMERCE INTERRUPTION

I-29



Loaded Truck  
Containers crossing into  
US from Canada  
(U.S. Border Crossing  
Data)

- 14,969 trucks/month
- 498 trucks/day

14

Interstate 29  
April 10, 2020



## COMMERCE INTERRUPTION

### Northern Plains Railroad



- \$1,000,000 of product/day
- 17% of ND wheat export
- 3% of US wheat production
- 3% of US wheat export

17% of North Dakota's wheat moves through the rail line in Oslo.

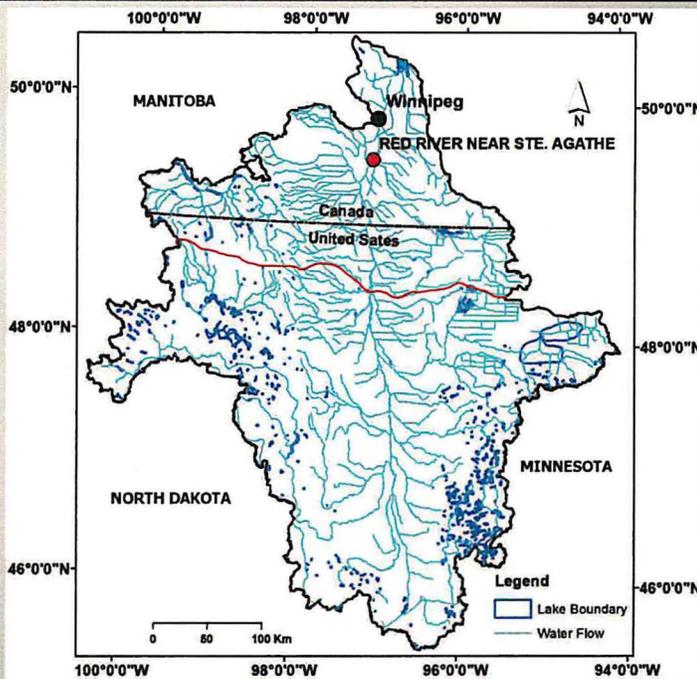


OSLO BRIDGE DRAINS

- 32,290 mi<sup>2</sup>
- 20,665,000 acres
- 3 states

BTAG REPRESENTS

- 0.706 % of area

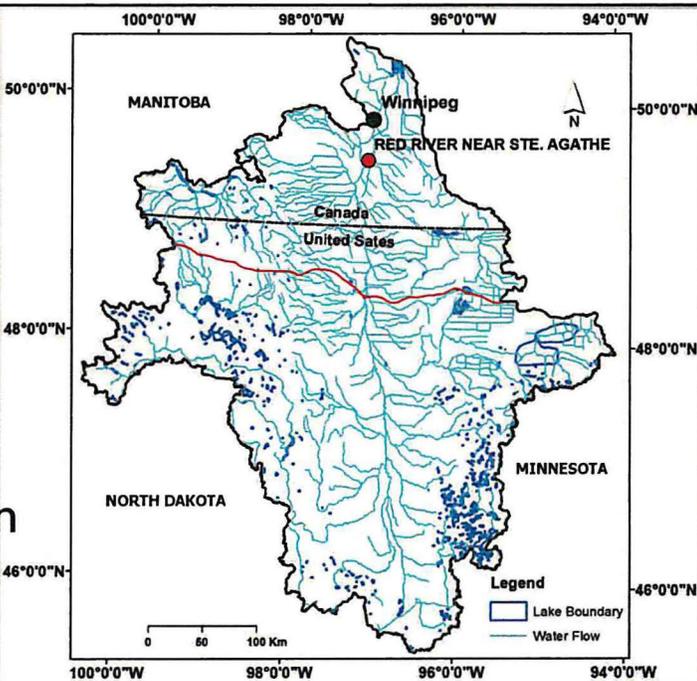


OSLO BRIDGE DRAINS

- 631,000 people

