

EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET

ROUTE SLIP

TO T.J. Glauthier	Take necessary action ☐
Chris Edley	Approval or signature ☐
Belle Sawhill	Comment ☐
✓ Kathi Way	Prepare reply ☐
	Discuss with me ☐
	For your information ☐
	See remarks below ☐
FROM Kevin Neyland	DATE 10-20-93

REMARKS

RE: Flood Recovery Task Force Status Reports
from USDA (Oleta Fitzgerald)



UNITED STATES DEPARTMENT OF EDUCATION
OFFICE OF THE SECRETARY

October 7, 1993

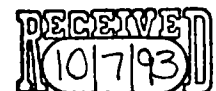
TO: Oleta Fitzgerald
Office of the Secretary
U.S. Department of Agriculture

FROM: Leslie Thornton and Catherine Jovicich
Office of the Secretary *Sherran DeBorja*
U.S. Department of Education *for*

SUBJECT: Education Status Report to the White House

Please find attached, per our request, an update of the education-related activities of the Long Range Recovery Task Force. The Department of Education is addressing the issues of increased operating costs and lost tax revenues to local school districts through the Impact Aid Disaster Assistance Program. Clean-up and repair of schools is led by FEMA. As you know, the Department is providing additional student financial aid funds for students from the Midwest through the Pell Grant Program and Campus-based Student Financial Aid Programs. We are also using this opportunity to tie additional Work-Study funds to youth community service work.

Attachments



I. ELEMENTARY AND SECONDARY EDUCATION ISSUES/PROGRAMS

A. Damaged Schools

Fortunately, few schools have suffered severe damage. FEMA is leading clean-up and repair efforts in damaged schools. Most schools opened on time, though many students had to be relocated to other schools.

B. Impact Aid Disaster Assistance Program

The Department of Education has authority under section 7(a) of P.L. 81-874 to assist local educational agencies with increased current operating expenses (not covered by other sources) and/or replacement of lost revenues that result from damage caused by disasters in areas that are eligible for Federal public assistance as designated under Presidential Declarations.

By law, any disaster assistance provided through this program cannot exceed the amount necessary to permit a local educational agency to provide a level of education equivalent to that maintained in its schools before the disaster. The assistance may be provided for up to five fiscal years after the disaster, at annually diminishing levels.

Some of the items for which the Impact Aid Program may provide compensation include: increased transportation costs; additional costs for food service if meals must be transported from another site or additional students are served; the cost of providing educational services to additional students who formerly attended other schools that were damaged by the disaster; loss of revenue due to a decrease in property values or other factors.

Funding issues:

\$70 million has been authorized under the Emergency Supplemental Appropriations for Relief From the Major, Widespread Flooding in the Midwest Act of 1993 (Emergency Supplemental) for flood assistance under this program. States are currently assessing damage and projecting needs.

It will take at least one year to determine accurately the funding necessary for this program since funds are distributed based on "before and after" operating costs and tax revenues in school districts. It is clear that funding will be necessary in some school districts.

Regulatory issues:

No regulatory changes are needed to expedite this program.

Program time-line:

Applications for assistance must be submitted within 90 days of publication in the Federal Register of the President's declaration of eligibility for public assistance. Publication dates may vary by county and state, and currently range from September 30 to December 29, 1993. School districts unsure of their need for Federal assistance may file an application to protect their eligibility.

The Department has received approximately 50 applications thus far. Actual eligibility and funding amounts will be based on "before and after" data which may not be available for a year or more.

Status:

- Approximately 50 applications from damaged or otherwise affected schools have been received for funding.
- The Department is in contact with state officials to facilitate the application process, assess needs, and inform states and counties of approaching closing dates for filing applications.
- Funding awards and final eligibility will be determined over the next year.

II. HIGHER EDUCATION ISSUES

Students may require additional financial aid or may become eligible for financial aid in the first instance due to the financial impact of the flood. The Department of Education addresses these issues through the Pell Grant Program, Work-Study Program, Perkins Loan Program, and the Student Educational Opportunity Grant.

A. Pell Grant Program

This program provides grants directly to students for postsecondary education. Eligibility is determined by a statutory formula. The current maximum grant is \$2300 per year.

Funding issues:

The Emergency Supplemental authorized the Department to provide an additional \$30 million in Pell Grants to students from the flood disaster areas. Financial aid officers in all participating institutions have been notified and advised to offer specific assistance to such students with expedited reviews of their individual financial circumstances.

Regulatory issues:

In a letter mailed the first week of September 1993, to every institution participating in any of these programs, the Department of Education authorized financial aid officers to waive certain existing regulations and/or rules in order to provide specific additional assistance to flood disaster area students whose financial aid eligibility has been negatively affected.

Program time-line:

This program is utilized on an ongoing basis. Applications can be processed electronically in 72 hours. However, students must be in school before funds will be disbursed.

Status:

- Funding has been made available.
- Schools have begun sending in applications for such additional funds.

B. Work-Study Program

This program provides assistance beyond what students may qualify for under the Pell Grant Program eligibility requirements. Eligible students receive aid through their institutions in exchange for working for that institution or for an organization in the community. All projects must be approved by the sponsoring institution, and sponsoring institutions must match 25% of the Federal funds for this program.

Funding issues:

The Emergency Supplemental authorized the Secretary of Education to reallocate any Work-Study Program funds that are available for such reallocation at the end of the current fiscal year to benefit "individuals who suffered financial harm" as a result of the floods. The deadline for disbursing these funds was extended beyond the end of the fiscal year due to the unusual circumstances in the Midwest.

Pursuant to this authority, approximately \$8.3 million will be provided to work-study programs in Midwestern institutions of higher education. Institutions have been notified of additional funding, and have been directed to use the additional work-study funds for community service projects related to flood relief activities. All applications for the work-study funds have been received by the Department.

The Emergency Supplemental legislation contained a provision that institutional matching funds may come from sources other than the Department of Education, provided such sources are not themselves restricted. The Department is working with other agencies and the National Commission on Service to provide some or all matching funds to affected institutions.

Regulatory issues:

Institutions which participate in this program must match 25% of Federal funds. Also, private institutions must match 40% of Federal funds if they sponsor projects in non-profit organizations (as opposed to university projects or for-profit organizations). A technical amendments package which includes an amendment to make all matches 25% is pending in Congress.

In a letter mailed the first week of September 1993, to every institution participating in any of these programs, the Department of Education authorized financial aid officers to waive certain existing regulations and/or rules in order to provide specific additional assistance to flood disaster area students whose financial aid eligibility has been adversely affected.

National Service:

This program may serve thousands of students in the Midwest and ties into the President's National Community Service Program. The Department is working with the Department of Agriculture, National Commission on Service, and VISTA to coordinate service

programs and to highlight this major community service effort.

Program time-line:

Utilization of this program is ongoing. Applications from institutions to the Department can be processed within the next two weeks. Disbursement of funds to individual students varies by institution.

Status:

- The availability of funds may be announced by mid-October.
- Funds can be awarded shortly thereafter, and institutions will be provided information regarding potential service projects.
- Efforts to coordinate service activities are underway.

C. Perkins Loan Program and Student Educational Opportunity Grant Program

These Programs provide financial assistance to students through institutions. Institutions administer the assistance in order to maintain the flexibility necessary to reach those students who need assistance, beyond what they may qualify for under the Pell Grant eligibility requirements.

Funding issues:

The Emergency Supplemental authorized the Secretary of Education to reallocate any Perkins Loan Program funds that are available for such reallocation at the end of the current fiscal year to benefit "individuals who suffered financial harm" as a result of the floods -- approximately \$4.6 million. The Secretary also has authority to reallocate unused Supplemental Education Opportunity Grant (SEOG) Program funds to students provided that such reallocations are given public notice -- approximately \$8 million.

These additional student aid funds will be targeted to students who are from the Midwest, but are attending schools outside of the region.

Regulatory issues:

In a letter mailed the first week of September 1993, to every institution participating in any of these programs, the Department of Education authorized financial aid officers to waive certain existing regulations and/or rules in order to provide specific additional assistance to flood disaster area students whose financial aid eligibility has been negatively affected.

Program time-line:

Utilization of this program is ongoing. Applications from institutions to the Department can be processed within the next two weeks. Disbursement of funds to individual students varies by institution.

Status:

- Available funds should be announced mid-October.
- Funds can be awarded shortly thereafter, and institutions will be provided information regarding potential service projects.



United States
Department of
Agriculture

Agricultural
Stabilization and
Conservation Service

P.O. Box 2415
Washington, D.C.
20013

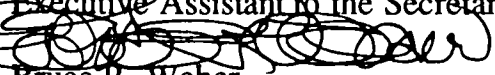
OCT 7 1993

INFORMATIONAL MEMORANDUM FOR THE SECRETARY

THROUGH:


Oleta Fitzgerald
Executive Assistant to the Secretary

FROM:


Bruce R. Weber
Acting Administrator

SUBJECT:

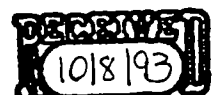
Flood Recovery Task Force -- Status Report to the White House

As requested, enclosed is a status report for the White House on issues identified by our task force as affecting long-range recovery for production agriculture, animal health/safety, and wildlife in the midwest States.

Enclosure



AN EQUAL OPPORTUNITY EMPLOYER



Midwest Flood Recovery Task Force on Production Agriculture,
Animal Health & Safety and Wildlife

Status Report on Long-Range Recovery Issues

October 7, 1993

ISSUE: **Cost-share funding to rehabilitate flood-damaged cropland.**

The Emergency Supplemental Appropriations Act (Public Law 103-75) included \$30 million for the Emergency Conservation Program (ECP) which assists farmers with cost-sharing for debris cleanup and for restoring damaged cropland. The program is administered by the Agricultural Stabilization and Conservation Service (ASCS).

ACTION OR PROGRAM ACTIVITY:

ASCS county offices appraise the extent of rehabilitation work needed and State offices request funds based on need. As of October 5, \$25.8 million has been allocated to 8 of the 9 Midwest flood States: Illinois, Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota. (Wisconsin did not request any funds and no funds were allocated.)

STATUS:

Signup for cost-sharing is underway in local ASCS offices.

ISSUE: **What land is eligible under the ECP?**

There was concern at the local level that much of the cropland affected by this flood disaster would not be eligible for repair cost-sharing, because the ECP program excludes land that has been severely damaged 3 or more times in the last 25 years, including the current disaster.

ACTION OR PROGRAM ACTIVITY:

The exclusion of land that has actually been damaged 3 or more times in the last 25 years, including the current disaster, was waived for the 9 Midwest flood States. The exclusion of land subject to flowage easements and land susceptible to frequent damage because of its hazardous location remains in effect.

STATUS:

Local ASCS offices in the flood-affected States were informed of this waiver on September 15.

ISSUE: **Who determines whether the land is susceptible to frequent damage?**

Another key eligibility criteria for the Emergency Conservation Program is whether the land is susceptible to frequent damage because of location, such as bottomland adjacent to a stream or river and land located between any levee or dike and a river, stream, or body of water. Such land is ineligible.

ACTION OR PROGRAM ACTIVITY:

The local ASC Committees are responsible for determining whether land, because of its location, is susceptible to frequent damage. This determination is not to be confused with land subject to frequent flooding when no damage occurs. This distinction is between frequent damage and frequent flooding. Some bottomlands receive occasional flow without sustaining damage.

STATUS:

ASCS conservation staff has reviewed this distinction with the nine State offices by written notice and telephone conference calls. County committees have more understanding of how to make this determination.

ISSUE: **The eligibility for ECP of damaged land that could be construed to now be classified as a wetlands.**

Some cropland received sand or silt deposits from the flooding which could affect its determination as a potential wetland.

ACTION OR PROGRAM ACTIVITY:

The Soil Conservation Service (SCS) will make site visits to land on which silt or sediment has been deposited and document whether it is a "potential wetlands." If the land is determined a potential wetlands, the producer has 5 years to rehabilitate the land to its pre-disaster condition. Land on which debris has been deposited is not included under this criteria and can be removed without an SCS determination.

STATUS:

SCS is aware is that this determination is a priority affecting the progress of ECP repairs.

