

Chapter 1 : The Emergency Relief Program | US Department of Transportation

Since the passage of the District of Columbia Emergency Highway Relief Act, DC DPW has processed and executed 18 construction contracts totaling \$ million contracts under \$1 million totaling \$ million and 3 contracts over.

The contract includes work to stabilize the slope above Kuhio Highway Route between Waikoko and Wainiha and various downslope sites on Kuhio Highway. Work will continue on a six day a week, hour a day schedule for the near future. Limited local access utilizing the convoy system will continue until the work is completed in October. Currently there two crews installing soil nail and shotcrete anchor structures at the two makai slopes at Waikoko and Wainiha where the roadway structure was washed out. Once the contract for emergency repairs is awarded, an additional crew will be working on the Wainiha Mauka Slope and at various sites where the makai slope was compromised. A separate contract for the update of the Waikoko, Waipa, and Waioli bridges the 3W bridges will be awarded as the environmental documentation for that project is completed. The bridge upgrades are necessary to expedite the recovery efforts on Kuhio Highway as the existing structures are load restricted to 8 tons. This severely limits the amount of landslide and other debris that can be removed from the area. The upgraded bridges will be rated to 16 tons with emergency capacity of 25 tons. HDOT initially planned to conduct the bridge work at night but will modify the schedule in response to noise concerns from the public. Limited local access during the bridge upgrades and emergency flood repairs will continue to be available according to the posted schedule: First trip from Waikoko to Wainiha. First trip from Wainiha to Waikoko, to include shuttle. Wainiha to Waikoko, to include shuttle. Waikoko to Wainiha, to include shuttle. Waikoko to Wainiha 5: Wainiha to Waikoko 6 p. Waikoko to Wainiha 6: Wainiha to Waikoko Wainiha to Waikoko 11 p. First trip from Waikoko to Wainiha 7: First trip from Wainiha to Waikoko 8 a. Waikoko to Wainiha 8: Wainiha to Waikoko 9 a. Waikoko to Wainiha 9: Wainiha to Waikoko 10 a. Waikoko to Wainiha Wainiha to Waikoko 11 a. Wainiha to Waikoko 12 p. Wainiha to Waikoko 1 p. Waikoko to Wainiha 1: Wainiha to Waikoko 2 p. Waikoko to Wainiha 2: Wainiha to Waikoko 3 p. Waikoko to Wainiha 3: Wainiha to Waikoko 4 p. Waikoko to Wainiha 4: Wainiha to Waikoko 5 p. Last trip from Wainiha to Waikoko 11 p. Last trip from Waikoko to Wainiha Please note that construction activities Monday through Saturday may sometimes result in slight delays to the schedule as the crews button up construction activities to make it safe for vehicles to pass, but the convoy will not leave prior to the scheduled time. A general timeline of the emergency flood repairs on Kuhio Highway is below: April , Historic flood event causing over a dozen landslides and five areas to be compromised on Kuhio Highway on the North Shore of Kauai. Anticipated dates subject to change: October, emergency repairs and bridge upgrades to be completed; road to open to all traffic without convoys.

Pursuant to a congressional request and legislative requirement, GAO provided information on the financial condition and operations of the District of Columbia's highway fund.