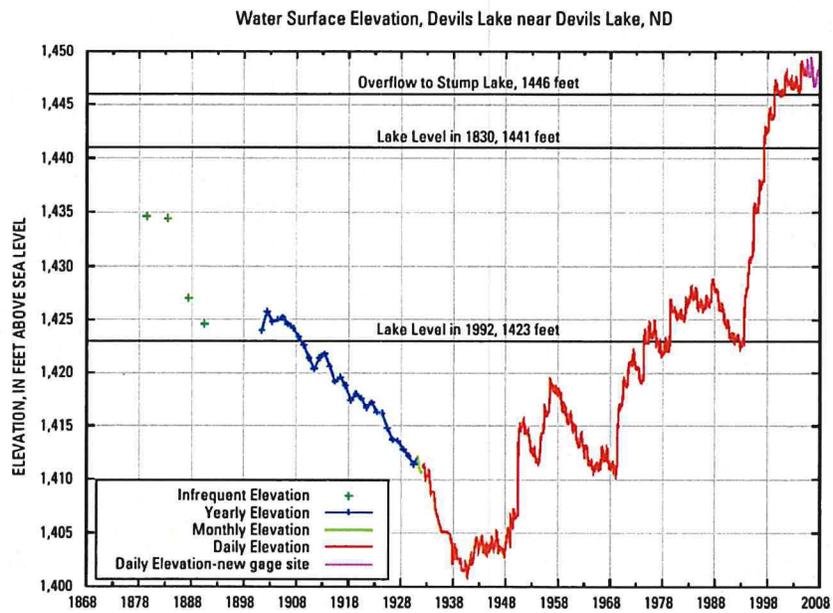
BTAG REPRESENTS

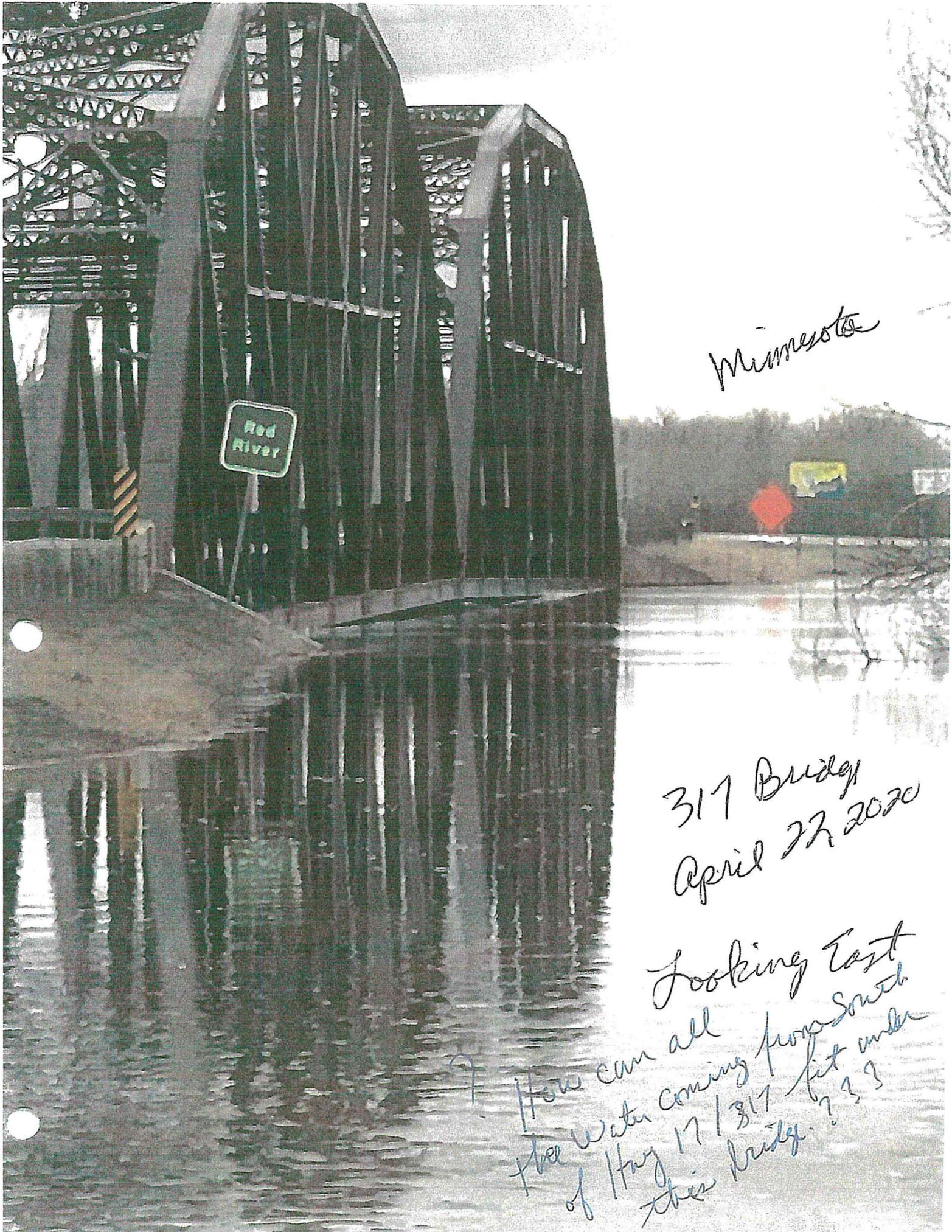
- 0.134 % of population



# QUESTIONS?

20

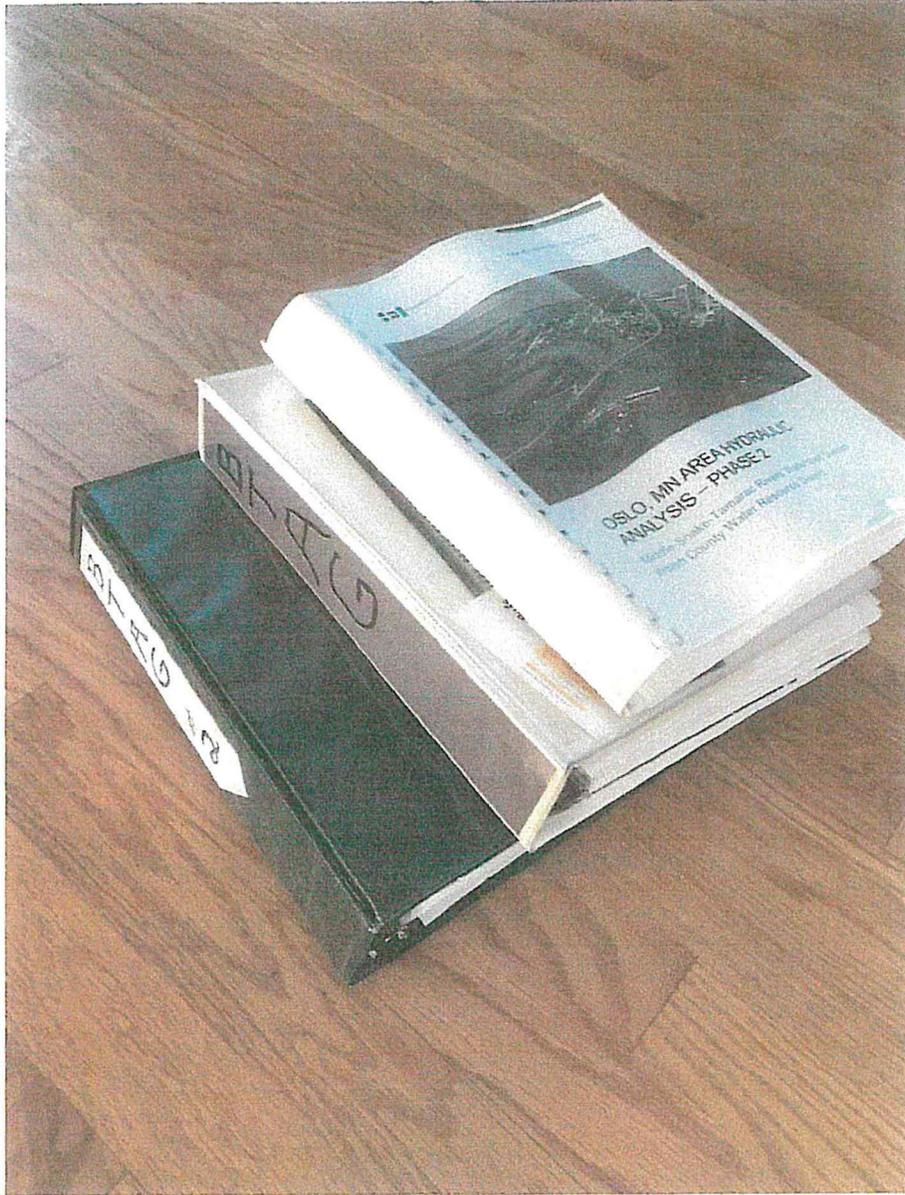




Minnesota

317 Bridge  
April 22, 2020

Looking East  
How can all  
the water coming from South  
of Hwy 17/317 fit under  
this bridge? ? ? ?