ISSUE: The eligibility of drainage ditches and tile drainage for ECP repair.

ACTION OR PROGRAM ACTIVITY:

Drainage ditches and closed drainage systems existing before the disaster continue to be eligible for ECP cost-share assistance. They may be cleaned out provided the deposits are positively attributable to the disaster. The ditches must have been effective before the disaster and must not have been subject to frequent or continuous filling before (e.g., a muckland or low lying area). Removal of silt or sediment may first require a wetland determination by SCS.

STATUS:

Instructions to county ASCS offices have been clarified to show that drainage ditches and closed drainage systems existing before the disaster continue to be eligible for ECP cost-share assistance.

ISSUE: With this flood, how will farmers be able to meet the deadline for conservation compliance?

Farmers with highly erodible land and wetlands have until January 1, 1995 to fully implement conservation plans on those lands to remain eligible for a variety of USDA programs. The floods both damaged existing conservation structures and hindered progress on new conservation work this year.

ACTION OR PROGRAM ACTIVITY:

Congress anticipated this situation. In the Food, Agriculture, Conservation, and Trade Act of 1990, Congress provided for 3 temporary variances that can be granted by Soil Conservation Service (SCS). Temporary one-year variances can be granted for failure to actively apply the approved conservation compliance plan because of conditions beyond the control of the producer; or because of a failure having a minor, technical impact; or because of a special problem that cannot be dealt with in any other manner. The severe weather-related conditions certainly fit into the category of conditions beyond the producer's control.

STATUS:

SCS intends to use these variances where needed to allow time for the producer to repair and replace damaged and destroyed practices. Additional practices remaining to be installed can be postponed into 1995 or later by the use of the variances. Authority to grant variances has been delegated to the State Conservationist in each of the nine flood States.

ISSUE: Disaster program for land not in condition to plant in 1994.

It appears that acreage will not be available for planting 1994 crops. The current crop disaster program applies to 1993 crops and will not provide disaster assistance for 1994 crops that are prevented from being planted.

ACTION OR PROGRAM ACTIVITY:

Legislation is necessary to provide crop disaster assistance for 1994 crops. If funding is provided for 1994 crops, the appropriating language could be written to cover all crops and disasters according to the 1990 Food, Agricultural, Conservation, and Trade Act or specific language could be written to limit the crops and definition of disaster conditions.

STATUS:

No actions have been taken at this time. ASCS is planning a survey to determine the number of acres, crops and the estimated cost of implementing a program.

ISSUE: Eligibility of flooded acreage for the annual acreage reduction program.

Current regulations provide that flooded acreage is not eligible for designation as Acreage Conservation Reserve or Conserving Use acreage unless the land could be planted in the crop year by the final reporting date for spring-seeded crops.

The Acreage Reduction Program allows producers to reduce their planted crop acres, devote a specific number of acres to acreage conservation reserve (ACR) and conserving use (CU) acres and receive deficiency payment. The CU acres are guaranteed a payment rate equal to the estimated deficiency payment rate, while planted acres receive payment based on the final deficiency payment rate.

ACTION OR PROGRAM ACTIVITY:

ASCS will conduct an analysis to determine the costs and implications associated with allowing deficiency payments on land that could not have been planted in 1994.

STATUS:

Policy papers are being prepared.

ISSUE: Insurance coverage for land not in condition to plant in 1994.

Will Federal Crop Insurance Corporation (FCIC) insure acreage using the prevented planting coverage in 1994, when it is known that some land in the recovery areas will remain out of production due to flooding?

FCIC is aware that some tracts of land impacted by the disaster will not be planted in 1994 due to continued flooding. Should FCIC cover this acreage and pay losses when the liability is known prior to acceptance.

ACTION OR PROGRAM ACTIVITY:

FCIC is reviewing the options available to address these situations. If FCIC does insure this land, it will be a significant policy decision for the recovery effort.

STATUS:

FCIC regional offices are gathering additional data at this time.

ISSUE: Purchasing Federal Crop Insurance to maintain disaster payment eligibility.

Should the September 30 crop insurance sales closing dates be extended?

There was concern that significant numbers of producers were not aware of the requirement to obtain crop insurance in order to maintain eligibility for disaster assistance under certain circumstances. The fall crop sales closing date was September 30 for many counties in the recovery area. With disaster applications backlogged, many producers may not have been aware of the linkage requirement by September 30.

ACTION OR PROGRAM ACTIVITY:

Federal Crop Insurance Corporation has extended September 30 fall-seeded sales closing dates for wheat, barley, oats, and rye to October 31 to ensure that producers have an opportunity to comply with the disaster linkage requirement to obtain crop insurance for these crops if necessary.

In addition to efforts by ASCS to notify producers of the requirements to obtain crop insurance as a condition of receiving benefits under certain criteria, FCIC is using its Regional Service Offices and Marketing Division to ensure that producers are notified of the extended dates throughout the recovery area.

STATUS:

Dates have been extended and the regional offices are coordinating notification efforts in their areas.

ISSUE: Insurance coverage for land no longer protected by a levee.

How will FCIC provide coverage for acreage affected by the flooding where the land formerly protected by a levee will not be protected for the 1994 crop year and beyond?

FCIC should establish a policy regarding the insurability of land flooded in 1993 which is no longer protected by flood control levees.

ACTION OR PROGRAM ACTIVITY:

FCIC prepared a decision paper on this issue and decided that this land will be designated as "high risk" or "unrated" on the actuarial maps or by putting a statement on the actuarial documents, and indicate that this land will be insurable by written agreement.

STATUS:

FCIC has placed language on the actuarial documents to accommodate writing insurance on this land. The regional offices will individually rate the risk on this land after conducting field reviews to assess the levee damage and flood potential.

ISSUE: Conservation easements to retire land prone to flooding.

Can the FmHA conservation easement program be utilized in retiring flood prone land as part of the floodplain management strategy.

ACTION OR PROGRAM ACTIVITY:

FmHA is required by statute to offer a number of debt restructuring or adjustment alternatives, most of which are more attractive than the conservation easement program. FmHA cannot force a borrower to enter the easement program. Other Government wetland programs available are also more attractive.

STATUS:

Only 14 easements have been granted since the inception of the program in 1988. Field staff indicate that few of the farmers affected are FmHA borrowers, and that there is minimal interest in the program in the flood-affected areas.

ISSUE: Interest rate for emergency disaster loans.

The interest rate on FmHA emergency disaster loans is currently 4.5 percent.

A lower rate might allow some marginal farmers to qualify under repayment guidelines who might not otherwise.

ACTION OR PROGRAM ACTIVITY:

The Secretary of Agriculture has authority to set the interest rate. FmHa submitted a decision memorandum on the rate issue on August 20, 1993.

STATUS:

To date, a decision is pending.

ISSUE: Assistance to large farms.

Disaster Credit Assistance will not be available to operators of larger than family-sized farms.

Farmers Home Administration is prohibited, by statute, from providing disaster or other assistance to larger than family-sized operators. Small Business Administration is prohibited, by statute, from providing disaster assistance to any farm.

ACTION OR PROGRAM ACTIVITY:

FmHA is not aware of any cases pending at this time. However, the flooding and heavy rainfall affected farmers of all sizes, and some of the larger farmers will not be eligible for Federal credit assistance.

STATUS:

The Business and Industry Program of the Rural Development Administration is normally prohibited from guaranteeing loans for farm enterprises, but was given authority to do so in the aftermath of Hurricane Andrew. However, that authority expired on September 30, 1993. Thus, there is no Federal loan assistance available to larger than family-sized farms. This is a potential gap in flood recovery assistance.

ISSUE: Contamination of private water wells.

Floodwater has overtopped well heads and excess moisture in broad areas has affected water tables. Concern exists about private water well contamination, both wells for farm houses and livestock.

ACTION OR PROGRAM ACTIVITY:

ASCS State offices were asked to contact State and local health authorities in late September for a overview on the extent of this problem for farmers and rural landowners. Increased levels of bacterial contamination seem to be prominent in flood-affected areas and, in some instances, areas beyond the flood zone with high water tables. State agencies have a good grasp of the problem, and testing has been encouraged with wide publicity. Often treatment for bacterial problems in an inexpensive spot chlorine procedure. However, some farm wells have failed testing after repeated treatment. This has affected a number of dairy farms in North Dakota.

Testing and monitoring is the responsibility of the individual landowner and local health authorities. The legislative authority for EPA excludes payment or grants to States to pay for monitoring private wells. Treatment for wells is not provided for under ASCS's Emergency Conservation Program, except for livestock water in drought conditions.

STATUS:

Further information will be needed from HHS and State health authorities about the extent to which this is a long-term recovery problem. This appears to be a significant gap in recovery assistance where the monitoring and remediation costs may apply to individual rural landowners.

ISSUE: Contamination of cropland by chemicals carried in floodwater.

ACTION OR PROGRAM ACTIVITY:

Most testing for contamination has been conducted on the water in rivers and streams moving over the land, in tests by USGS, EPA, and others. Furthermore, the analysis from the existing and continuing monitoring seems far from complete.

The concern about cropland contamination has not been substantiated in our contacts with State officials. It does not appear to be a significant recovery issue. However doubtful now, if it should prove to be a recovery issue, testing itself would be a significant cost to individual farmers and would impede returning their cropland to full production.

STATUS:

It is our understanding that U.S. Geological Survey has recently conducted some reconnaissance level sampling of soils over the Midwest and that laboratory work is underway now. Results are expected in November.

ISSUE: Safe disposal of containers floating onto croplands.

Pesticide and pesticide containers can be damaged and de-labeled as a result of the flood and carried onto ground far distant from the original site.

ACTION OR PROGRAM ACTIVITY:

As part of the Dire Emergency Bill, EPA requested funding that would be passed through EPA Regions to States for pesticide and "orphan" pesticide container collection programs ("clean sweeps" projects).

STATUS:

EPA (Headquarters and Regions) is working with States to set up such collection programs once Dire Emergency Bill monies become available. To date, the money has not been released.

ISSUE: Increased potential for animal diseases

Soilborne organisms and spores causing diseases such as anthrax and blackleg can remain viable in the soil for many years. Disturbance to the soil such as construction excavations, dike formation, and flooding may be associated with outbreaks. Further, such outbreaks can be six months to a year in developing. This year's floodwater disturbed a massive area of soil and carried deposits long distances.

ACTION OR PROGRAM ACTIVITY:

The Animal and Plant Health Inspection Service (APHIS) has an on-going monitoring program, in conjunction with State veterinary services. APHIS also maintains a liaison position at the Center for Disease Control. These offices are alert to the disease potentials following the flood.

STATUS:

Seven cases of anthrax have been confirmed in livestock in North Dakota, in a pattern which may be attributable to the flood. Federal, State, and private veterinarians in the area have been alerted about this outbreak and are monitoring livestock populations. The remainder of affected herds have been vaccinated. No human cases have been reported. There is no reason to suspect that this issue will outgrow available monitoring and resources.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

OCT 7 1993

OFFICE OF
THE ADMINISTRATOR

MEMORANDUM

SUBJECT: Environment Committee Status Report

FROM: Sylvia Lowrance, Chair
Environment Committee

TO: Oleta Fitzgerald, Director
Intergovernmental Affairs, USDA

The Environment Committee met on September 1 and September 28, 1993 and is scheduled to meet on October 12, 1993 at 2:30 p.m. in the Emergency Operations Center (EOC) at the Environmental Protection Agency (EPA). The focus of the Committee is directed toward three major areas of responsibility: 1) integrated environmental monitoring; 2) waste issues; and 3) environmental restoration.

Following is a summary of issues addressed and actions taken by the Committee to date. We believe that all issues identified through the Environment Committee are being addressed through existing federal efforts.

- Multi-media Environmental Monitoring: EPA proposed a monitoring plan to organize the collection of data from federal and state agencies related to current health, safety and environmental activities and to identify any areas of significant risk. The Environment Committee reviewed the plan. Collection of data is ongoing. The Department of Health and Human Services is conducting a meeting on October 7-8 of state and federal agencies to examine health and environmental safety information. Following the meeting better information and understanding of potential long term monitoring needs and related costs is anticipated. Of course, the authority and funding base for long term monitoring and the state role continues to be unresolved.