But neither can we afford to let that road repair go undone. In an example, it occurs to me, it was 2 years ago, Congressman Marty Lancaster from North Carolina was one of those tens of thousands of people who use the Southeast Expressway. About 75 percent of the people who work up on the Hill at some point use that Southeast Expressway in order to get to Capitol Hill. And on a couple of occasions Marty was unable to avoid them, and I think he had to go back and get his whole chassis aligned. He wrote several times to Mayor Kelly at the time. Now, this was not a road that D. Because while it is a major thoroughfare, it exists really not for the purpose of D. But the District of Columbia government, because of pressure from the Congress, made it a priority and in fact got it fixed. It is not just for D. But it goes far beyond the transportation system that is necessary to get people in and out of the city. So I would strongly urge the Committee to allow this legislation to go through, of which we are all co-sponsors. And I appreciate the opportunity to make our case this morning. Welcome, and thank you for submitting a written statement in advance. I apologize for being late. We were in full committee markup. We want it to be a city on a hill, the city can be better than it is, and I think this would really help. Second, a lot of people visit from all over the world and all over the country. Lastly, I would hope the Committee would move this legislation quickly. Ideally, pass it out, bring it up on the suspension, so it can be passed before we go home for the August break. Thank you very much. Not at this time. I have only one question, and I thank the panel and I agree with so much that was said. But I have this question. In my district in Arkansas, we have one of the most dangerous highways in America by all accounts, with one of the highest fatality rates. It kind of snakes its way through the Ozark Mountains. We have millions of visitors that travel on that highway through our beautiful Ozarks. In the State of Arkansas, we pay our teachers less than almost any other state in the Nation. During my time in the Arkansas State legislature we raised gas taxes twice in order to pay for road construction and to make our state match against Federal funds. So the people of Arkansas are doing with less in order to build their roads. But I really do not believe that your residents or residents of anywhere in the United States would object to what amounts to a loan to the capital of the United States to repair roads on which the people of the United States travel. We are dealing with a unique city, and a unique responsibility of the Congress of the United States that it does not have to any other city or any other state. The quid pro quo it has required from the District, forbearing that responsibility, is considerably less democracy than the citizen of Arkansas or that a state or any territory have. The District has never shirked in coming up with its own funds. When you put our Federal taxes with our local taxes, we are the most highly taxed jurisdiction in the United States. We are third per capita in Federal income taxes, and yet we have no representation, voting representation in this body. And we have no representation in the Senate at all. The city has shown a great willingness to tax its own citizens and of course, this has driven it into insolvency. Shuster was insistent that even though it is the capital of the United States and even though the Congress has a responsibility and reminds us constantly that it has that responsibility, at his insistence we have in essence asked for a loan and said we would pay it back. I will be happy to give you my judgment. The city is not getting one additional penny out of this than they would otherwise be entitled to. And this is an effort to get the District back on its feet, to bring fiscal responsibility back to this city, but at the same time, not let its infrastructure deteriorate during that time, which would penalize all Americans who come here as well. This is just money that otherwise, they would be entitled to otherwise, and they will have to pay the match back. Chairman, I guess I just have some real reservations. Would you suggest to someone like Orange County, California, I mean, because of financial mismanagement, should now get a special waiver or exemption? And the idea that there are potholes here, I mean, there are potholes all over the country. The Constitution gives the Federal Government and the city a unique relationship that Orange County or Fairfax County or no other jurisdiction has. And it does not give the city the right to vote in Congress. They do not have the representation that other jurisdictions have as well. We have a unique responsibility of oversight for the city

here that the Constitution gives us that we are exercising. I think we can take some pride that this Congress is stepping up to the plate and trying to fix these solutions. Not for specific states. No, but it has in a general waiver because of financial shortfalls throughout the different states. But this is a city. But in , and , we granted a general waiver. If I could be allowed a response as well, because I can understand the concern. I do not accept the notion, however, that this is the first time anything of the kind has been done. The fact is that there are a ream of states which happened to come at a certain moment in time when they came together who in fact asked for and received the same kind of consideration. The Committee has always been generous in understanding that it is counterproductive to allow these funds which after all are paid at the gas pump to simply revert and leave the highway money unused or pass it on. This Committee will obviously see this as an opportunity to take corrective steps to see that this does not happen again. Probably the control board would have gotten to that over time. Clearly, the Committee is going to build in safeguards so that this cannot happen again. There are millions of people who come in every year, and there are people who live in the District of Columbia who had nothing to do with financial mismanagement but have to take all the pain from all the roads that are disheveled and not in good condition. I think any community can make the argument that they are unique. And I think Washington, D. And to make the argument that somehow that Washington, D. The District has gotten its fair share. But it is unique constitutionally. It is very unique as to the influx of money coming from all over the country and the world every year, also. Chairman, if I could just comment, too. I think it is unique solely by the Constitution. And this Congress, the Republican party, is going to demonstrate that we care deeply about the people that live at 14th and Belmont and places like that. Thirdly, it is unique because there is a D. Davis is the Chairman of it, that oversees it. I think they are a city. And this will be a very positive step. Wolf, the panel had great unanimity until you sort of mentioned that you never wanted D. And I saw Ms. Norton sort of blanch at that point. I want to praise Ms. Norton for the drafting of this bill, and in particular Subsection 2 c that deals with the repayment obligation, and gives a drop dead date of July 31, Davis credit for picking up Washingtonese and not calling it a waiver, I think he called it a deferred payment, and I appreciate that, too. And I think that the task of the Committee is not only to make a consideration of this request, but say how are we going to prevent it from occurring again. And I would appreciate any thoughts that you all have about how we do that. For instance, Virginia and Maryland have trust funds. Most states have trust funds. They put them for highways. In my opening remarks, we talked about very tight strings on this to ensure it. Not only is this particular waiver, if I can use your term, or deferred payment, secured by the Federal payment, but I think that strings in terms of that gas tax and so on may be appropriate in this case to ensure that we never face this problem again. LaTourette raises an important point. And the District is already in the process of developing a mechanism to keep this from happening again. And when they testify, I think that you will see that a satisfactory way is being found. And the last observation I would like to make, Mr. Yes, thank you, Mr. But overall, I think we have to recognize the unique constitutional relationship between the District of Columbia and the United States Government. And I accept that. And I think Mr. I think the biggest question we will have to answer to our constituents are, how do we avoid this happening down the road, what safeguards are in place to assure that, what oversight measures will be implemented for this and perhaps other unique circumstances with the District of Columbia as they get through this fiscal crisis. So thank you very much, and thank you for all your helpful testimony. Just two points here that will help us.

