



DATE: October 26, 2016
TO: Transportation Commission
FROM: Johnny Olson, P.E. Region 4 Transportation Director
SUBJECT: 2013 Flood - FHWA Emergency Relief Program Funding

Purpose

The purpose of this memo is to provide a 2013 Flood Program update and bring to attention the need for requesting additional FHWA Emergency Relief (ER) dollars.

Action

CDOT is working with congressional delegation as well as other states whom been victims of natural disasters to request congress to clear the backlog (estimated in the billions) of the FHWA Emergency Relief program. This would allow CDOT to receive an additional congressional appropriation on top of the \$450M CO received for the 2013 event. This is necessary because the annual program is only budgeted at \$100M nationwide, therefore it would take year, possible decades to fully receive ER program dollars.

Background

Our current Flood Program of Projects budget is estimated at \$743M. \$702M is FHWA ER participating, \$24M is CDOT's share, and \$17.2M is Local Agency/OEM's share. Therefore the permanent repair projects are short approximately \$252M from the FHWA ER program. There are a number of factors that have played into the increased program cost. A few contributing factors worth highlighting are:

- Event - Initial estimates were gathered within weeks of the event
 - Our original request was for \$535M, we only received \$450M in Congressional Allocation
 - We have approximately \$534M in Replacing in Kind (putting back what was damaged during the flood)
 - Our estimates were pretty good considering it was 3 weeks post event, and we were initially estimating only Replace in Kind repairs.
- Action - CDOT along with FHWA wanted to "Build back Better"
 - It was mentioned numerous time from FHWA that we want resilient repairs and that if use FHWA Emergency Relief funds to do permanent repairs; the program only wants to make the investment once and not come back to do more repairs if a similar event were to occur.
 - CDOT initiated studies which have been adopted by FEMA allowing us to design our infrastructure better, smarter with new and accurate data (hydrology).
 - CDOT analyzed assets that failed and survived the event allowing us to have a better understanding of our risks and how to reduce future damage.
- Outcomes - CDOT has become a leader in Resiliency
 - Colorado has been recognized as a leader in Resiliency and the use of ER dollars and we have Auditors from OIG coming on Nov. 16th to discuss our recovery program, projects and resiliency process.



- We have about \$181M in investments that are being made to “build back better than before”
- These resiliency investments are not to standard, in fact many of them are just an improvement above replace in kind that will reduce the likelihood of future damage to the federal facility.
- Finally, we have \$28M in RnR improvements. These risk and resiliency improvements went through our B/C analysis and yielded positive results.

Details

The Flood Recovery Program has been pressing forward to deliver all flood recovery permanent repair projects by the end of 2019. With this funding gap CDOT anticipates schedule changes on when these projects will get delivered. If CO is successful with a congressional request and receives an allocation of funds, the program will be able to be delivered by December 2019. If CO is unsuccessful and is required to request funds annually the delivery of the program will be dependent on how much CO receives each year.

Key Benefits

CDOT is leveraging lessons learned and best practices to rebuild these infrastructure improvements with a resiliency focus so CO can rebound quickly after the next disaster. The program numbers reflected above are eligible within the ER manual so reimbursement will happen, it is just unknown how long it will take.

Next Steps

CDOT will continue to provide Flood Recovery program updates to Commission as new information becomes available.





COLORADO

Department of
Transportation

Flood Recovery Program



Planned Flood Recovery Program

| | |
|---------------------------|---------------|
| Planned Total Program | \$743,644,458 |
| – CDOT Match | \$24,031,589 |
| – OEM and Local Match | \$17,229,770 |
| | |
| Planned FHWA Contribution | \$702,383,099 |
| | |
| Received from FHWA ER | \$450,000,000 |
| | |
| Remaining Funding Needed | \$252,383,099 |



Obligation of Funding

| | |
|--|----------------------------|
| FHWA ER Obligation Available | \$365,767,867 |
| – FHWA ER Allocation | \$450,000,000 |
| – Transferred to CFL | (\$84,232,133) |
| | |
| Obligation To Date | \$318,588,173 |
| – Local Agency Projects yet to be Obligated | \$19,129,225 |
| – <i>Remaining Allocation to Obligate</i> | <i>\$28,050,469</i> |

