

DOWNLOAD PDF EMERGENCY TRANSPORTATION FUNDING FOR DISASTER RELIEF

Chapter 1 : Federal Funding Resources | US Department of Transportation

The Disaster Relief Appropriations Act of 2013 provided the first appropriation for FTA's Emergency Relief Program - \$ billion for FTA's Emergency Relief Program for recovery and relief efforts in areas affected by Hurricane Sandy.

Federal Funding Resources Federal Funding Resources for Transportation Recovery - Overview Before your company applies for Federal funding to repair and restore the local transportation infrastructure and facilities after a disaster, you need to understand that the majority of Federal funding for such projects can only be used to restore the network to pre-disaster conditions. You may, however, apply for and use other funds to supplement Federal resources to improve impacted transportation systems and mitigate damage from future disasters. Stafford Disaster Relief and Emergency Assistance Act, also known as the Stafford Act, is one of the most encompassing Federal funding mechanisms to provide financial assistance to local, tribal, and State governments after a Presidential declaration has been made. As noted in the rest of Appendix B, the Stafford Act is not the only funding mechanism available to local, tribal, and State governments. The Stafford Act reads as follows: All requests for a declaration by the President that a major disaster exists shall be made by the Governor of the affected State. Such a request shall be based on a finding that the disaster is of such severity and magnitude that effective response is beyond the capabilities of the State and the affected local governments and that Federal assistance is necessary. The Governor shall furnish information on the nature and amount of State and local resources which have been or will be committed to alleviating the results of the disaster, and shall certify that, for the current disaster, State and local government obligations and expenditures of which State commitments must be a significant proportion will comply with all applicable cost-sharing requirements of this Act. Based on the request of a Governor under this section, the President may declare under this Act that a major disaster or emergency exists Robert T. This page describes government funding mechanisms that may be available to your agency or community for rebuilding and strengthening your transportation infrastructure and resources to better withstand future disasters. Some of these mechanisms may require that there be a declared disaster under the Stafford Act. If this is a requirement, it has been listed in the section description. Federal Highway Administration FHWA Federal-aid Highway Emergency Relief Program Congress authorized in Title 23, United States Code, Section , a special program from the Highway Trust Fund for the repair or reconstruction of Federal-aid highways and roads on Federal lands that have suffered serious damage as a result of 1 natural disasters or 2 catastrophic failures from an external cause. Federal-aid highways are all the public roads not functionally classified as either local or rural minor collectors. As a result, Federal-aid highways include the more significant State, county, and city roads. Based on the functional classifications, about one-quarter of the overall public road mileage has been designated as Federal-aid highways. Examples of natural disasters include floods, hurricanes, earthquakes, volcanoes, tornadoes, tidal waves, severe storms, or landslides. A catastrophic failure is defined as the sudden and complete failure of a major element or segment of the highway system that causes a disastrous impact on transportation services. The failure must be catastrophic in nature. Additionally, in order to be eligible for ER, the cause of the failure must be determined to be external to the facility. Both conditions must be satisfied. A bridge suddenly collapsing after being struck by a barge is an example of a catastrophic failure. ER does not require a Presidentially declared disaster. ER funds are not intended to cover all damage repair costs or interim emergency repair costs that will necessarily restore the facility to pre-disaster conditions. State and local highway agencies must expect additional expenditures, changes in project priorities, and some inconvenience to traffic as a result of emergency conditions. State and local governments are responsible for planning and providing for such extraordinary conditions. Economic hardship is not a factor in determining repair eligibility. Because of the limited amount of money authorized annually for the ER program and the likelihood that a number of States will experience ER events, funding for large events is likely to be provided over a two or more -year time period. Also, the total ER obligation for U. The decision to seek ER financial assistance