Other Committees with Interest: Food/Agriculture; Water Treatment and Supply; and Medical

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- Water Well (Private) Contamination: HHS reported that some wells continue to test positive for contamination. HHS, EPA, USDA, and FEMA will characterize this issue and address it at a meeting with states on October 7 and 8 in Des Moines. While FEMA funding can be used to provide potable water to impacted homeowners, it is not clear how long the problem will persist nor what options exist for resolution. A preliminary meeting on October 6 identified a possible course of action--a one time, immediate snapshot using existing data and USDA field staff for well sample collection. HHS and EPA are developing a plan; FEMA is to consider funding.

Other Committees with Interest: Water Treatment and Supply; Food/Agriculture; Medical; Housing

- Waste Monitoring and Disposal: EPA provided a report to the Committee on the current status of known, impacted Superfund and RCRA facilities and sites. These sites are currently being monitored to determine the extent and nature of the flood damage. Current monitoring may result in the identification of additional sites. USDA and EPA have also met to address pesticide collection and disposal from farmers. If needed by impacted farmers or rural communities, an education effort is anticipated. With the recent approval of the operating plan for the supplemental budget, the pesticide collection program shifts into high gear. The first steps will be to locate damaged pesticide containers, collect, and determine disposal method, i.e., recycle, repack, etc.

Other Committees with Interest: Food/Agriculture

- Water Treatment and Waste Water Treatment Upgrades: Needs of waste water treatment facilities damaged by the flood should be covered through FEMA public assistance funds. However, because of new federal safe drinking water standards, some water treatment facilities may need to be restored and upgraded to meet these standards. A report has been drafted by EPA and circulated for review by the Environment Committee in order to develop the federal strategy on this topic.

Other Committees with Interest: Water Treatment and Supply; Medical

- Environmental Restoration: The Environment Committee has taken a supportive role to the use of the Programmatic Environmental Impact Statement (PEIS) concept and to the Levee Rehabilitation Committee's efforts.

- Flood Impacts on Indian Lands: The Environment Committee has coordinated information exchange regarding federal agency efforts to assist tribes impacted by the flood. The DOI representative is providing a report to the Committee on the tribal impacts and their uses of supplemental monies for tribes.

Summaries of the September 1 and September 28 meetings are attached. If you need additional information, please contact Kathy Jones (202) 260-8353.

Attachments

**ENVIRONMENTAL COMMITTEE ON
THE LONG-TERM RECOVERY TASK FORCE ON THE MIDWEST FLOODS**

Meeting Summary

Wednesday, September 1, 1993 – 1:30 p.m.

Environmental Protection Agency

Emergency Operations Center

INTRODUCTION

The Environmental Committee, chaired by EPA, which includes other agencies potentially involved in long-term environmental recovery from the Midwest floods, held its first meeting to discuss roles and production goals. Sylvia Lowrance, EPA Deputy Associate Administrator, convened the meeting and welcomed attendees. Introductions began with Oleta Fitzgerald, from the USDA Office of Intergovernmental Affairs (OIA) and Jim Makris, Director of the EPA Chemical Emergency Preparedness and Prevention Office (CEPPO). Ms. Fitzgerald thanked committee members and other attendees on behalf of USDA Administrator Espy for their cooperation and willingness to participate in this effort. She explained that Espy had established Midwest flood recovery committees with the help of other Federal departments and agencies by identifying and categorizing issues and impacts in flooded areas, she also highlighted the critical need for a state-level recovery committee.

MAJOR OUTCOMES

- **Role of the Environmental Committee.** The role of the Environmental Committee has been extended to include all waste. It will explore potential activities relating to restoration of private wells, since this activity has been identified as a "gap" in assistance.
- **Integrated Monitoring.** Committee members were asked to review the monitoring plan and designate agency contacts and respond to a short questionnaire about current activities. The EPA will take the lead to develop a coordinated federal/state long-term monitoring program to address health and environmental questions.
- **Environmental Restoration.** The Environmental Committee agreed that, regardless of the decided procedure, EPA should keep track of the floodplain management evaluation and support efforts to ensure federal department and agency review is thorough. Committee members were directed to review the proposal for the Programmatic Environmental Impact Statement (PEIS).

Agenda Item 1: Role of the Environmental Committee

Discussion

The role of the Environmental Committee has been preliminarily defined by three major areas of responsibility: integrated environmental monitoring; waste issues; and environmental restoration. Several issues were raised when Ms. Lowrance asked committee representatives if they considered any other areas to be the responsibility of this Committee:

- **Management of Debris.** Ms. Fitzgerald believes that debris management strategies and issues belong to the Environmental Committee. This includes policies regarding debris burning.
- **Water Well Contamination.** Ms. Fitzgerald informed attendees that this issue is being addressed by the Water Treatment and Water Supply Committee. She indicated that the ability to perform well testing exists, but resources to provide funding for such monitoring is limited. She further indicated that resources may not be available for replacement of contaminated private wells.
- **Flood Impact on Wildlife.** Ms. Fitzgerald indicated that the committee responsible for Production Agriculture and Animal Health and Safety will most likely deal with impacts to wildlife, including impacts to rare, threatened, and endangered (RTE) and migratory species. Willie Taylor from the Department of Interior (DOI) believes that a DOI representative from the U.S. Fish and Wildlife Service (USFWS) has been staffed to the Production Agriculture and Animal Health and Safety Committee, however, he requested that a placeholder be maintained until he can confirm this information.

Follow-Up Actions

- The Environmental Committee's function has been revised to include all waste.

Agenda Item 2: Monitoring

Discussion

Peter Preuss of the EPA Office of Research and Development (ORD) reported that a tremendous effort is already underway at the state and local level to monitor for contaminants in order to ensure public health and safety. Two components related to monitoring activities were proposed by EPA:

- To determine the short-term focus and activities on all (federal, state, county) monitoring; and
- To develop and implement a long-term monitoring plan to determine long-term natural resource impacts which could affect public health and welfare, although funding for this activity has not yet been established.

EPA is organizing the collection of data and recording information related to environmental monitoring activities through a questionnaire and will examine data to determine if there are any gaps of information or any areas of significant risk that have not been addressed. The need for state-level involvement was highlighted. Ms. Fitzgerald indicated that this need has already been identified by other committees. Dick Sanderson of the EPA Office of Federal Activities (OFA) indicated that the Federal Coordinating Officer (FCO) and the State Coordinating Officer (SCO) provide channels for state and local coordination at the disaster field offices (DFOs).

Follow-Up Actions

- Committee members were requested to review the document explaining the framework for the monitoring plan. They were also asked to return the questionnaire on points of contact and monitoring data to Jim Staves by September 7, 1993.
- EPA will work with the various state agencies to determine the most appropriate manner to involve the states.
- The Committee will need to investigate funding options for long-term monitoring activity.

Agenda Item 3: Solid and Hazardous Waste

Discussion

EPA has been working at the state and local level to collect orphan drums, evaluate further contamination to Superfund sites, and assess flooded landfills. Household hazardous waste collection programs under FEMA mission assignments are underway in many of the affected states. Issues of concern include:

- Providing public information on proper solid waste disposal to rural areas and farmers was a concern of USDA representative Gary Morgan and Elizabeth Cotsworth of the EPA Office of Solid Waste (OSW). There is a need to get information to the farm community about proper disposal of farm wastes, including flooded supplies of pesticides and feedstock, and non-hazardous wastes that may have been contaminated by the flooding.
- Sylvia Lowrance and Brian Burke from the Domestic Policy Council discussed the need for more information about Superfund site status.
- Determining the availability of financial resources for states to upgrade wastewater treatment facilities beyond their pre-disaster condition is an unresolved issue.
- EPA is working with FEMA and the State of Missouri to address the State's request for 100% funding under the emergency provision which allows for direct technical assistance for the household hazardous waste collection program. Although EPA does not have authority to fund household hazardous waste disposal directly, EPA has conducted the household hazardous waste program to date, with authority from section 403 of the Stafford Act under FEMA mission assignments.

Follow-Up Actions

- Ms. Cotsworth (EPA), Mr. Morgan (USDA), and Mr. Makris (EPA) will work together with HHS, USFWS, and affected states to identify types of information needed regarding waste management, prepare any necessary information, and provide information to the USDA Soil Conservation Service (SCS) extension agents in the field. Mr. Taylor (DOI) will also be consulted on the matter.
- Reports on status of Superfund will be provided by EPA at the next meeting.
- The EPA agreed to investigate additional financial resources that may be used to help State and local governments meet the matching requirements for repair and upgrades beyond pre-disaster condition.

- EPA, FEMA, and the State of Missouri will continue to work towards an agreement on the household hazardous waste program issue.

Agenda Item 4: Environmental Restoration

Discussion

Dick Sanderson of the EPA Office of Federal Activities (OFA) reported that EPA and the U.S. Army Corps of Engineers (USACE) have each suggested approaches to conducting a interagency review of federal policies regarding floodplain management practices. EPA recommended a Programmatic Environmental Impact Statement (PEIS) and USACE recommended the use of the Federal Advisory Committee Act (FACA) process. A description regarding the PEIS process and the scope of environmental restoration was distributed to Committee members to review. Decisions on evaluation procedure are pending. John Elmore, the USACE representative on the Environmental Committee, indicated that interest on the Hill regarding floodplain policy is growing. Meeting attendees agreed that it will be important to continue the development of a cohesive Executive Branch approach to the floodplain management.

Follow-Up Actions

- Committee members will review the proposal for the PEIS.

Non-Agenda Issues: Indian Reservations

Discussion

The Bureau of Indian Affairs (BIA) has received \$3.8 million in Federal funds to assist in response and recovery for Indian tribes. Committee members inquired about the need for their supplemental budget monies to address environmental concerns of tribes.

Follow-Up Actions

- Willie Taylor, the DOI representative on the Environmental Committee, will inquire into the appropriation to ensure that affected indian reservations have no unmet needs. His report will follow at the next meeting.

NEXT MEETING

The next Environmental Committee meeting will be held on September 28, 1993, from 11:00 a.m. to 12:30 p.m. in the EPA Emergency Operations Center.

ENVIRONMENTAL COMMITTEE List of Attendees
September 1, 1993 – 1:00 p.m.

<u>NAME</u>	<u>TELEPHONE</u>	<u>FAX</u>
Mary Belefski, EPA/OW	202-260-7061	202-260-7024
Brian Burke, White House DPC	202-456-2995	202-450-7028
Emily Charoglu, ICF Inc.	202-260-3850	202-260-0154
Shannon Cunniff, EPA/OFA	202-260-5067	202-260-0129
Elizabeth Cotsworth, EPA/OSW	202-260-4627	202-260-9355
David O'Connor, EPA/Comptroller	202-260-9674	202-260-0746
David Davis, EPA/OWOW	202-260-7166	202-260-6294
John Elmore, USACE	202-272-0196	202-504-5095
Elizabeth Fellows, EPA/OW	202-260-7061	202-260-7024
Oleta Fitzgerald, USDA	202-720-6643	202-720-8819
Jim Gilliam, DOE	202-586-7587	202-586-7974
Kathy Jones, EPA/CEPPO	202-260-8353	202-260-0927
Lucia King, EPA/CEPPO	202-260-9469	202-260-0927
David Klauder, EPA/ORD	202-260-7667	202-260-0507
Ron Landy, EPA/ORD	202-260-7667	202-260-0507
Sylvia Lowrance, EPA	202-260-4724	202-260-4852
Jim Makris, EPA/CEPPO	202-260-8600	202-260-0927
Gary Morgan, USDA/FHA	202-720-9619	202-690-4335
Peter Preuss, EPA/ORD	202-260-7669	202-260-0106
Cynthia Puskar, EPA/OW	202-260-8532	202-260-3805
Lewis Rosenbluth, EPA/OPPE	202-260-6942	202-260-2300
Dick Sanderson, EPA/OFA	202-260-5053	202-260-0129
Steve Specht, DOI/OIA	202-208-3811	202-208-6970
Jim Staves, EPA Region VI	202-260-3850	202-260-0154
Ken Stroeck, EPA/CEPPO	202-260-9777	202-260-0154
Anita Tallarico, ICF Inc.	202-260-3850	202-260-0154
Willie Taylor, DOI	202-208-3891	202-208-6970
<u>Teleconference:</u>		
Kent Gray, CDC	404-488-7100	404-488-7107
Kevin Tonat, HHS	301-443-1167	301-443-5146

**ENVIRONMENTAL COMMITTEE ON
THE LONG-TERM RECOVERY TASK FORCE ON THE MIDWEST FLOODS**

Meeting Summary

Tuesday, September 28, 1993 -- 11:00 a.m.