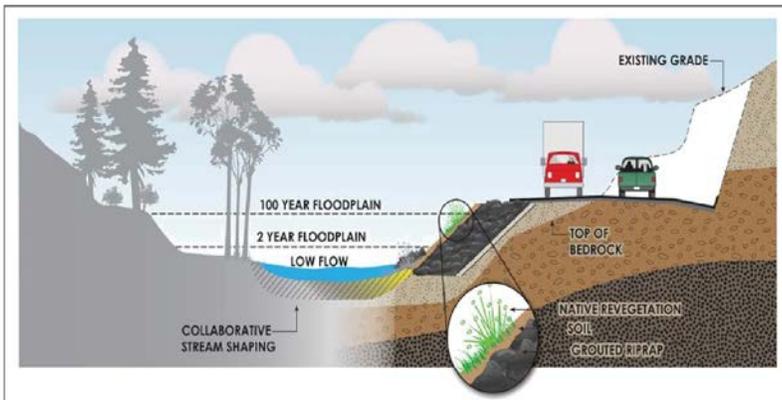


What Has Been Accomplished

- **All 37** CDOT Emergency Repair Projects completed by Nov. 27th 2013.
- **All 67** Local Agency Emergency Repair Projects completed
- Design for **all 32** CDOT Permanent Repair Projects continues.
- Construction for **21 of the 32** PR projects is underway or complete.
- Design for **all 23** Local Agency Permanent Repair projects is complete or on-going.
- Construction for **13 of the 23** Local Agency PR projects is underway or complete.