Chapter 3 : Department of Transportation | June 19, Kuhio Highway emergency flood repair update

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Laws acquire popular names as they make their way through Congress. History books, newspapers, and other sources use the popular name to refer to these laws. How the US Code is built. The United States Code is meant to be an organized, logical compilation of the laws passed by Congress. At its top level, it divides the world of legislation into fifty topically-organized Titles, and each Title is further subdivided into any number of logical subtopics. In theory, any law -- or individual provisions within any law -- passed by Congress should be classifiable into one or more slots in the framework of the Code. On the other hand, legislation often contains bundles of topically unrelated provisions that collectively respond to a particular public need or problem. A farm bill, for instance, might contain provisions that affect the tax status of farmers, their management of land or treatment of the environment, a system of price limits or supports, and so on. Each of these individual provisions would, logically, belong in a different place in the Code. The process of incorporating a newly-passed piece of legislation into the Code is known as "classification" -- essentially a process of deciding where in the logical organization of the Code the various parts of the particular law belong. Sometimes classification is easy; the law could be written with the Code in mind, and might specifically amend, extend, or repeal particular chunks of the existing Code, making it no great challenge to figure out how to classify its various parts. And as we said before, a particular law might be narrow in focus, making it both simple and sensible to move it wholesale into a particular slot in the Code. But this is not normally the case, and often different provisions of the law will logically belong in different, scattered locations in the Code. As a result, often the law will not be found in one place neatly identified by its popular name. Nor will a full-text search of the Code necessarily reveal where all the pieces have been scattered. Instead, those who classify laws into the Code typically leave a note explaining how a particular law has been classified into the Code. It is usually found in the Note section attached to a relevant section of the Code, usually under a paragraph identified as the "Short Title". Our Table of Popular Names is organized alphabetically by popular name. So-called "Short Title" links, and links to particular sections of the Code, will lead you to a textual roadmap the section notes describing how the particular law was incorporated into the Code. Finally, acts may be referred to by a different name, or may have been renamed, the links will take you to the appropriate listing in the table.

Chapter 4 : D.C. Law Library - Subchapter V. Emergency Highway Relief.

The United States Code is meant to be an organized, logical compilation of the laws passed by Congress. At its top level, it divides the world of legislation into fifty topically-organized Titles, and each Title is further subdivided into any number of logical subtopics.

Chapter 5 : H.R. , the District of Columbia Emergency Highway Relief Act

The FAST Act continues the Emergency Relief program, which provides funds for emergency repairs and permanent repairs on Federal-aid highways and roads, tribal transportation facilities, and roads on Federal lands that the Secretary finds have suffered serious damage as a result of natural disasters.

Chapter 6 : Emergency Relief and Construction Act - Wikipedia

However, I come before the Committee to support H.R. , the District of Columbia Emergency Highway Relief Act, sponsored by Delegate Norton, and which I have co-sponsored with members from the region.

Chapter 7 : Federal Emergency Relief Administration - Wikipedia

Public Law - District of Columbia Emergency Highway Relief Act PDF | More Public Law - An act to extend authorities under the Middle East Peace Facilitation Act of until October 1, , and for other purposes.

Chapter 8 : D.C. Law Library - " District of Columbia emergency highway relief.

District of Columbia Emergency Highway Relief Act - Requires the Federal share of the costs of certain highway projects within the District of Columbia during FY and to be up to percent, as requested by the District.

Chapter 9 : Homepage for Emergency Relief Program

district of columbia emergency highway relief. (a) Temporary Waiver of Non-Federal Share Notwithstanding any other law, during fiscal years and , the Federal share of the costs of an eligible project shall be a percentage requested by the District of Columbia, but not to exceed percent of the costs of the project.