ALL data removed

16 Flood events

18 Event 1999

2000

2001

2002

2004

2005

2006

2009

2010

2011

2013

2013R

2017

2019

2019F

2020

2010 Flood

FEMA

County Sites (all)	1,120,705.85	
Co. Red River Sites	458,980.45	
Acton Twp	21,773.21	→ all expenses
Pulaski Twp	183,355.70	
St Andrews Twp	16,923.46	
Walshville Twp	201,192.06	
Total RRV Twps	423,244.43	30%
Total All Twps	1,405,907.96	

Total County Wide	2,526,613.81	
Total RRV	882,224.88	35%

2011 Flood

County Sites (all)	732,002.48	
Co. Red River Sites	610,966.09	
Acton Twp	50,371.80	
Pulaski Twp	145,977.85	
Walshville Twp	173,752.83	
Total RRV Twps	370,102.48	63%
Total All Twps	585,451.23	

Total County Wide	1,317,453.71	
Total RRV	981,068.57	74%

2013 Spring Flood

County Sites (all)	313,051.25	
Co. Red River Sites	17,924.63	
Acton Twp	1,761.13	
Pulaski Twp	26,244.49	
St Andrews Twp	2,814.95	
Walshville Twp	11,961.61	
Total RRV Twps	42,782.18	18%
Total All Twps	235,590.19	

Total County Wide	548,641.44	
Total RRV	60,706.81	11%

Been w/ Co. for 22 years

64% chance of Flood event.

### 2013 Rain Event

County Sites (all)	95,807.75	
Co. Red River Sites	674.43	
Acton Twp	0.00	
Pulaski Twp	0.00	
St Andrews Twp	0.00	
Walshville Twp	0.00	
Total RRV Twps	0.00	0%
Total All Twps	123,398.68	
Total County Wide	219,206.43	
<b>Total RRV</b>	<b>674.43</b>	<b>0%</b>

### 2017 Flood

County Sites (all)	657,136.00	
Co. Red River Sites	251,645.14	\$200,000 Silewski Site
Acton Twp	0.00	
Pulaski Twp	0.00	
St Andrews Twp	0.00	
Walshville Twp	0.00	
Total RRV Twps	0.00	0%
Total All Twps	233,005.88	
Total County Wide	890,141.88	
<b>Total RRV</b>	<b>251,645.14</b>	<b>28%</b>

### 2019 Spring Flood

County Sites (all)	1,182,442.13	
Co. Red River Sites	719,165.96	
Acton Twp	14,097.47	
Pulaski Twp	93,429.30	
St Andrews Twp	5,470.47	
Walshville Twp	249,089.78	
Total RRV Twps	362,087.02	78%
Total All Twps	463,276.17	
Total County Wide	1,645,718.30	
<b>Total RRV</b>	<b>1,081,252.98</b>	<b>66%</b>

**2019 Fall Flood**

County Sites (all)	81,782.46	
Co. Red River Sites	81,782.46	
Acton Twp	0.00	
Pulaski Twp	91,799.90	
St Andrews Twp	0.00	
Walshville Twp	14,893.65	
Total RRV Twps	106,693.55	100%
Total All Twps	106,693.55	
Total County Wide	188,476.01	
Total RRV	188,476.01	100%

**2020 Spring Flood (ESTIMATED)**

County Sites (all)	853,347.41	
Co. Red River Sites	827,447.41	
Acton Twp	0.00	
Pulaski Twp	58,884.90	
St Andrews Twp	12,180.00	
Walshville Twp	430,785.10	
Total RRV Twps	501,850.00	96%
Total All Twps	523,741.82	
Total County Wide	1,377,089.23	

**Total RRV**      1,329,297.41      97%

Total CUF 11 years

In USLO REGION  
 In the past  
 15 years  
 Multi Peril Crop Insurance  
 has paid out  
ONE BILLION  
Dollars for  
Prevent Plant.

Walsh County only