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rests with the State. Local highway agencies do not deal with the FHWA directly but must make their application through the State. The State decides whether it will seek ER funding for repair of either State- or local agency-owned Federal-aid highways. State and local transportation agencies are empowered to begin emergency repairs immediately to restore essential traffic service and to prevent further damage to Federal-aid highway facilities. There are three methods for developing and processing a State request for ER funding. The third method, Quick Release, has recently been used with increasing frequency, and employs a process to deliver ER assistance very quickly. Requires a detailed damage inspection at many, if not all, sites. It generally takes 6 to 10 weeks to develop an application. At least one site is visited in each county involved in the event. It generally takes 2 to 3 weeks to develop an application. For the purposes of an ER application, few, if any, on-site damage surveys are made. Instead, the disaster assessment is based on other readily available information, such as credible media reports or aerial surveys done by the State. The State then requests ER funding based on the preliminary assessment of the damage. Quick Release begins the Traditional method and the damage survey reports follow at a later time in the recovery. ERFO provides assistance to roads that have been defined as Federal roads. These are roads providing access to and within Federal and Tribal lands. The ERFO program also includes assistance to the following federal agencies having federal roads that are open to public travel for which title and maintenance responsibility is vested in the US government. ERFO funds are not to duplicate assistance under another Federal program or compensation from insurance, cost share, or any other source. The intent of the ERFO Program is to pay the unusually heavy expenses to agencies that manage road systems for the repair and reconstruction of Federal roads to pre-disaster conditions. These Federal roads were damaged by a natural disaster over a wide area or by a catastrophic failure from any external cause. FTA does not, however, dedicate funding or manage a special program to assist transit agencies in responding to or recovering from a major disaster, and thus, does not require a Presidentially declared disaster. In the past, FTA has provided emergency assistance when Congress has given supplemental appropriations to the agency for the purposes of responding to a disaster. FTA also has the authority to allow transit agencies to defer their matching local share contributions normally required to receive FTA grants, but this requires Congressional action and is only done on a case-by-case basis. FTA also allows transit agencies that serve fewer than , people to use FTA capital grant program funds for operations in response to a large emergency event. The loans can cover up to percent of a railroad project with repayment periods of up to 35 years and interest rates equal to the cost of borrowing to the government. Though not specifically designed for post-disaster or emergency recovery nor does it require a Presidentially declared disaster , this program could be useful in such circumstances. Applicants must pay a Credit Risk Premium only if a loan is approved plus an Investigation Fee regardless of loan approval. A public-use airport is an airport open to the public and is either publicly owned, privately owned but designated by the FAA as a reliever, or privately owned but having scheduled service and at least 2, annual enplanements. Grantees referred to as sponsors can use AIP funds on most airfield capital improvements except those for terminals, hangars, and non-aviation development. The AIP does not require a Presidentially declared disaster. The FAA does not have dedicated funding for, nor does it manage, a special program to assist airports in responding to or recovering from a major disaster. In the past, the FAA has provided emergency assistance when Congress has given supplemental appropriations to the agency for the purposes of responding to a disaster. Grantees receive supplemental Federal disaster grant assistance for debris removal, emergency protective measures, and the repair, replacement, or restoration of disaster-damaged, publicly owned facilities and the facilities of qualifying PNP organizations. The PA program also promotes hazard mitigation measures by encouraging and funding protection of these damaged facilities from future disasters. According to FEMA, the Federal share of assistance is not less than 75 percent of the eligible cost for emergency measures and permanent restoration. The grantee usually the State determines how the non-Federal share up to 25 percent is split with the subgrantees eligible applicants. Other Federal grants cannot be used to meet the State or local cost-share requirement unless the legislation for the other grant allows such use, e. Expedited Contracting and Funding:

