FHWA
Emergency Relief Program

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Emergency Relief (ER) Program

The Emergency Relief (ER) program - administered by the Federal Highway Administration (FHWA) - is intended to supplement the commitment of resources by States, counties, and cities (or other Federal agencies when appropriate) to help pay for unusually heavy expenses resulting from extraordinary conditions.
ER Criteria

1. Declaration/Proclamation
   - County listed in declaration
   - Damage caused by declared Emergency

2. Unusually Heavy Expenses/Serious Damage to meet minimum thresholds
   - Minimum $700,000 threshold in damages per event Statewide
   - Minimum $5000 in damages per site

3. Located on a Federal-Aid Highway
Declaration/Proclamation

- Governors Proclamation or Presidential Declaration
- County Declared
- Damage in declaration
Unusually Heavy Expenses/ Serious Damage

- A minimum $5,000 in repair cost per site should be used to determine if the extent of repair work at a site is beyond the scope of heavy maintenance.
- Examples include work necessary to repair minor damage due to eroded shoulders, filled ditches and culverts, pavement settlement, mud and debris deposits, slope sloughing, and slip-outs in cut or fill slopes.
Federal Aid Eligible

- Located on a *federal-aid highway*: a public road not functionally classified as “local” or “rural minor collector”
- Though not technically correct, this is often referred to “on-system” and “off-system”
- [http://dotmaps.indot.in.gov/apps/PlanningDataViewer/FC_Maps/FC_listing.htm](http://dotmaps.indot.in.gov/apps/PlanningDataViewer/FC_Maps/FC_listing.htm)
What if is the damage is “off-system?”

- FEMA Public Assistance (PA) Program
- Administered through Indiana DHS
- Eligibility and reimbursement rules are different – biggest complaint of LPA’s
Emergency Relief

1. Emergency Repairs

2. Permanent Repairs
Emergency Repairs

- Repairs made during and immediately following a disaster to:
  - Restore essential traffic OR
  - Minimize damage OR
  - Protect remaining facilities
  AND
  - Performed within 180 days of disaster

- Completed prior to FHWA Approval of event – *generally*
- Reimbursable at 100% if properly documented
Emergency Repair Documentation

- Photos BEFORE and AFTER repair work. Include photos of the roadway prior to damage if available.
- Documentation of Equipment Labor and Materials
  - Granular Shoulders, $16.00 /ton, 1,167 tons, $18,672.00
- Detailed description of damage with measurements
  - Diagrams are good
- Documentation showing dates work completed
- Location of the Damage
- Information to fill in Detailed Damage Inspection Report (DDIR)
Permanent Repairs

- **Permanent Repairs** – repairs made to restore a facility to pre-disaster conditions
  - Replacement-in-kind vs. Replacement to meet current Standards*
  - Reimbursed at 80/20 Ratio Non-Interstate
  - Administered using “normal” federal-aid procedures (includes letting thru INDOT)
  - Cannot start until authorized by FHWA
  - Cost Effective Finding **Required** for use of local forces (Force Account) work performed
Replacement-in-kind vs. Replacement to meet current Standards*

Replacement in Kind
- Rebuild to what is there – match existing surrounding conditions

Replacement to meet current Standards
- **Bridge/Facility Replacement** – stand alone project – rebuild to current standard – using current control documents
- **Requires FHWA for approval**

- etterments
  - must be justified – B/C to ER program
- **Requires FHWA for approval**
Eligible Items

- Engineering and R-O-W
- Indirect Costs (OMB Circ. 17)
- Detours
- Traffic Damage
- Overlays
- Raising Grades
- Slides
- Work on Active Construction Projects
- Toll Facilities
- Traffic Control Devices
- Landscaping
- Roadside Appurtenances
- Timber and Debris Removal
- Transportation System Management Strategies
- Features Resulting from the NEPA Process
- Outside of Highway R-O-W
- Administrative Expenses
- Supplies and Materials
- Equipment
- Catastrophic Failure from an External Cause
Ineligible Items

- Heavy Maintenance
- Damage Estimate under $5,000
- Traffic and/or Pavement Damage*
- Frost Heaving
- Applicant Owned Material
- Erosion Damage
- Prior Scheduled Work

- Mine/Underground Subsidence
- Snow and/or Ice Removal
- Emergency Transportation Services/First Responders
- Mitigation/Preventative Work/Evacuation Prior to Disaster
- Catastrophic Failure form Internal Cause
- Radiological Contamination
- Transit Operation and Maintenance Costs
- Pre-existing Conditions
Emergency vs. Permanent

- See pages 22-26

- **Emergency repair** to roadways is normally limited to the amount necessary to bring the washed-out fills and slip-outs back to grade with a gravel surface.

Vs.

- **Permanent repair** is the placement of the final high-type pavement (bituminous surface)
Incidental Permanent

- If permanent repairs are performed as part of an Emergency Repair prior authorization by the FHWA.

- If a permanent repair is completed along with the emergency repair the reimbursement is split
  - ER – 100%
  - PR – 80%
Emergency Relief

Application Process
1. Governors Proclamation or President’s Declaration
2. Letter of Intent by INDOT
3. FHWA Indiana Division Acknowledgment
4. Disaster Assessment
5. Detailed Damage Inspection Report
6. State Requests ER Funds
7. Damage Survey
8. FHWA Indiana Division Review
9. FHWA Div. Administrator Approval & Request for Funds
10. Program of Projects
11. Begin Permanent Repair
Detail Damage Inspection Report (DDIR)

- This report form is used to document the estimated damage at a site.
- Once the DDIR is approved and the FMIS project authorized by FHWA, the actual contract amount or force account records will be used for reimbursement.
Detail Damage Inspection Report (DDIR)

- Form FHWA-1547 (Rev. 4-98)
Who completes a DDIR?

- State Route - INDOT
- Local Route - INDOT & LPA

Who approves DDIR?

1. INDOT Reviews and concurs
   - First level screen for eligibility

2. FHWA Approves
   - Based on Documentation
   - Field Reviews
Emergency Relief

Examples of Damage
Quiz: Is this site eligible?
Quiz: Is this site eligible?
Questions?