US36 Before and After



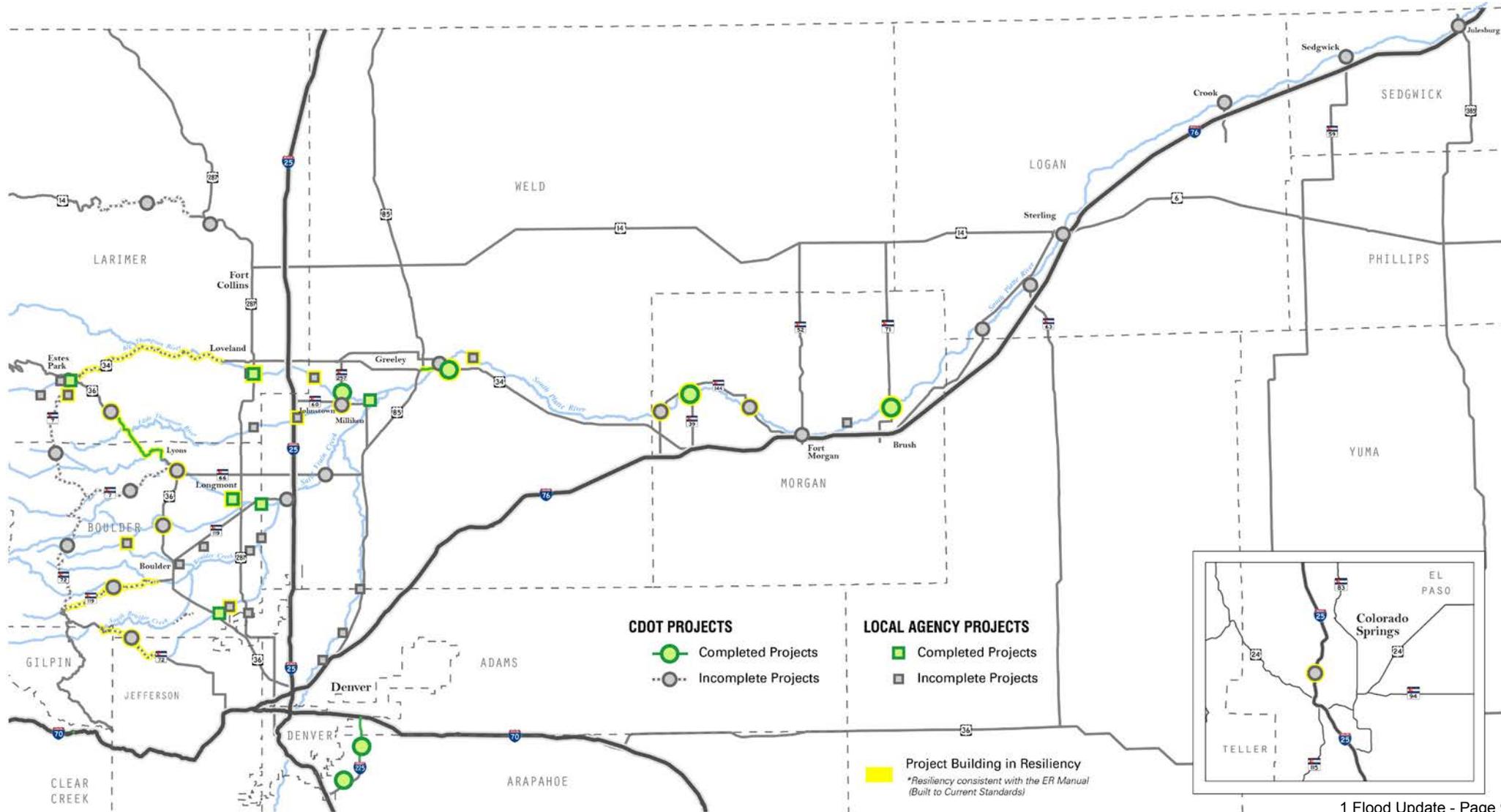


SH71 Before and After



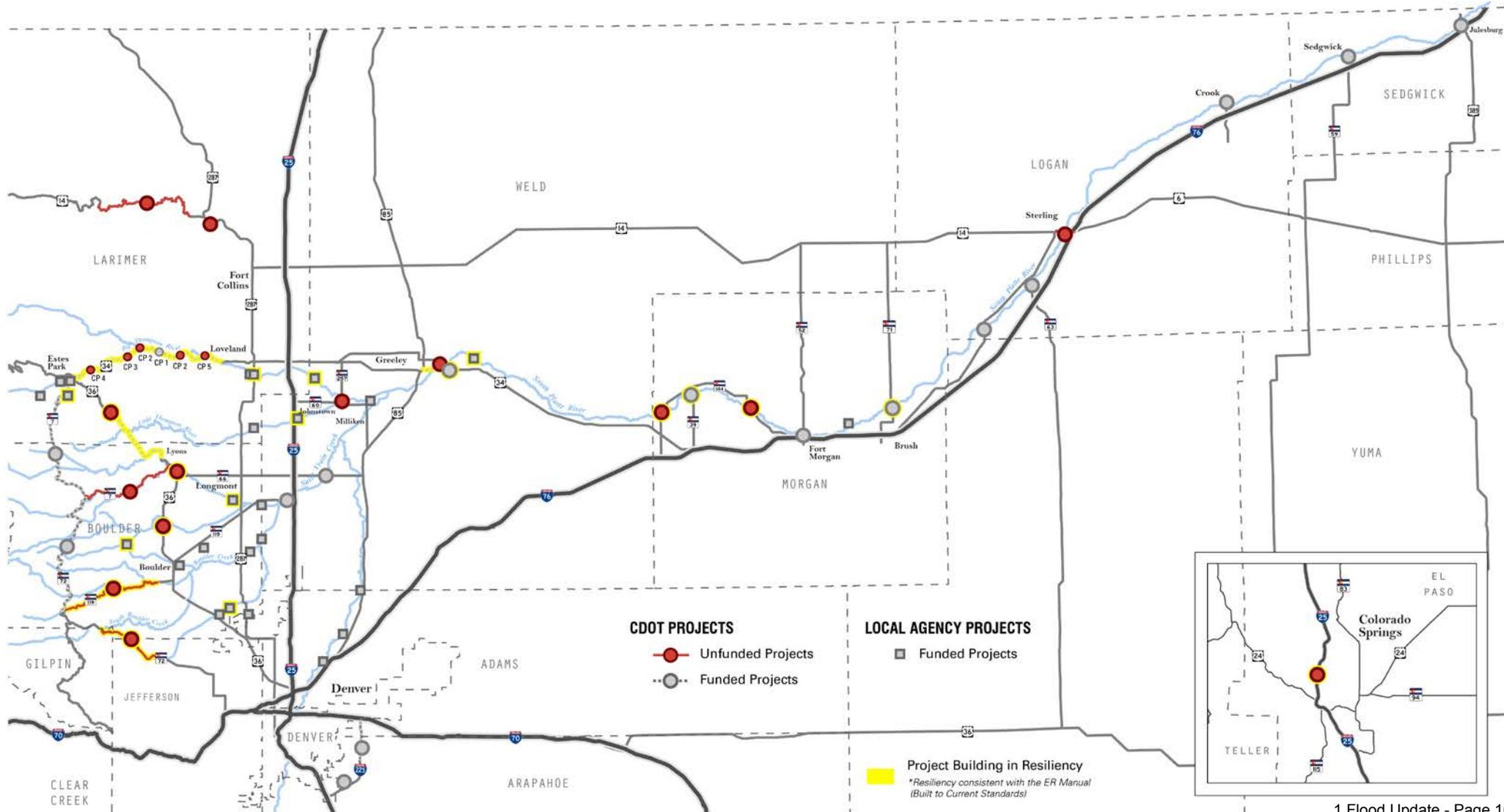


Completed Projects





Remaining Work to Complete





Funding Breakdown

| 2013 Flood Recovery Program | FUNDED | | UNFUNDED |
|---------------------------------------|-------------------------------|-------------------|----------------------|
| | Emergency Repairs (Temporary) | Permanent Repairs | Permanent Repairs |
| CDOT Emergency Repairs | \$104,573,331 | – | – |
| CDOT Permanent Repairs | – | \$230,485,486 | \$252,383,097 |
| Local Agency Emergency Repairs | \$14,208,913 | – | – |
| Local Agency Permanent Repairs | – | \$58,650,575 | – |
| Local Agency PR Budget Managed by CFL | – | \$73,857,395 | – |
| Federal Lands Projects | \$9,485,659 | – | – |
| Subtotals | \$128,267,903 | \$362,993,456 | \$252,383,097 |
| Total Program: | | | \$743,644,456 |

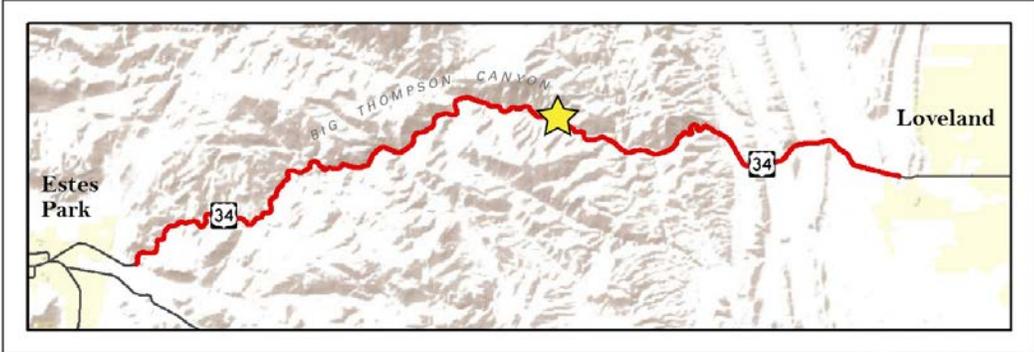
**Only indicates the Federal Contribution of the unfunded projects*

| Subtotal by County | FUNDED PROJECTS | | UNFUNDED PROJECTS |