**Environmental Protection Agency
Emergency Operations Center**

INTRODUCTION

The Environmental Committee under the Espy Long-Term Flood Recovery Task Force held its second meeting on Tuesday, September 28. Sylvia Lowrance, EPA Deputy Associate Administrator, chaired the meeting. She indicated that as the meeting progresses, the Environmental Committee should identify follow-up and action items in order to bring issues to resolution. Oleta Fitzgerald, Director of the USDA Office of Intergovernmental Affairs, briefed meeting attendees on the cross-cutting issues raised during a meeting of the chairpersons from the Espy Flood Recovery Task Force last week.

MAJOR OUTCOMES

- **Upgrades to Water Treatment Facilities.** Mike Cook of EPA will characterize the most likely repair scenarios for bringing water treatment facilities into compliance with new environmental regulations. The report will be circulated to Environmental Committee members during the week of October 4 with a 48-hour comment period. FEMA will provide information for the EPA report from damage survey reports (DSRs) on affected water treatment facilities.
- **Private Well Contamination.** HHS reported that some wells that have been chlorinated continue to test positive for contamination. To prepare for the HHS public health meeting (October 7 and 8) in Des Moines, the private water well contamination issue will be characterized through a joint EPA/HHS/USDA/FEMA meeting. FEMA indicated that Stafford Act funding can be used to provide potable water to homeowners and they will investigate whether they can provide assistance for private well contamination monitoring and/or supply of potable water. HHS provided preliminary information on the numbers of contaminated wells. Further information is needed.
- **Monitoring.** At the next Environmental Committee meeting, Chuck Job will report findings of the Groundwater Workgroup under the Environmental Monitoring Task Force. The report will characterize possible short- and long-term contamination problems related to the high water table. Jim Staves and Christine Dibble distributed reports on impacted CERCLA (Superfund) and RCRA sites. Oleta Fitzgerald indicated that the White House Office of Environmental Policy could not investigate long-term monitoring funding options without justification. Thus, Admiral Frank Young, M.D., of PHS offered to provide a report and cost estimates to justify monitoring for public health effects.
- **Environmental Restoration.** Dick Sanderson from EPA reported that the programmatic environmental impact statement (PEIS) concept has been approved by the co-chairs of the Levee Rehabilitation Committee (White House OEP/OMB). The PEIS is currently being circulated for interagency review and will require significant interagency support. The extent of agency participation will be more clearly defined after the 9/30 meeting of the Levee Rehabilitation and Wetlands Committee.
- **Flood Impacts on Indian Reservations.** Willie Taylor gave an oral report on impacts to Indian reservations and offered to send EPA a written report on how BIA plans to use their supplemental funds to address environmental needs. This report will be sent to EPA or brought to the next Environmental Committee meeting as soon as it is made available. He indicated that the floods have caused impacts to roads, housing,

and crops, and wastewater treatment on Indian reservations. Ms. Oleta Fitzgerald indicated that USDA/ASCS contacts may be able to provide crop damage assistance.

Agenda Item 1: Water and Wastewater Treatment Upgrades

Discussion

Wastewater Treatment. The Committee discussed the need to identify the proposed Federal package to assist local governments trying to restore their flood-damaged facilities to meet new environmental standards. Mike Cook of EPA explained that, because of no recent changes to wastewater regulations, state and local governments will have little difficulty meeting new Federal standards. Under the Public Assistance program of the Stafford Act, 90% of wastewater treatment repair costs used to restore systems to local codes is eligible for reimbursement.

Water Treatment. Local governments trying to comply with significant changes under the Clean Water Act (CWA) and the Safe Drinking Water Act (SDWA) are faced with a larger problem as they rebuild/repair their water treatment plants to meet these standards. Some facilities affected by the floods were probably out of compliance with these new standards before the flood. While FEMA Public Assistance funds are available to repair flood-related damages to local standards and codes, these funds cannot be used for "betterments". Mike Cook discussed three likely scenarios that local government water treatment operators face:

- 1) A water treatment facility was in compliance with local and Federal standards prior to the flood and they need to rebuild/repair.
- 2) A water treatment facility was out of Federal compliance before floods and they need to rebuild/repair to local codes and want to rebuild/repair to new Federal standards (CWA/SDWA).
- 3) A facility (water or wastewater facility) was in compliance with local and Federal standards prior to the flood and the flood created a public health or environmental hazard that requires installation of new treatment technology.

Follow-Up Actions

- EPA will prepare a report by Monday October 4 that describes these three rebuilding/repair scenarios and potential funding packages to address each scenario. Oleta Fitzgerald suggested that this may be useful information to the Production Agriculture Committee and the Water Supply and Treatment Committee.
- The above report will be circulated for review by the members of the Environmental Committee on a 48 hour turnaround schedule.
- EPA will work with FEMA and other agencies to develop a Federal funding package to assist state and local governments in confronting scenarios outlined above.
- The final report on water treatment will be presented to the next Espy Task Force Chairs meeting which will work to prioritize the use of Federal funding programs.

Agenda Item 2: Private Well Contamination

Discussion

This issue is one of the cross-cutting issues that involves several Espy Committees. HHS reported that some wells that have been chlorinated continue to test positive for contamination. The Environmental Committee discussed the need to identify the magnitude/sources of well contamination and funding sources for homeowners without potable water. FEMA indicated that Stafford Act funding is used to provide potable water to homeowners in counties declared eligible under the Individual Assistance program.

Frank Young, HHS, Public Health Service, reported data from several States and noted that out of approximately 3,300 wells tested in South Dakota, a 52% nitrate and bacteria contamination rate was found. In Nebraska, 185 out of 374 tested wells (32%) were found to be contaminated. Inconsistent sampling and testing procedures continue to be a concern. Jim Staves of EPA Region VI reported that the Environmental Monitoring Task Force is collecting monitoring data from States and other Federal agencies as it becomes available, as a means to identify trends in data and to identify additional monitoring needs.

Follow-Up Actions

- FEMA will investigate whether Stafford Act funds can provide funding for private well monitoring and long-term potable water to affected homeowners and will follow up on this issue at the next Environmental Committee meeting.
- HHS will provide additional information on the numbers of contaminated wells, if available, at the next Environmental Committee meeting.
- An HHS public health meeting is scheduled for October 7 and 8 in Des Moines to deal with environmental and public health issues.
- Jim Solyst of the National Governors' Association (NGA) agreed to coordinate with affected states and NGA to ensure state involvement in Des Moines.
- There will be a meeting October 6, to prepare for the Des Moines meetings on October 7 and 8 to characterize the private water well contamination issue. EPA/HHS/USDA/FEMA will participate.

Agenda Item 3: Monitoring

Discussion

Environmental monitoring data collection is underway at the Federal, state, and local level. Chuck Job of EPA indicated that the high water tables may be causing groundwater contamination problems. He distributed a hydrogeological investigation outlining anticipated groundwater monitoring and protection needs. He plans to prepare a report that further characterizes the groundwater problem. Oleta Fitzgerald suggested that these findings may be useful to the Production Agriculture Committee.

Jim Staves of EPA Region VI, coordinator for the Environmental Monitoring Task Force, reported that EPA is aggregating monitoring data after conducting telephone interviews with affected states. Information will be accessible through an Office of Research and Development (ORD) Bulletin Board. He is also working with EPA Region VII to incorporate findings into their geographic information system. Once completed, a scientific review panel will review existing data to identify further monitoring needs.

Jim Staves distributed a report on impacted CERCLA (Superfund) sites. Christine Dibble of the EPA Office of Solid Waste (OSW) distributed a report on impacted RCRA sites. Initial reports have been developed mostly by visual inspection and more intensive monitoring will be conducted.

Follow-Up Actions

- Chuck Job will report at the next Environmental Committee meeting findings of the Groundwater Workgroup under the Environmental Monitoring Task Force. The report will characterize possible short- and long-term contamination problems.
- Admiral Frank Young, M.D., of HHS will provide a report (accompanied by cost estimates) of the need for public health monitoring. This information is needed to support justification for the long-term monitoring issue.

Agenda Item #4: **Environmental Restoration**

Discussion

Dick Sanderson of EPA reported that the programmatic environmental impact statement (PEIS) concept was approved by the Levee Rehabilitation and Wetlands Committee as the strategy for studying floodplain management of the greater Mississippi floodplain. He provided a draft of the PEIS format, goals, and objectives. Chuck Job asked that groundwater issues be integrated into the PEIS structure. The PEIS is currently being circulated for Interagency review so that agencies can comment and identify their proposed obligations. Extensive interagency support of this proposed concept will be necessary during its development.

John Elmore of USACE reported that the Mississippi and Missouri Rivers are above flood stage and levee rehabilitation efforts are temporarily stalled in some areas. The disaster field office (DFO) levee review team has received 452 levee reconstruction applications. Of those reviewed, 26 have been rejected and 44 have been approved. DFO USACE personnel are frustrated with the limited menu of non-structural alternatives they have to offer applicants.

Follow-Up Actions

None

Agenda Item #5: **Flood Impacts on Indian Reservations**

Discussion

Willie Taylor of the Department of Interior (DOI) reported that the Bureau of Indian Affairs has obtained information from Area Offices on impacts to indian reservations. Impacts to wastewater treatment plants, roads, housing, and crops have been reported. Wastewater treatment problems were identified on the Sac and Fox Reservation (northern border of Kansas). Kevin Tonat of HHS reported that wastewater treatment was also a problem on the Sioux reservation at Fort Totten.

Follow-Up Actions

- Oleta Fitzgerald mentioned that she had a contact within USDA who could be of assistance to indian tribes who have suffered crop loss.

- Willie Taylor will provide a report at the next Environmental Committee meeting.

Other Agenda Items:

- **Farmers Needs.** Christine Dibble reported that EPA offices, such as Office of Prevention, Pesticides, and Toxic Substances (OPPTS), Office of Solid Waste (OSW), and members of Region VII attended a meeting with USDA to discuss information needs of the farming community. Gary Morgan of USDA added that a USDA public information center is planned to open and it is hoped that this can be a forum for information sharing. Morgan also reported that a Communication Committee under the Espy Long-Term Recovery Task Force is in the process of forming.
- **Town Meetings.** Town Meetings in affected states are being scheduled in late October and early November to inform states of Federal programs and to continue Federal awareness of states needs. Secretary Espy will lead three town meetings. Other secretaries/agency heads will be requested to participate/lead other meetings.

NEXT MEETING

The next Environmental Committee meeting will be held on October 12, 1993, from 2:30 p.m. to 4:00 p.m. in the EPA Emergency Operations Center.

List of Attendees
ENVIRONMENTAL COMMITTEE MEETING
Tuesday, September 28, 1993 – 11:00 a.m.