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Immediate needs funding INF is designated for the most urgent work in the initial aftermath of a disaster. The funds may be provided to any eligible applicant for eligible emergency work that must be performed immediately and paid for within the first 60 days following declaration. Eligible work typically includes debris removal, emergency protective measures, and removal of health and safety hazards, as well as urgent transportation needs for economic recovery. INF can be used for expenses resulting from this eligible work, such as temporary labor costs, overtime payroll, equipment, and material fees. During the post-disaster damage assessment, immediate needs are noted for each area surveyed. If a disaster is declared, and the State thinks damage costs warrant the need for immediate cash flow, the State may expedite INF. Because this money can be made available in advance of normal procedures once a disaster has been declared, paperwork and processing times are reduced and local and tribal organizations can receive emergency funds sooner. When restoring damaged infrastructure or facilities, the grantee may decide to make improvements. For example, a gravel road might be replaced with an asphalt road. The funds may be used to repair or expand other selected public facilities, to build new facilities, or to fund hazard mitigation measures. The same standard applies for use of funds for private nonprofit facilities. The Presidential disaster declaration designates the area eligible for assistance and makes a determination of the types of public assistance available. As the grantee, the State then holds a special briefing to notify potential subgrantees or applicants of the types of assistance being offered. Highways are the most used form of transportation in southern California, so the California Department of Transportation and the Federal Highway Administration wasted no time in starting the recovery process through the use of innovative contracting mechanisms. Both agencies used FHWA Emergency Relief funds and agreed to the following bidding procedures, which helped speed up the highway rebuilding process: This procedure awarded a contract based on the contract bid items A and the amount of time B needed to finish the project. It offered incentives, such as bonuses, to companies to finish the work before the deadline, and also pushed fines for not completing work on time. This procedure was used on projects that had high user delay costs and needed to be finished quickly. This procedure permitted initial construction to start before final drawings for design were approved. The California Department of Transportation had 70 design engineers in place and working on plans just after the earthquake hit. Companies submitted proposals for the construction work, and those proposals that met the minimum technical guidelines were permitted to be involved in the price proposal portion of the bidding. To receive a grant, all projects must offer a long-term solution to a specific risk. For example, retrofitting bridges to better withstand high winds, earthquakes, or floods is one way to minimize damage from future disasters that may qualify for a grant. Department of Housing and Urban Development HUD HUD Disaster Recovery Assistance offers flexible CDBG Disaster Recovery grants to assist cities, counties, States, Indian tribes, and Insular areas particularly in low-income areas in recovering from Presidentially declared disasters, subject to the availability of, and purpose, eligibility, and other specifications within, supplemental appropriations. The grants are directed by statute, and usually take into consideration disaster recovery needs that are not met by other Federal disaster assistance programs. Funds may also be used for emergency response activities, such as debris removal, clearance, and demolition not funded by other Federal disaster assistance; and extraordinary increases in the level of public services for disaster victims. Allocation of funds and submission requirements for Action Plans for Disaster Recovery are prescribed by notice in the Federal Register based on specific supplemental appropriations statutes. Any locality that receives a grant must submit quarterly performance progress reports through the DRGR system. Small Business Administration SBA Businesses of any size and private, nonprofit organizations damaged in a disaster may be eligible for financial assistance from the SBA once the affected county has been declared a disaster. This could include businesses and organizations that provide transportation services or help build and operate transportation and transit infrastructure. Business physical disaster loans and economic injury disaster loans are made available to businesses and private, nonprofit organizations after a disaster. Economic injury disaster loans are granted only to entities that cannot provide for their own recovery from nongovernment sources.

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Chapter 2 : Stafford Disaster Relief and Emergency Assistance Act - Wikipedia

The Robert T. Stafford Disaster Relief and Emergency Assistance Act, also known as the Stafford Act, is one of the most encompassing Federal funding mechanisms to provide financial assistance to local, tribal, and State governments after a Presidential declaration has been made.