|------------------------|------------------------------|----------------------|----------------------|
| | EMERGENCY REPAIR (Temporary) | PERMANENT REPAIR | PERMANENT REPAIR |
| Adams | \$983,574 | \$258,537 | – |
| Arapahoe | \$183,765 | \$1,058,596 | – |
| Boulder | \$26,188,292 | \$71,152,550 | \$46,596,176 |
| Broomfield | \$31,528 | \$1,282,132 | – |
| Clear Creek | – | \$3,049,865 | – |
| Denver | – | \$68,039 | – |
| El Paso | \$149,812 | \$571,848 | \$2,913,570 |
| Gilpin | \$6,809,093 | \$1,756,656 | \$12,882,144 |
| Grand | \$1,462,592 | – | – |
| Jefferson | \$2,947,591 | – | – |
| Larimer | \$67,488,195 | \$215,080,044 | \$155,495,207 |
| Logan | – | \$2,500,000 | \$8,800,000 |
| Morgan | \$7,621,822 | \$5,690,818 | \$8,800,000 |
| Otero | \$1,584,832 | – | – |
| Sedgwick | \$1,221 | \$866,667 | – |
| Washington | \$18,433 | – | – |
| Weld | \$3,311,494 | \$59,659,705 | \$16,896,000 |
| Federal Lands Projects | \$9,485,659 | | |
| COUNTY TOTAL | \$128,267,903 | \$362,995,457 | \$252,383,097 |
| | | \$743,644,456 | |