<u>NAME</u>	<u>TELEPHONE</u>	<u>FAX</u>
Terry Baker, FEMA	202-646-4648	202-646-3304
Mary Belefski, EPA/OW	202-260-7061	202-260-7024
Mike Cook, EPA/OW	202-260-5850	202-260-1040
Shannon Cunniff, EPA/OFA	202-260-5067	202-260-0129
Mike Derian, USDA	202-720-6643	202-720-8819
Christine Dibble, EPA/OSW	202-260-0163	202-260-9355
John P. Elmore, HQ USACE	202-272-0196	202-504-5095
Oleta Fitzgerald, USDA	202-720-6643	202-720-8819
Jim Gilliam, DOE	202-586-7587	202-586-7974
Kathy Jones, EPA/CEPPO	202-260-8353	202-260-0927
Lucia King, EPA/CEPPO	202-260-9469	202-260-0927
W. Kent Lim, EDA/USDOC	202-482-2659	202-482-0995
Sylvia Lowrance, EPA	202-260-4724	202-260-4852
Jim Makris, EPA/CEPPO	202-260-8600	202-260-0927
Mark C. Merritt, FEMA	202-646-3692	202-646-4060
Frank Monteferrante, DOC	202-482-4208	202-482-0995
Gary Morgan, USDA/RDA	202-720-9619	202-720-9719
Cynthia Puskar, EPA/OW	202-260-8532	202-260-3805
Andrew Robertson, NOAA	301-713-3032	301-713-4388
Charles D. Robinson, FEMA	202-646-4262	202-646-2723
Dick Sanderson, EPA/OFA	202-260-5053	202-260-0129
Franz Schmidt, USEPA/OW	202-260-7071	202-260-7024
Jim Solyst, NGA	202-624-7739	202-624-5313
Steve Specht, DOI	202-208-3811	202-208-6970
Jim Staves, EPA Region VI	202-260-3850	202-260-0154
Willie R. Taylor, DOT/OFA	202-208-3891	202-208-6970
Kevin Tonat, DHHS/PHS	301-443-1167	301-443-5146
James A. Wayne, FEMA	202-646-2751	202-646-3304
John Wilson, EPA/OPPE	202-260-7878	202-260-2300
Don Von Wolfradt, USDA/SCS	202-720-0769	202-690-1462
Kent Gray, CDC (teleconference)	404-488-7100	404-488-7107
Frank Young, HHS (teleconference)	301-443-1167	301-443-5146



UNITED STATES DEPARTMENT OF COMMERCE
Economic Development Administration
Washington, D.C. 20230

OCTOBER 7, 1993

MEMORANDUM FOR

OLETA FITZGERALD
Office of Intergovernmental Affairs
Department of Agriculture

FROM

WILBUR F. HAWKINS, EDA *WFH/BA*
Chairperson, Interagency Task Force
Flood Recovery

SUBJECT

STATUS REPORT

FLOOD RECOVERY COORDINATORS

This particular segment of the Long Term Recovery Planning effort is critical to the overall recovery of the midwestern states, therefore, EDA has already approved 66 Flood Recovery Coordinator grants totalling 5.4 million dollars.

These grants are for deploying coordinators in the affected areas for up to 18 months for long term planning and strategic plan implementation. The attached list breakout those receiving grants and the amounts.

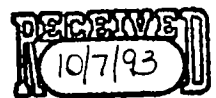
We anticipate at least 10 additional grants being approved in the next 5 to 7 days.

BUSINESS RECOVERY WORKSHOPS

For the past 3 or 4 weeks, this task force has been discussing ways to organize a business recovery workshop to target businesses in the nine state area.

The planning phase of this workshop idea has finally gotten on a solid track, utilizing state and local contacts to guide and give direction.

Iowa is the first state scheduled, tentatively for October 19 in Des Moines. We are working closely with those flood coordinators in the state to assist in doing outreach, planning the sessions and coordinating efforts between federal, state and local governments.



The goal of these workshops is to formulate a direct line of communication for accessing information to and from Washington regarding program effectiveness, availability and to create a responsive and yet proactive approach to resolving as many concerns as possible, as it relates to the business sector.

The business workshops will serve as a measuring stick for USDA in finetuning efforts necessary to bring about reaction from the White House in the overall assessment of the flood recovery.

This task force meets at 1:00 p.m. each Wednesday. The next meeting will be held at the Department of Commerce in the 5th floor Secretary's Dining area.

OVERVIEW OF TASK FORCE

Each week reports are given from task force agencies on the efforts in the nine states.

A detailed review of information from those key agencies is included, but for your initial review I have the priority information:

SBA	Avg. Amt. of Business Loan	\$70,000
	Total Amt. of Business Loans	\$95.6 million
	Total Amt. of SBA Loans	\$230.7 million
	(As of 9/15/93)	
DOL	Total Amt. of JTPA funds to 9 states	\$64.6 million

U.S. Tourism In the process of working with EDA to receive up to \$2 million dollars to help revitalize tourism in the nine states.

TASK FORCE NEEDS

- Immediate needs are centered around coordinating efforts for the Business Recovery Workshops; we are already working on alleviating this need through cooperative efforts with USDA.

DENVER REGIONAL OFFICE
Funded Economic Development Districts
Flood Recovery Strategic Grants
As of 5:00 p.m. September 30, 1993

66

<u>PROJECT NUMBER</u>	<u>GRANTEE/ADDRESS</u>	<u>Amount</u>
	<u>IOWA</u>	
05-06-61000	Southern Iowa Council of Governments Creston, IA 50801	\$ 54,715
05-06-61001	Siouxland Interstate Metropolitan Planning Council Sioux City, IA 51102	58,528
05-06-61002	Southwest Iowa Planning Council Atlantic, IA 50011	50,000
05-06-61005	North Iowa Area Council of Governments Mason City, IA 50401	47,705
05-06-61006	Region Six Planning Commission Marshalltown, IA 50158	42,000
05-06-61007	Region XII Council of Governments Carroll, IA 51401	50,000
05-06-61008	Northwest Iowa Planning and Development Commission Spencer, IA 51301	75,000
05-06-61012	Upper Explorerland Regional Planning Commission Postville, IA 52162	33,000
05-06-61013	Mid-Iowa Development Association Council of Governments Fort Dodge, IA 50501	52,600
05-06-61014	Iowa Northland Regional Economic Development Commission Waterloo, IA 50703	57,400
05-06-61019	State Public Policy Group Des Moines, IA 50309	100,000
05-06-61026	Area XV Regional Planning Commission Ottumwa, IA 52501	73,472
05-06-61038	East Central Intergovernmental Association Dubuque, IA 52004	52,000
05-06-61044	Southeast Iowa Regional Planning Commission Burlington, IA 52601	75,042
	Total	\$821,452 (14)

KANSAS

05-06-61003	Kansas Department of Commerce and Housing Topeka, KS 66603-3712	134,293	
05-06-61042	City of Kansas City, KS Kansas City, KS 66101	190,000	
05-06-61036	South Central Kansas Economic Development District Wichita, KS 67214	64,000	
05-06-61050	North Central Regional Planning Commission Beloit, KS 67420	45,400	
05-06-61060	Great Plains Development, Inc. Dodge City, KS 67801	25,000	
	Total	\$458,693	(5)

MISSOURI

05-06-61009	Boonslick Regional Planning Commission Warrenton, MO 63383	72,000	
05-06-61010	Green Hills Regional Planning Commission Trenton, MO 64683	68,500	
05-06-61017	Lake of the Ozarks Council of Local Governments Camdenton, MO 65020	50,000	
05-06-61015	Southeast Missouri Regional Planning & ED Commission Perryville, MO 63775	83,000	
05-06-61021	MO-KAN Regional Council St. Joseph, MO 64501	75,000	
05-06-61023	Kaysinger Basin Regional Planning Council Clinton, MO 64735	49,960	
05-06-61028	Northwest Missouri Regional Council of Governments Maryville, MO 64468	75,000	
05-06-61031	St. Charles County Missouri St. Charles, MO 63301	75,000	
05-06-61032	Mid-America Regional Council Kansas City, MO 64105	64,882	
05-06-61033	East-West Gateway Coordinating Council St. Louis, MO 63101	63,200	

05-06-61034	City of Kansas City Kansas City, MO 64106	75,000	
05-06-61037	Meramec Regional Planning Commission Rolla, MO 65401	63,141	
05-06-61039	St. Louis County, Economic Development Council St. Louis, MO 63105	150,000	
05-06-61041	Northeast Missouri Regional Planning Council Memphis, MO 63595	75,000	
05-06-61051	Bootheel Regional Planning and ED Commission Malden, MO 63863	60,000	
05-06-61054	Missouri Department of Economic Development Jefferson City, MO 65102	339,600	
	Total	<u>\$1,439,283</u>	<u>(16)</u>

NEBRASKA

05-06-61029	Northeast Nebraska Economic Development District Norfolk, NE 68701	63,000	
05-06-61030	River Country Economic Development District Lincoln, NE 68510	75,000	
05-06-61040	Omaha-Council Bluffs Metropolitan Area Planning Agency Omaha, NE 68102	82,943	
05-06-61045	Nebraska Department of Economic Development Lincoln, NE 68509	90,000	
	Total	<u>\$310,943</u>	<u>(4)</u>

NORTH DAKOTA

05-06-61011	Lewis and Clark Regional Development Council Bismarck, ND 58501	85,000	
05-06-61022	North Central Planning Council Devils Lake, ND 58301	75,000	
05-06-61035	Red River Regional Planning Council Grafton, ND 58237	72,000	

05-06-61043	South Central Dakota Regional Council Jamestown, ND 58402	75,710	
		Total	<u>\$307,710</u> (4)
<u>SOUTH DAKOTA</u>			
05-06-61016	South Eastern Council of Governments Sioux Falls, SD 57101	87,180	
05-06-61018	Planning and Development District III Yankton, SD 57078	75,000	
05-06-61024	Northeast Council of Governments Aberdeen, SD 57402	49,565	
05-06-61027	First District Association of Local Governments Watertown, SD 57201	75,000	
		Total	<u>\$286,745</u> (4)
		DENVER REGION TOTAL	<u>\$3,624,836</u> (47)

CHICAGO REGI IL OFFICE
Funded Economic Development Districts
Flood Recovery Strategic Grants
As of 5:00 p.m. September 30, 1993

<u>PROJECT NUMBER</u>	<u>GRANTEE/ADDRESS</u>	<u>AMOUNT</u>	
<u>ILLINOIS</u>			
06-06-61004	Southwestern IL Metropolitan & Regional Planning Commission 203 West Main Street Collinsville, IL 62234	112,603	
06-06-61008	Bi-State Regional Commission	81,036	
06-06-61016	Greater Egypt Regional Planning & Development Commission 608 East College Carbondale, IL 62902	76,092	
06-06-61019	Two Rivers Regional Council of Public Officials Franklin Square 4th & State Street Quincy, IL 62301	63,965	
06-06-61020	Western Illinois Regional Council	97,678	
	Total	<u>\$431,374</u>	<u>(5)</u>
<u>MINNESOTA</u>			
06-06-61001	Mid-Minnesota Development Commission 333 West 6th Street Willmar, MN 56201	83,500	
06-06-61002	Southwest Regional Development Commission 2524 Broadway Avenue P.O. Box 265 Slayton, MN 56172	124,250	
06-06-61011	Region Nine Development Commission P.O. Box 3367 Mankato, MN	117,290	
06-06-61014	West Central Minnesota Initiative Fund Norwest Bank Building, Suite 205 220 West Washington Avenue Fergus Falls, MN 56537	124,943	
06-06-61017	Northwest Regional Development Commission 525 Brooks Avenue South Thief River Falls, MN 56701	92,295	

06-06-61018	Upper Minnesota Valley Regional Development Commission 323 West Schlieman Avenue Appleton, MN 56208	49,660	
06-06-61021	State of Minnesota Department of Trade	124,998	
	Total	<u>\$716,936</u>	<u>(7)</u>

WISCONSIN

06-06-61000	Southwestern Wisconsin Regional Planning Commission 1 University Plaza Platteville, WI 53818	114,750	
06-06-61003	Northwest Regional Planning Commission 302 Walnut Street Spooner, WI 54801	32,421	
06-06-61007	Great Lakes Inter-Tribal Council	41,860	
06-06-61009	North Central Wisconsin Regional Planning Commission 407 Grant Street Wausau, WI 54403-4783	104,592	
06-06-61012	West Central Wisconsin Regional Planning Commissions 124 1/2 Graham Avenue Eau Claire, WI 54701	92,464	
06-06-61013	Mississippi River Regional Planning Commission 1707 Main Street, Suite 240 LaCrosse, WI 54601	97,661	
06-06-61022	State of Wisconsin Department of Development 123 West Washington Avenue P.O. Box 7970 Madison, WI 53707	124,581	
	Total	<u>\$608,329</u>	<u>(7)</u>
	CHICAGO REGION TOTAL	<u>\$1,756,639</u>	<u>(19)</u>
	TOTAL STATES	<u>\$5,381,475</u>	<u>(66)</u>