This includes providing individual assistance such as temporary housing, crisis counseling, and disaster unemployment assistance. It also provides funding for public assistance to local communities and certain nonprofits for debris removal, emergency protective measures, and repair, replacement, and restoration of disaster-damaged, publicly owned facilities and the facilities of certain nonprofit organizations. Language is included in the legislation to provide stringent oversight on the use of funding and the administration of grants. This includes repairs to damage sustained by publicly owned hospitals, local roads and utilities, and small businesses. As was done after previous disasters, these funds will help restore navigation channels, beaches, and other damaged infrastructure to pre-storm conditions. In addition, the bill will provide funds to continue response and recovery activities for flood control, coastal emergency projects, and emergency dredging. The legislation also directs the Corps to submit plans for reducing the threats of future flooding to ensure future funding is responsibly and effectively utilized.

Department of the Interior[edit] This funding will help repair national parks, lands and facilities under the jurisdiction of the Department of the Interior that sustained damage during Hurricane Sandy. This includes funding for immediate repair and recovery needs for national wildlife refuges and national fish hatcheries along the East Coast, and National Parks, including the Statue of Liberty and Ellis Island. This includes funding for the Social Services Block Grant program for repairs to social services facilities, repairs to Head Start centers, replacement of equipment and resource losses within National Institute of Health.

Department of Veterans Affairs[edit] This funding will go to repairs and reconstruction at the Manhattan VA hospital and other VA medical facilities, which sustained significant flood damage during the storm. These repairs are urgently needed to provide adequate medical services and care to veterans in the Northeast region, many of whom have had to move to other VA facilities following the storm.

Small Business Administration[edit] This funding will provide for the immediate needs of the SBA Disaster Loan Program to provide timely, low-interest financing for the repair and rebuilding of disaster-damaged private property for homeowners, renters, and businesses. This funding would also provide grants to assist small businesses affected by Hurricane Sandy with disaster recovery and response problems.

National Guard[edit] This funding will provide for repairs of a variety of Army National Guard buildings and structures damaged by Hurricane Sandy.

Department of Agriculture[edit] This will support replenishing stocks at food banks and soup kitchens in the areas affected by Hurricane Sandy, via the Commodity Assistance Program through the Food and Nutrition Service.

Amtrak[edit] This will provide funding to repair Amtrak infrastructure that sustained hurricane damage. The bill does not fund Administration-requested offsets for operating revenue losses or for construction of a long-planned Hudson River tunnel.

Federal Aviation Administration[edit] This will provided funding to repair or replace equipment and facilities damaged by Sandy. These include navigation systems, control towers, and power systems.

Agriculture[edit] This funding will go to emergency conservation and restoration efforts, as well as flood prevention and watershed repairs.

Commerce, Justice, Science[edit] A large portion of this funding will go to the National Oceanic and Atmospheric Administration to improve severe weather forecasts and warnings, to assess the impacts of Hurricane Sandy on coastal communities, and to support local recovery efforts. Other funding will help agencies and departments replace and repair property and equipment damaged during the storm.

Department of Defense[edit] Hurricane Sandy inflicted damage to various bases, arsenals, ammunition plants, and other installations along the East Coast. This funding will support repairs to and clean-up for various military equipment and facilities affected.

Energy and Water[edit] The amendment addresses additional needs to help the Army Corps of Engineers respond to damage incurred during Hurricane Sandy. As was done with previous

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disasters, these funds will help restore beaches, navigation channels, and other damaged infrastructure to pre-storm conditions, and assist with dredging and sustainability, as well as repairs and authorized improvements to flood control efforts in the affected areas. Financial Services[edit] The amendment will provide further funding for the SBA, Disaster Loan Program to provide low interest financing for the repair and rebuilding of disaster-damaged private property for homeowners, renters, and businesses. Interior and Environment[edit] The amendment provides funding to address storm-damage repairs to Department of the Interior buildings and facilities, including national parks, national wildlife refuges, fish hatcheries, and other sites. Funding will also be used for wetland restoration. In addition, the amendment provides funding for EPA state grants for water and wastewater treatment infrastructure and environmental mediation. In addition, the funding will support the reconstruction and repair of health and childcare facilities, damaged Head Start facilities, and damaged Social Security Administration buildings and equipment. It also provides supplementary funding for repairs, replacement, and reconstruction for various transportation infrastructure: To support community and housing needs for Sandy and other “eligible disasters, the amendment also provides added funding for the Community Development Block Grant program to assist state and local governments meet needs for public infrastructure like hospitals, utilities and roads, repairs for small businesses, rental assistance, and other community development projects. Cost CBO score for H.