** US 34 Partially Funded (see inset)*



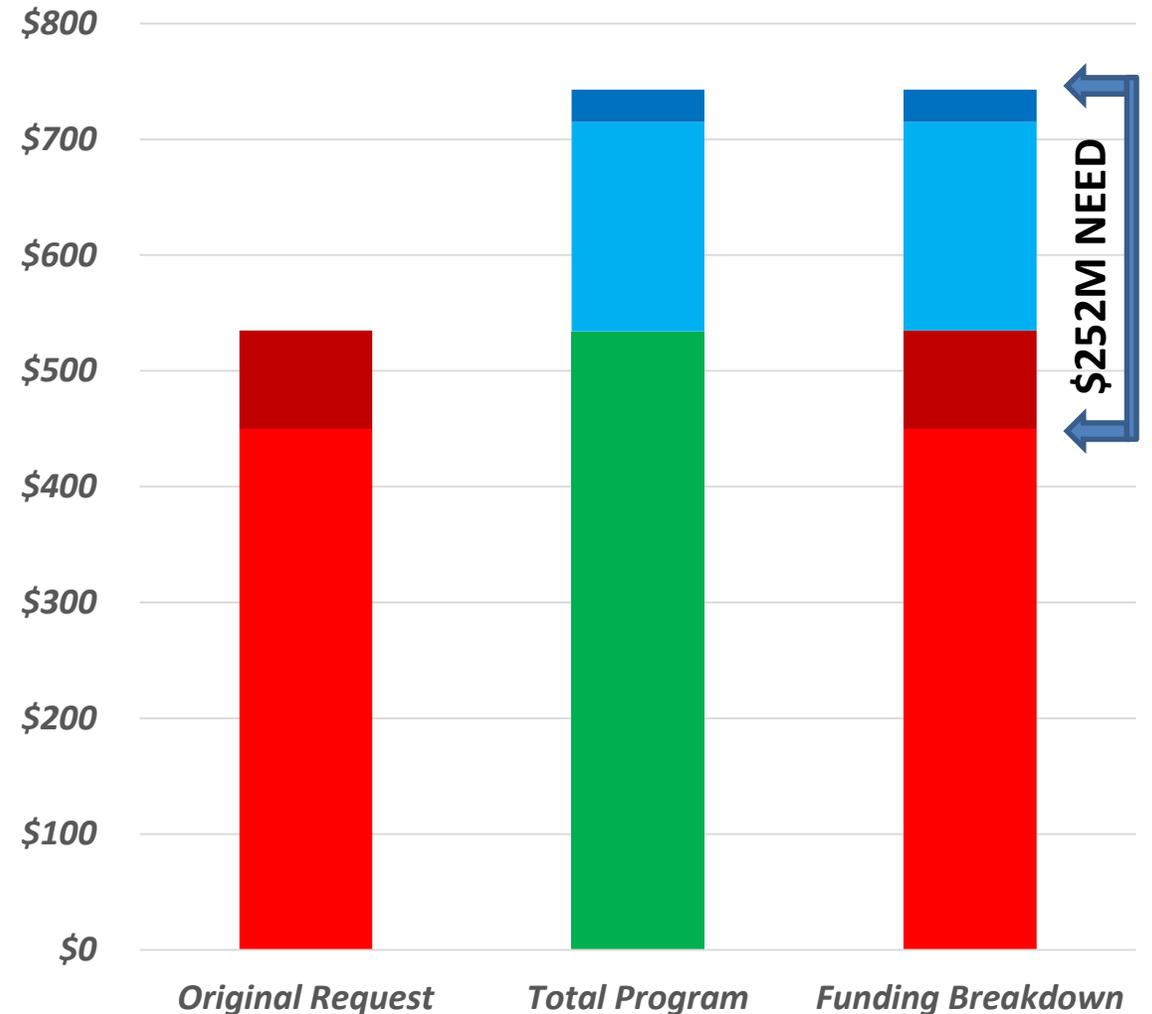
US34 Before and After





Why We Need Additional Funding

| | |
|---|---------------|
| Original POP Request | \$535M |
| Congressional Allocation | \$450M |
| <hr/> | |
| Outstanding Request | \$85M |
| | |
| Replace in Kind | \$534M |
| Resiliency Investments | \$181M |
| Risk and Resiliency Analysis | \$28M |
| <hr/> | |
| Total Program | \$743M |
| | |
| Congressional Allocation | \$450M |
| Outstanding Request | \$85M |
| Resiliency Investments/ Risk and Resiliency Analysis | \$208M |
| <hr/> | |
| Funding Breakdown | \$743M |





Securing Additional Funding

- Congressional Request
- FHWA ER Program – Annual Ask

| % Return on Request | Construction Finish | Reimbursement from FHWA ER Program |
|---------------------|---------------------|------------------------------------|
| 10% | March 2041 | September 2039 |

- 11 CDOT projects are delayed up to 20 years to complete construction
- The US 34 construction packages will experience the following delays:
 - CP2 – 4 Years
 - CP3 – 6 Years
 - CP4 – 10 Years
 - CP5 – 11 Years