Grants

14-16 awaiting approval

1993 FLOODS: REPORT**SUMMARY OF STATE ACTIVITIES THROUGH AUGUST 15**

STATE	TOTAL FUNDS	EXPENDI- TURES TO DATE	CURRENT ENROLL- MENTS IN TEMPORARY JOBS	ENROLLM- ENTS TO DATE	COMMENTS
ILLINOIS	\$10,000,000		6	6	Worksites and participants being identified
IOWA	\$15,000,000		189	206	Standing water preventing work in certain areas
KANSAS	\$10,000,000		0	0	Worksites and participants being identified
MINNESOTA	\$5,000,000		208	319	Additional counties being added
MISSOURI	\$15,000,000		53	246	8 more counties being added - worksites being added
NEBRASKA	\$3,000,000		0	0	Projects and participants being recruited
NORTH DAKOTA	\$2,000,000		5	6	Additional rain and flood- ing in areas
SOUTH DAKOTA	\$3,100,000		0	27	Expect participants to be assigned to jobs soon
WISCONSIN	\$1,500,000		0	0	Working to identify worksi- tes & participants
TOTALS	\$64,600,000		461	810	

L:\FLOOD\REPORTS\8-16

U.S. Dept. of Labor

DISTRIBUTION OF JTPA TITLE III FUNDS TO FLOOD STATES

STATE	SECRETARY'S RESERVE	SUPPLEMENTAL FUNDING	TOTAL
IOWA	\$2.5 MILLION	\$12.5 MILLION	\$15.0 MILLION
ILLINOIS	\$2.0 MILLION	\$8.0 MILLION	\$10.0 MILLION
KANSAS	\$0.5 MILLION	\$9.5 MILLION	\$10.0 MILLION
MINNESOTA	\$1.0 MILLION	\$4.0 MILLION	\$ 5.0 MILLION
MISSOURI	\$2.0 MILLION	\$13.0 MILLION	\$10.0 MILLION
NEBRASKA	\$0.5 MILLION	\$2.5 MILLION	\$ 3.0 MILLION
NORTH DAKOTA	\$0.5 MILLION	\$1.5 MILLION	\$ 2.0 MILLION
SOUTH DAKOTA	\$0.5 MILLION	\$2.6 MILLION	\$ 3.1 MILLION
WISCONSIN	\$0.5 MILLION	\$1.0 MILLION	\$ 1.5 MILLION
TOTALS	\$10.0 MILLION	\$54.6 MILLION	\$64.6 MILLION

SAMPLE OF TEMPORARY JOBS CREATED IN THE FLOOD STATES

- ♦ Debris cleaning
- ♦ Filling potholes created by standing water
- ♦ Sand bagging
- ♦ Cleaning, repairing, and painting damaged public facilities
- ♦ Outreach to clients affected by flood
- ♦ Re-seeding/re-sodding
- ♦ Rip rap installation
- ♦ Tree removal
- ♦ Trail erosion repair
- ♦ Monitoring lift stations, pumps, and levees
- ♦ Maintaining pump operations
- ♦ General clerical work - data entry
- ♦ Establishing and operating relief warehouses
- ♦ Building inspections
- ♦ Water, gas. sewer line repairs
- ♦ Referral information services
- ♦ Heavy equipment operations
- ♦ Cooking at a prison where a large number of inmates were transferred after the original prison was flooded.
- ♦ Assisting with DUA claims and FEMA reports
- ♦ Distribution of flood relief items



U.S. Department
of Transportation

**Federal Highway
Administration**

Office of the Administrator

400 Seventh St., S.W.
Washington, D.C. 20590

October 8, 1993
Refer to: HEP-10

Ms. Oleta Fitzgerald
Acting Director
Intergovernmental Affairs
U.S. Department of Agriculture
Washington, D.C. 20250

Dear Ms. Fitzgerald:

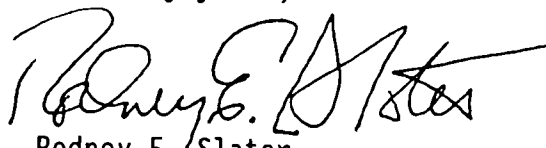
Thank you for your October 1 memorandum requesting an update on task force efforts to assist the Midwest flood recovery.

The Transportation Roads and Bridges Task Force prepared a report, dated August 31, which identified the Federal programs available, repair needs, and plans to complete the repairs in the flood area. The report also identified potential problems, immediate priorities, and longer term issues that need to be addressed. We provided a copy to you upon its release, but I am enclosing an additional copy.

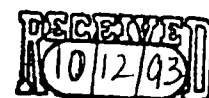
At the task force's September 28 meeting, I asked that the information in the report be updated. I also asked the task force to identify transportation issues that may cut across other task forces and any future issue that should be brought to the attention of those involved in the flood recovery effort. This information was to be provided by close of business on October 6. Based on the response, the task force plans to prepare a supplemental report updating the August 31 report. We expect to finish the supplement by October 15 and will provide a copy to you.

If you have any questions, please feel free to contact Mr. Richard A. Torbik, our Emergency Coordinator, at 366-0233.

Sincerely yours,


Rodney E. Slater
Administrator

Enclosure



Transportation Roads and Bridges

Task Force Report



1993 Midwest Flood Recovery

August 31, 1993

TRANSPORTATION

ROADS

AND

BRIDGES

1993 MIDWEST FLOOD RECOVERY

TASK FORCE REPORT

August 31, 1993

From reports furnished by: Coast Guard, U.S. Army Corps of Engineers, Department of Agriculture- Forest Service, Department of Energy, Economic Development Administration, Federal Aviation Administration, Federal Emergency Management Agency, Federal Highway Administration, Federal Railroad Administration, Federal Transit Administration, Maritime Administration, Research and Special Programs Administration, Small Business Administration

Compiled by Federal Highway Administration
Cover photo from Engineering News Record

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TRANSPORTATION, ROADS AND BRIDGES 1993 MIDWEST FLOOD RECOVERY TASK FORCE REPORT

1. Introduction; Task Force Charge

The Task Force on Transportation/Bridges and Roads is one of 12 Federal task forces that were established by Secretary of Agriculture Mike Espy to implement and coordinate the Federal response to the Midwest Flood. The primary charge of this task force is to facilitate Federal efforts to restore the transportation systems in the States affected by the flood. The task force may also address longer range issues.

The task force includes Federal agencies directly responsible for Transportation such as the U.S. Department of Transportation and its Modal Administrations and the U.S. Army Corps of Engineers, as well as other Federal Agencies directly impacted and responsible for providing funding to restore transportation services such as the Federal Emergency Management Agency, Small Business Administration, Economic Development Administration, U.S. Department of Energy and the U.S. Department of Agriculture. Chairperson for this task force is Mr. Rodney E. Slater, Federal Highway Administrator. A complete list of the task force members is included as an appendix to this report.

The primary focus of this report is the response to the immediate crisis. The report is organized to the maximum extent possible in a State-by-State format. Information is included on the Federal programs available, repair needs, and plans to complete the repairs for each mode of transportation as well as identification of potential problems which could impact the completion schedule. Unmet needs are also identified as well as an indication of longer range issues.

A caveat of the report is that the total extent of damage can not be determined until the flood waters recede. Most of the information presented in this report is based on preliminary damage assessments. More detailed damage assessments are currently underway and will continue until the flood water recedes allowing access to all damage sites.

actual costs determined after the project is completed; interim payments may be made before completion as funds are needed. After FEMA obligates funds to the State, further management of the assistance, including disbursement to subgrantees is the responsibility of the State. FEMA will continue to monitor the recovery progress to ensure the timely delivery of eligible assistance and compliance with the law and regulations.

The supplemental appropriation for FEMA was \$1,735,000,000 with an additional \$265 million available if needed. This is intended for all disaster needs for State and local governments, certain private nonprofit facilities, and FEMA assistance available to individuals for housing and other essential needs. Funds in the President's Fund are not designated for a particular disaster but are available for all disasters declared by the President. Additional funds may be requested from Congress if the current appropriation is exhausted.

Federal Highway Administration (FHWA) Programs

Existing program legislation provides the Emergency Relief (ER) program for the repair or reconstruction of Federal-aid highways and roads on Federal lands which have suffered serious damage as the result of natural disasters or catastrophic failures. The ER program supplements the commitment of resources by States, their political subdivisions, or other Federal agencies to help pay for unusually heavy expenses resulting from extraordinary conditions.

The ER program covers Federal-aid highways, these being the more important State, county and city roads. Federal-aid highways amount to about a quarter of the overall highway mileage. Repair of those highways not designated Federal-aid routes or not on Federal lands is handled under FEMA's program.

The decision to seek ER financial assistance rests with the State. Local highway agencies do not deal with the FHWA directly but must make their application through the State. It is the State's option to determine whether it will seek ER funding for repair of either its own or local Federal-aid highways.

ER Process is outlined below:

1. Restore Essential Service - The State is empowered to immediately begin emergency repairs to restore essential traffic service and to prevent further damage to Federal-aid highway facilities. Properly documented costs will later be reimbursed once a positive finding is made (item 8 below).

for Interstates the Federal share is 90 percent; for all other Federal-aid highways it is 80 percent.

Coast Guard Programs

The Coast Guard Bridge Administration Program regulates the construction and operation of bridges located across the navigable waters of the United States to ensure that bridges provide for the reasonable needs of marine transportation, including the needs of land traffic. Regulations are also enforced through civil and/or criminal penalties to ensure that bridges are constructed in accordance with approved plans, operated in accordance with approved operating regulations and maintained in a good operable condition to ensure safe and responsive operation. Program personnel have worked closely with navigation and land transportation interests and with bridge owners.

Department of Agriculture - Forest Service Programs

For the purpose of this report, the USDA - Forest Service is offering, in support of assistance needs on State, county, and private lands in the affected States, the Timber Bridge initiative. This program can assist in the repair or replacement of State, county and private wooden bridges used in normal business use, recreation, damage assessments, commerce, and long-term recovery project access.

Existing funds are adequate to cover the full range of long-term recovery needs on National Forest System lands. There is no current funding to provide assistance on State, county, and private lands. The Forest Service would need additional funding or special appropriation to provide assistance for the potential projects described above.

Small Business Administration (SBA) Programs

Highways are generally publicly owned, and governmental entities are not eligible for disaster assistance from the Small Business Administration (SBA). SBA knows of no privately owned highways in the flood area.

Small Business Administration (SBA) Programs

Railroads are generally privately owned-businesses. As such, they are eligible for Small Business Administration (SBA) physical disaster loans for uninsured property damage. Unlike other SBA programs, the physical disaster loan program is available to all businesses without size limitation. SBA disaster business loans are available up to \$1.5 million, and SBA has authority to waive that statutory maximum for businesses which are major sources of employment. Most disaster loans have an interest rate of 4% and may have terms up to 30 years, helping make the payments affordable. For businesses not needing Federal financial assistance to recover without hardship, the interest rate is 8% and the maximum term is 3 years. As this assistance is in the form of loans, borrowers must have repayment ability (ability to make loan payments from cash flow from operations).

Additionally, any railroads located within the declared flood area which qualify as small businesses are eligible for SBA economic injury disaster loans. For line-haul operating railroads, 1,500 employees or less is considered small by SBA regulations. In counties designated as labor surplus areas or redevelopment areas, this limit is increased by 25% to 1,875. Economic injury disaster loans are working capital loans to help a small business meet necessary obligations during the period adversely affected by a disaster. A business need not have sustained property damage to qualify for economic injury assistance; decreased revenues caused by a disaster and resulting in insufficient cash flow to meet all ongoing obligations is a common form of eligible economic injury.

Most disaster business loan applications are processed in 1 to 3 weeks from receipt by SBA. Timing of loan closing is determined by each borrower. Disbursement of loan funds is similar to a construction loan and is in increments as the borrower completes repairs. Duration of reconstruction projects varies widely as a function of the complexity of each project.

Available funds: Before the Midwest flooding, SBA had about \$600 million in disaster loan funds available, plus contingency funds. The emergency supplemental provided about \$300 million more, plus additional contingency funds. Through August 26, 1993, SBA has approved almost \$130 million to Midwest flood victims. As additional disaster loan applications are received, this will mount into the hundreds of millions of loan dollars.