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Chapter 3 : Emergency Relief Program | Federal Transit Administration

Emergency Relief Program. Description: Congress authorized in Title 23, United States Code, Section , a special program from the Highway Trust Fund for the repair or reconstruction of Federal-aid highways and roads on Federal lands which have suffered serious damage as a result of (1) natural disasters or (2) catastrophic failures from an external cause.

Titles[edit] Title I: Findings, Declarations and Definitions[edit] Title I provides the intent of Congress to provide continued and orderly assistance from the federal government to state and local governments to relieve hardship and damage that result from disasters. As defined by Title I, an emergency is any instance, or thought that is determined by the President, in which state or local efforts need federal assistance to save lives and protect the health and welfare of the people in a community. A major disaster is defined as any natural catastrophe, fire, flood, or explosion, determined by the president to warrant the additional resources of the federal government to alleviate damages or suffering they cause. Disaster Preparedness and Mitigation Assistance[edit] Title II authorizes the President to establish a disaster preparedness program that utilizes the appropriate agencies and gives the President the right to provide technical assistance to states in order to complete a comprehensive plan to prepare against disasters. The President can also administer grants to states to provide funding for the preparation and revitalization of emergency plans. Title II articulates the necessity of a disaster warning system. This includes the readiness of all appropriate federal agencies to issue warnings to state and local authorities and the disbursement of warnings to the public. This title authorizes the President to make use of either the civil defense communication system or any commercial communications systems that are voluntarily given to the president to issue warnings to the public. Under this title, the President can establish a program to provide financial assistance to states through the National Predisaster Mitigation Fund. States can then develop a mitigation plan that can lessen the impact of a disaster on the public health, infrastructure, and economy of the community. The President can also establish a federal interagency task force to implement predisaster mitigation plans administered by the federal government. Other members of the task force include relevant federal agencies, state and local organizations, and the American Red Cross. Major Disaster and Emergency Assistance Administration[edit] Title three explains that upon the declaration of a major disaster or emergency, the President must appoint a federal coordinating officer to help in the affected area. This coordinating officer helps make initial appraisals of the types of relief most needed, establishes field offices, and coordinates the administration of relief among the state, localities, and nonprofits. The President must also form emergency support teams staffed with federal personnel. These support teams are sent to affected areas to help the federal coordinating officer carry out his or her responsibilities. The President also helps with the establishment of regional support teams. Title three also explains the reimbursement process for expenditures by federal agencies under the Act. The federal government is not liable for any claims based on "the exercise or performance of or the failure to exercise or perform a discretionary function or duty on the part of Federal agency or an employee of the Federal Government in carrying out the provisions of this Act". The President has the right to issue and alter regulations affecting the guidance of personnel carrying out federal assistance in affected areas. These regulations include provisions for insuring that the distribution of supplies, processing of applications, and other relief activities is accomplished in fair and impartial way without discrimination on the grounds of color, race, nationality, sex, religion, age, disability, economic status, or English proficiency. Penalties are set forth in this title. Any person who misuses the funds obtained under the Act may be fined up to one and one-half times the amount that they misused. The Attorney General may also bring a civil action for relief. The last portion of Title three sets forth the requirements of mitigation plans. Each plan developed by a local or tribal government must both describe actions to mitigate hazards and risks identified under the plan and it must establish a strategy to implement those actions. State plans must do four things. The first is to describe the actions to mitigate hazards and risks identified under the plan. Then it

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must show a way to support the development of a local mitigation plan. The plan must then show how it will provide technical assistance to its local and tribal governments for mitigation plans. Lastly, it must identify and prioritize the mitigation actions that it will support as its resources become available. The President shall appoint a Small State and Rural Advocate whose main responsibility is to ensure the fair treatment of small states and rural communities in the provision of assistance under the Act. The advocate may also help small states prepare requests for emergency declarations. Major Disaster Assistance Programs[edit] The procedures for declaring a major disaster are to be made by the governor of the state. If the Governor then decides that the disaster is of such severity that the state and affected local governments cannot possibly handle the effects of the disaster, the Governor will make a request to the President explaining the amount of resources they currently have available and commit to the cost-sharing requirements in the Stafford Act. The President can then declare a major disaster or emergency in the affected area. Title IV sets out the authority of the President during major disasters or emergencies. The president has many powers under this act. These powers include, but are limited to: Lastly, the President can also provide any emergency communications or public transportation that an affected location might need. The federal share of these types of assistance is no less than 75 percent of the eligible costs. During a major disaster the Governor may request that the President direct the Secretary of Defense to use the resources of the United States Department of Defense for the purposes of any emergency work. This work is only allowed to be carried out for 10 days. Emergency work is defined as "clearance and removal of debris and wreckage and temporary restoration of essential public facilities and services". If, during an emergency, a local government has lost such a substantial amount of revenues that they cannot perform essential government responsibilities, the President is authorized to provide Community Disaster Loans. A major service provider is defined as either: The President can provide financial assistance to be used for individuals wishing to rent alternate housing during a time of emergency. The President may also provide temporary housing units directly to the displaced citizens affected by a major disaster. This type of assistance ends after the month period beginning on the date the President declares the major disaster. The President does have the authority to extend the period if he deems it necessary. The President may also provide funds for the repair or replacement of owner-occupied housing damaged by a major disaster. The federal share of the costs eligible for housing assistance is percent. Emergency Assistance Programs[edit] Title V explains the process a state must follow to request that the President declare an emergency. Every request for the President to declare an emergency must come from the governor of the state. In order for a request to be made, the Governor must deem that the situation is beyond the potential for the state to manage. Upon receiving this information the President can then decide if the situation qualifies as an emergency. The President can direct any federal agency to use its resources to aid the state or local government in emergency assistance efforts. He also has the responsibility to coordinate all disaster relief assistance and assist with the distribution of food, medicine and other vital supplies to the affected public. The President can provide assistance with debris removal and provide any needed emergency assistance. This Title also gives the President the authority to provide accelerated federal assistance when it has not yet been requested. The federal share of the costs of such efforts is to be no less than 75 percent of the eligible costs. If additional funds are needed, the President must report to Congress on the extent of the additional need. Emergency Preparedness[edit] Title six explains the measures that have to be undertaken to prepare for anticipated hazards including creating operational plans, recruiting and training personnel, conducting research, stockpiling necessary materials and supplies, creating suitable warning systems, and constructing shelters. During a hazard, governments are expected to evacuate personnel to shelter areas, control traffic and panic, and control use of civil communications. After a hazard has occurred, governments must provide services such as fire fighting, rescue, emergency medical, health and sanitation. They must also remove debris and repair or restore essential facilities. Title six also sets out the authority and responsibilities of the director of FEMA. The director may prepare and direct federal plans and programs for U. The director should also delegate emergency responsibilities to federal agencies and state and local governments. Conducting research