The grant program permits OPS to reimburse a State for up to 50 percent of the State's compliance program expenses, subject to the availability of appropriated funds and the extent of the State's jurisdiction over pipeline facilities.

OPS does not have authority to provide emergency relief for the repair or reconstruction of pipelines which have suffered damage as the result of natural disasters. OPS will continue facilitating prompt and immediate response to safety issues, such as issuing safety advisory bulletins and waiving the pipeline safety regulations where appropriate. OPS issued an Advisory Bulletin July 29, 1993, advising pipeline companies of potential hazards and preventive actions to be considered regarding pipelines and flooding. OPS approved a waiver August 16, 1993, allowing Utility Consultants Inc. to expedite restoring natural gas service to the city of Hermann, Missouri.

Small Business Administration (SBA) Programs

Pipelines are commonly privately owned business property. As such, businesses owning and operating pipelines are eligible for the same SBA disaster loan assistance described for railroads. However, pipeline companies have rarely if ever applied for SBA disaster loan assistance. Most pipelines are owned by large corporations which typically use their own resources to fund repairs rather than seeking Federal aid in the form of SBA loans.

Air

Federal Emergency Management Agency (FEMA) Programs

FEMA's airport related emergency assistance program is similar to it's highway and transit related emergency assistance program (see earlier sections). In summary, the State applies for assistance based on damage survey reports. Only publicly owned airports are eligible for such assistance and only if assistance is not available from another Federal program.

Federal Aviation Administration (FAA) Programs

The Airport Improvement Program (AIP), while providing federal assistance for eligible airports in accomplishing eligible development, does not contain an Emergency Relief provision. Once the AIP-eligible development needs are identified at the flood-damaged airports, those airports will be required to file a Pre-application for Federal Assistance and compete for limited funds along with other airports. It does not allow for federal participation in maintenance and routine repair work required on the airport, except that some major reconstruction may be

identify funds for damaged airports.

The Minneapolis-St. Paul Metropolitan Airports Commission, owner and operator of the St. Paul Downtown (Holman Field) Airport, plans to use its own operating funds to make necessary repairs to areas damaged by flooding.

Small Business Administration (SBA) Programs

Airlines and associated airline services are generally private businesses, which are eligible applicants for SBA disaster loan assistance as described for railroads.

Water

Federal Emergency Management Agency (FEMA) Programs

FEMA's water transportation related emergency assistance program is similar to its other emergency assistance program (see earlier sections). In summary, the State applies for assistance based on damage survey reports. Only publicly owned facilities are eligible for such assistance and only if assistance is not available from another program. In general, barge operators and associated services are privately owned and not eligible for FEMA assistance.

U. S. Coast Guard Programs

The Coast Guard manages the National Maritime Short Range Aids to Navigation Program. The major recovery effort involved with this program is to facilitate commerce by ensuring sufficient navigational aids are in place and functional prior to reopening the navigable waters of the United States to waterborne transportation.

The Western Rivers (including the Mississippi, Illinois and Missouri) are a vital link in the nation's intermodal transportation network. Port facilities provide direct interface among maritime, railroads and highway transportation systems. The Coast Guard's Short Range Aids to Navigation (SRA) Program has the responsibility to establish, maintain, and operate the maritime navigation system within the navigable waters subject to the jurisdiction of the United States. The SRA system consists of a network of lights or other signals, displayed on fixed and floating structures for the promotion of safe and efficient waterborne transportation serving the needs of the Armed Forces and commercial and recreational craft of the United States. The

river channel. To speed the process during the current situation and ensure a high level of safety, USACE, the Coast Guard and a River Industry Executive Task Force, developed a protocol to evaluate resumption of navigation. The protocol consists of levee inspections as the water recedes to specific levels and conducting test tows downstream and then upstream. When test tows demonstrate no wake damage to levees, the Coast Guard can open the appropriate river section. With the exception of a small area in Minnesota (River Mile 742.0 to River Mile 763.0), where dredging operations are being conducted, the Mississippi River is currently open. However, high water against levees is causing significant speed restrictions.

As indicated above, it is important to note that navigation should not be considered in isolation from the discussion of the repair/rehabilitation of levees. Numerous restrictions (no wake zones, etc.) have been and will continue to be placed on vessels navigating the river system in order to protect levees from further damage. USACE authorities/responsibilities in this regard are being considered by a separate task force. Input from that group should be considered when the final report on transportation is prepared.

As noted above, USACE activities related to dams/locks and dredging are funded by Operation and Maintenance, General (O&M Gen) funds. The supplemental appropriation, for emergency expenses resulting from the flood event, contained \$55 million for repair to USACE flood control facilities, including dams/locks and dredging.

Maritime Administration (MARAD) Programs

Title XI Vessel Financing: The Maritime Administration (MARAD) has a loan guarantee program which allows vessel operators to obtain financing of new or rebuilt vessels at more favorable terms than in the regular commercial market. Currently there are 1458 inland river vessels enrolled in the program.

Currently enrolled companies can request MARAD to defer upcoming Title XI principal payments for a certain period of time. Approvals in the past have been rare but when provided do improve their near-term cash flow. Also, MARAD has the authority under very stringent conditions to advance, or lend, Title XI companies the amounts necessary for the payment of Title XI principal, interest or other vessel-related expenses.

MARAD will consider applications for Title XI loan guarantees to finance replacement equipment or to reconstruct damaged equipment. Contacts with the operators and current damage assessments indicate there will be minimal, if any, need for the

meet necessary obligations during the period adversely affected by a disaster. A business need not have sustained property damage to qualify for economic injury assistance; decreased revenues caused by a disaster and resulting in insufficient cash flow to meet all ongoing obligations is a common form of eligible economic injury. For barge operators located in the declared flood area who have been unable to use the rivers for a protracted period, the need for economic injury assistance is potentially large.

Most disaster business loan applications are processed in 1 to 3 weeks from receipt by SBA. Timing of loan closing is determined by each borrower. Disbursement of loan funds similar to a construction loan and is in increments as the borrower completes repairs. Duration of reconstruction projects varies widely as a function of the complexity of each project.

Available funds: Before the Midwest flooding, SBA had about \$600 million in disaster loan funds available, plus contingency funds. The emergency supplemental provided about \$300 million more, plus additional contingency funds. Through August 26, 1993, SBA has approved almost \$130 million to Midwest flood victims. As additional disaster loan applications are received, this will mount into the hundreds of millions of loan dollars.

Energy Related Transportation

Department of Energy (DOE) Programs

The Department of Energy's (DOE's) mission under the Federal Response Plan is to facilitate the restoration of energy systems in the area affected by the flood. DOE's short-term objectives are to monitor the effects of the flood on energy supply and delivery systems. The monitoring is accomplished by technical staff at Disaster Field Offices and in the Washington Headquarters. DOE's long-term objectives are to help energy suppliers obtain equipment, specialized labor, and transportation to repair or restore energy systems; recommend to the Federal Coordinating Officer priorities to aid restoration of damaged energy systems; and contribute DOE resources and funding to assist private citizens and businesses in the post-flood reconstruction effort.

The most plausible worst-case scenario involving energy would be if power plants that depend on coal or fuel oil deliveries cannot be resupplied because of continued disruptions to railroads and barge traffic, and a heat wave in other parts of the country drains electricity reserves that otherwise would be available for purchase by the affected utilities. This could cause brownouts

just starting to come in. There are two bridges across the Mississippi which are still closed.

IOWA

There are still some significant transportation problems in Iowa currently. A few major highways are, as of August 30, 1993 closed to traffic. Several county roads are closed because of damaged or destroyed bridges (about 25 destroyed) and washed-out culverts. The approaches to some of the bridges were washed out. Detours are not very long. Most of the water has receded from the roads. The current estimate to repair damaged non Federal aid roads is \$12 million (which will most likely increase). Approximately \$2.1 million have been obligated. It will take up to 3 years to complete all road repairs.

KANSAS

In Kansas, there are no major disruptions caused by damages to transportation facilities. There are five State highways still closed either by water over the road or damaged bridges. Current estimate of damages to non Federal-aid roads is \$10 million, reported by 216 applicants. The process of estimating individual projects is just getting underway. Repairs will be started immediately and most will be complete within one year.

MINNESOTA

There are no roads currently under water, but there were a few bridges where scouring and erosion occurred near the approaches. None of the bridges were destroyed. There are virtually no problems with any transportation. The minimal number of detours that do exist are not significantly greater than the original routes. The current estimate of damages to non Federal aid roads is \$6 million and \$700,000 of that has been obligated. It will take up to two years to complete the work.

MISSOURI

There are 349 applicants reporting damages to non Federal aid roads and bridges. The total estimate for highway facilities is currently \$58 million. Detailed estimates for each project are just starting as some areas just emerged from the floodwater, and at least one county has 25 percent of its area underwater.

NEBRASKA

There were 20 to 30 non Federal aid bridges destroyed by the floods in the declared counties. Another 10 bridges were damaged but none of the bridge problems have impeded traffic patterns

counties have serious damage to their bus routes. Nebraska also reports that bus route detours may increase transportation costs in some areas.

Federal Highway Administration (FHWA) Programs

All States have begun to make their damage surveys for Federal-aid highways. Because of the high water which still restricts access to some sites coupled with the large number of sites to be visited, it is expected that it will take the States several weeks to complete a full inventory of the damage to Federal-aid highways.

All nine States have indicated their intent to seek Emergency Relief (ER) funding. The following summarizes the status by State.

ILLINOIS

It is anticipated that in September the State will submit an ER application based on a partial survey of damage. No statewide projection of damage to Federal-aid highways is available yet. Mississippi River bridges at Quincy, Hannibal and Chester remain closed as well as a portion of the Central Illinois Expressway (U.S. 36/336).

IOWA

An ER application was submitted covering \$18.5 million in damage to Federal-aid highways. On August 23 an initial allocation of \$5 million in ER funding was approved to cover obligation needs in FY 1993. Fifteen sites along State routes and about a dozen sites on Federal-aid county routes are closed due to high water.

KANSAS

An ER application was submitted based on a partial survey of damage sites. An initial allocation of \$11 million in ER funds was approved August 11. The State has projected that total ER eligible costs may approach \$20 million although FHWA has not verified this figure. Six State routes remain closed including a 5-mile stretch of I-635 at the Missouri River in Kansas City.

MINNESOTA

An ER application has been submitted to the FHWA division office covering damage in 36 counties; however, the State has requested that the division office hold the application as the State wants

as being closed.

FEDERAL LANDS

Early indications are that there has been little damage to public roads on Federal lands. Damage estimates to date for these roads is less than \$1 million.

Coast Guard Programs

With respect to navigability of rivers, no remaining needs for repair exist. Bridges are now in an operable condition and can open for the passage of marine transportation once river flood conditions are at safe levels.

Department of Agriculture - Forest Service Programs

Repair needs on Forest Service managed lands are minimal and will be completed within existing funding limitations. Repair needs related to technical assistance programs (timber bridge initiative, etc) noted above cannot be identified until assessments are completed and assistance is requested and funded. All affected States are included. In summary, repair needs are expected to be minimal.

Small Business Administration (SBA) Programs

There are no known repair needs to privately owned highways or bridges.

RAIL

Federal Emergency Management Agency (FEMA) Programs

FEMA does not provide assistance to privately owned railroads and has no information on repair needs to eligible publicly owned railroad facilities at this time.

ILLINOIS - No damage reports but damage not expected to be major.

IOWA - All railroad systems now operational.

KANSAS - No damage reports but damage not expected to be major.

NORTH DAKOTA - No public transit systems were affected by flood.

SOUTH DAKOTA - No public transit systems were affected by flood.

WISCONSIN - No public transit systems were affected by flood.

Federal Transit Administration (FTA) Programs

At this time the FTA has not received an estimate of repair needs. Based on contacts with agencies (transit and other), such needs are expected to be below \$10 million.

Small Business Administration (SBA) Programs

At this time the SBA has not received any reports of damage to any private transit systems. No such reports are expected.

Pipelines

Federal Emergency Management Agency (FEMA) Programs.

FEMA has no reports of eligible facilities that were damaged in the flood and does not expect to receive any applications with respect to pipelines.