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and training is another responsibility of the director of FEMA. Research should address issues such as shelter design, effective design of facilities and the standardization of those designs, and plans that acknowledge the needs of individuals with pets and service animals during an emergency. These plans must be submitted to the Senate and House of Representatives. These purposes typically include construction, leasing, and renovating of materials and facilities. If they cannot, the director may reallocate the funds to another state. The director must also report to Congress at least once a year regarding all the financial contributions made for emergency preparedness. Title six then explains the requirements for an emergency preparedness plan. The plan must be in effect in all political subdivisions of the state. It must also be mandatory and supervised by a single state agency. The plan must make known that the state must share financial responsibility with the federal government from any source it has determined is consistent with its state laws. It must also provide for the creation of a state and local emergency preparedness plan and the employment of a full-time emergency preparedness director or deputy director by the state. An emergency preparedness plan must also make available to the director of FEMA and the Comptroller General any records, books, or papers necessary to conduct an audit. Lastly, a plan must include a way to provide emergency preparedness information to the public included limited English speakers and those with disabilities in an organized manner. No FEMA employee is allowed to be in a position of critical importance, as defined by the director of FEMA, until a full field investigation of the employee is completed. Miscellaneous[edit] Title VII gives the President the authority to determine any rule or regulation that may be necessary to carry out the powers that he is given in the Act. This can be either through a federal agency, or any other means the President sees fit. Payment deadlines were also established under this Title. Payment of any approved assistance is to be distributed within 60 days of the approval. It also prohibits the forced registration of a firearm for which registration is not required by any federal, state, or local law. Criticism[edit] There are many criticisms of the Stafford Act. The Institute for Southern Studies has stated that the Act needs to give greater latitude to FEMA on how it responds to disasters that are extraordinarily devastating such as Hurricane Katrina. The Institute for Southern Studies has also noted the red tape that has been associated with the Stafford Act in the Hurricane Katrina recovery efforts. In an article for Frontline , many others agreed that the process of handing out aid was hindered by bureaucratic red tape. Another criticism levied by the authors of the Frontline article included the provision in the Stafford Act that requires buildings that are destroyed to be rebuilt the same way that they were standing before the disaster occurred. For example, if a year-old hospital was destroyed during a disaster, the Stafford Act would require the building to be constructed exactly how it was without any updates to the building. Other criticisms of the Stafford Act focus on human rights issues that are present during emergencies and recovery efforts. The Stafford Act does not require that the federal government ensure displaced persons have the ability to participate in governmental decisions that affect the recovery efforts. Any housing, education, or healthcare provided during an emergency and the recovery efforts are provided at the sole discretion of the federal government. These groups should be given more consideration during an emergency due to extenuating circumstances that could prevent them from following the same emergency protocol as an average adult.

Chapter 4 : [USC04] 49 USC Public transportation emergency relief program

Funds to states for damage from a variety of events in states across the country and U.S. territories WASHINGTON - The U.S. Department of Transportation's (USDOT) Federal Highway Administration (FHWA) today announced more than \$1 billion in Emergency Relief (ER) funds to help 32 states, several U.S. territories and Federal Land Management Agencies (FLMA) repair roads and.

Chapter 5 : Disaster Relief Appropriations Act, - Wikipedia

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FTA's emergency relief program provides assistance to public transit operators in the aftermath of an emergency or major disaster when funds are appropriated by Congress. When FTA emergency relief funding is available for specific disasters, TxDOT will contact eligible public transportation agencies with instructions for grant applications.

Chapter 6 : Emergency Operations

Expenditures for Emergency Relief in Response to Terrorist Attack Summary Section 1 allows for percent Federal share for Title 23 projects undertaken in New York City in response to the World Trade Center attacks and allows the Secretary of Transportation to exceed the emergency funding caps per fiscal year and per State in helping to.

Chapter 7 : Nonprofit Security Grant Opportunity - Virginia Department of Emergency Management

The Department of Transportation (DOT) is in the process of allocating, obligating, and disbursing the \$13 billion appropriated by the Disaster Relief Appropriations Act, (DRAA) for surface transportation relief.

Chapter 8 : Hurricane Sandy Disaster Relief | Federal Transit Administration

Although emergency relief for highways is a federal program, the decision to seek ER funding is made by a state government or by a federal land management agency. Local governments are not eligible to apply.