Research and Special Programs Administration (RSPA) Programs

Natural gas distribution companies providing service to communities in the flood area have generally anticipated the problems associated with flooding, shut off services, and secured their equipment as flood waters rose.

Pipeline companies supplying petroleum products and transporting natural gas have not been significantly affected by the flood. OPS is aware of six (6) pipeline failures: two (2) product lines in the Big Sioux River between Iowa and South Dakota; two (2) natural gas lines in Missouri; one (1) anhydrous ammonia line in Nebraska; and one (1) abandoned line filled with nitrogen in Missouri. The primary concern for pipelines traversing the flood region, is removal of soil from around the pipelines, leaving them exposed. To alleviate stresses and possible damage to exposed pipe by external loading and floating debris, protective soil or other suitable materials must be restored around pipelines.

Federal Aviation Administration (FAA) Programs

ILLINOIS - AIRPORTS: Two general aviation airfields in Illinois were closed due to flooding. These airports, Havana Regional and Tri-County are now open. Damage was minimal. Neither airport is in the Airport Improvement Program.

FAA FACILITIES AND EQUIPMENT: No FAA facilities in Illinois are out of service.

IOWA - AIRPORTS: Twelve airports have reported damages related to the flooding. The one privately owned airport (Amana) remains closed and may not reopen due to the estimated \$160,000 cost of cleanup and repairs. It is ineligible for both FEMA and AIP funding. No costs are available on the remaining eleven airports, which are all open at this time.

FAA FACILITIES AND EQUIPMENT: 32 facilities requiring road and plot restoration after heavy rains and flooding. The Des Moines area lost municipal water services and commercial power from July 11th through July 25, affecting the Des Moines Control Tower and Airway Facilities offices.

KANSAS - AIRPORTS: Four airports were reported damaged due to the flood. One, Sherman Army Airfield, Leavenworth, Kansas, is a military airport not eligible for AIP funding. Another, Wamego, Kansas, is not included in the National Plan of Integrated Airports System and is, therefore, not eligible for AIP funding. Minimal damage has been identified at that location. No cost estimates are available on the remaining two airports, which have reopened.

FAA FACILITIES AND EQUIPMENT: 36 facilities requiring road and plot restoration after heavy rains and flooding. One facility, ICT ASR, damaged by level 6 thunderstorm, required building and equipment repairs.

MINNESOTA - AIRPORTS: St. Paul Downtown Holman Field, St. Paul, Minnesota had most operational surfaces under several feet of water. This airport is in the Airport Improvement Program, and damage was relatively minor. Flooding damage consisted of two 2'-4' diameter holes in paved taxiway surfaces where it appears some drainage structures may have collapsed. Cost to repair the two holes should be less than \$25,000.

FAA FACILITIES AND EQUIPMENT: The middle marker at St. Paul Downtown Holman Field has been returned to service. No FAA facilities in Minnesota are currently out of service.

MISSOURI - AIRPORTS: Fifteen airports have reported flood damage, with ten remaining closed to date. With the exception of

FAA FACILITIES AND EQUIPMENT: 11 facilities requiring road and plot restoration after heavy rains and flooding. CAT II ILS at Omaha was out of service due to flooding of middle marker and outer marker facilities.

NORTH DAKOTA - AIRPORTS: Two general aviation airfields in North Dakota were closed due to flooding. These two airfields, Glen Ullin Municipal and West Fargo, are now open. Neither airfield is in the Airport Improvement Program.

FAA FACILITIES AND EQUIPMENT: No FAA facilities in North Dakota are out of service.

SOUTH DAKOTA - No damage.

WISCONSIN - AIRPORTS: Wisconsin suffered minimum damage. Only two airport outages were reported. Tri-County Regional Airport located at Lone Rock, and Funk Farms Airport in Luxemburg are now open.

FAA FACILITIES AND EQUIPMENT: No FAA facilities in Wisconsin are out of service.

Small Business Administration (SBA) Programs

SBA is unaware of reports of flood damage to property of airlines. Airline service businesses near the Spirit of St. Louis Airport near Chesterfield, Missouri may have suffered both physical loss and economic injury. The extent of such damage is not known at this time but given the nature of the businesses, repair needs are probably not extensive.

Water

Federal Emergency Management Agency (FEMA) Programs

Facilities at three port authorities in Missouri are known to have suffered damage but the extent of the damage is unknown. Otherwise, there are no reports of damage to public port facilities.

Small Business Administration (SBA) Programs

SBA does not calculate damage or repair needs until individual loan applications are received. Through August 23, 1993, no barge operators have filed disaster loan applications with SBA.

Energy Related Transportation

Department of Energy (DOE) Programs

COAL via RAILROAD - Most coal delivered to power plants in the flooded areas are delivered by barge because of the location of coal handling facilities. Some extensive rerouting and delayed routing of East-West coal haul railroad shipments did occur during the peak of the flood. However, normal routing of coal haul shipments has resumed.

COAL via BARGE - Shipments have been hampered by the cessation of barge traffic on the Mississippi above Cairo, Illinois and the re-routing of many trains due to flooded tracks. Normal coal movements by barge from coal mines in Kentucky and Illinois to power plants along the Mississippi, Missouri and tributary rivers have been delayed by the flood.

The effect of the resumption of coal traffic will depend on the water levels and to the extent that the River Industry Executive Task Force (US Coast Guard, US Army Corps of Engineers, tow companies, and State and local governments) allow tows and barges back on the rivers. The re-opening of many locks will also depend on the need to dredge channels and docks. The normal summer coal inventory build has not occurred this year, causing concern about the adequacy of coal supplies at power plants heading into colder weather.

PETROLEUM via PIPELINES - In general, major petroleum facilities (not including retail gasoline service stations) have not encountered serious damage. There are only four refineries in the flood area. All refineries receive crude oil via pipeline. There are numerous crude oil and product pipelines that run through the flood area.

While several pipelines have been exposed by the water which caused temporary reductions in throughput, the only pipeline rupture occurred on a small six-inch diameter propane line operated by Williams Pipe Line Company. The pipeline flow was shut off with no adverse supply impact, and will be quickly repaired as flood waters recede. However, for all petroleum

Flood damage to the propane distribution infrastructure has been light. At one terminal in St. Louis rising backwater caused 51 30,000 gallon propane tanks to bob off their "saddles" in the water. This created a very dangerous situation. Evacuation of the area was completed and company and city officials worked for a week trying to control the situation and re-seat the tanks.

Crop drying demand for propane does not appear to be a significant issue in the Midwest for the fall. Last years record harvests stressed propane supply. This year, corn and soybean harvests are predicted to be low due to the loss of crops from the massive flooding.

To summarize the repair needs by State and mode:

<u>State</u>	<u>Highway</u>	<u>Rail</u>	<u>Public</u> <u>Transit</u>	<u>Pipeline</u>	<u>Air</u>	<u>Water</u>
Illinois	over \$100M	unk	unk	over \$500K	unk	unk
Iowa	over \$30M	unk	unk	over \$1M	over \$225K	unk
Kansas	over \$30M	unk	unk	little	over \$310K	unk
Minnesota	over \$15M	unk	unk	little	little	little
Missouri	over \$120M	unk	unk	over \$15M	over \$18M	unk
Nebraska	over \$8M	unk	unk	unk	over \$340K	little
North Dakota	over \$8M	unk	unk	unk	little	unk
South Dakota	over \$10M	unk	unk	unk	little	unk
Wisconsin	over \$15M	unk	unk	unk	little	unk

THESE ARE PRELIMINARY ESTIMATES ONLY

unk = unknown
M = million
K = thousand

4. Plans to Complete Repairs

Highways

Federal Emergency Management Agency (FEMA) Programs

<u>State</u>	<u>Work Underway</u>	<u>Estimated Completion</u>
ILLINOIS	No	Three years
IOWA	Yes	Three years
KANSAS	Yes	One year
MINNESOTA	Yes	Two years
MISSOURI	No	Three years
NEBRASKA	Yes	Two years
NORTH DAKOTA	No	Two years
SOUTH DAKOTA	No	Two years
WISCONSIN	Yes	Two years

Federal Highway Administration (FHWA) Programs

The Emergency Relief program, although Federally funded, is State administered and the State controls the implementation and scheduling of repair projects. The FHWA Division Administrator in each State is responsible to ensure these repair projects follow Federal requirements.

The following summarizes on-going repair activities by State:

ILLINOIS

The primary focus of current repair work is removing debris from roadways and from bridge openings. If the State continues to find no major structural damage as the water recedes, they anticipate much of their repair work will be completed by early next summer.

WISCONSIN

Repair work is on-going at all damage sites. Three or four sites will involve permanent repair work to be accomplished by contract. Plans for this work will be developed later this year and the work will likely be completed next year.

Coast Guard Programs

No remaining needs for repair exist.

Department of Agriculture - Forest Service Programs

Since no repair needs have been identified and any that are would be expected to be minimal, any repairs should be completed within a year.

Small Business Administration (SBA) Programs

Since no repair needs to privately owned highways have been identified and any that are would be expected to be minimal, any repairs should be completed within a year.

RAIL

Federal Emergency Management Agency (FEMA) Programs

Based on past experience, most repair work should be completed in one year.

Federal Railroad Administration (FRA) Programs

Based on past experience, most repair work should be completed in two years.

Small Business Administration (SBA) Programs

SBA does not monitor plans to complete repairs generally. When SBA approves specific disaster loans, the progress of construction or repairs is monitored to guide the disbursement of loan funds. Through August 26, 1993, SBA has received one application which is currently being processed. Several Class II and III railroads and one Class I railroad have contacted SBA for preliminary discussions.

Air

Federal Emergency Management Agency (FEMA) Programs

Based on past experience, most repair work should be completed in one year.

Federal Aviation Administration (FAA) Programs

Iowa

AIRPORTS: Affected airports are currently undergoing cleanup and evaluation to assess actual damages incurred. Electrical and lighting systems generally require repair and/or replacement, and there are plans at some airports to conduct further evaluations of possible substructure damage to the pavement and storm water drainage systems. Water pressure may have forced crack sealer up from joints in the pavement. Airports have been advised to file for FEMA assistance for work that is not eligible under the AIP.

FAA FACILITIES AND EQUIPMENT: Airway facilities current workforce has begun repairs to facilities and grounds which were damaged. A contractor has been identified and will start work the week of August 23 to make major repairs to facility roads and plots. All flood-related repairs and restoration are expected to be completed by October 30. It is estimated at this time that costs for restoration in Iowa will be approximately \$225K.

Kansas

AIRPORTS: There appears to be only minimal damage at the airports affected by flooding, with the possible exception of Sherman Army Air Field which is undergoing pavement analysis. The airports have been advised to file for FEMA assistance and to advise their State Aviation Department and the FAA of their funding needs.

FAA FACILITIES AND EQUIPMENT: Airway Facilities current workforce has begun repairs to facilities and grounds which were damaged. The ICT ASR facility was returned to service on July 24. No other facilities are out of service due to the flood/storms at this time. All flood-related repairs and restoration are expected to be completed by September 30. It is estimated at this time that costs for restoration in Kansas will be approximately \$310K.

with the exception of the controller consoles. The consoles will be cleaned and removed for refurbishment. Plans are being made to establish a temporary AFSS facility and a joint AT/AF effort is underway to determine the best course of action. A staff study is being completed this week to make recommendations as to disposition of the permanent AFSS issue. At the control tower, efforts are underway to re-establish commercial power and make repairs to the elevator, heating and air conditioning systems, stand-by engine generator and parking areas. We intend to have the tower available for service no later than September 6. Additionally, at least 7 buildings require replacement. A contract is being initiated to complete this work. Once the buildings are replaced, equipment will be reinstalled.

Various - The AF workforce has begun clean up and restoration efforts at other locations throughout Missouri. Eleven facilities require road and plot work, and efforts are underway to establish a contract to complete the more extensive reconstruction of roads and plots. All flood related repairs and restoration are expected to be completed by March 30, 1994.

It is estimated at this time that costs for restoration in Missouri, excluding the AFSS, will be approximately \$1.9M. Costs associated with the AFSS are currently estimated at \$16M. Further refinement of estimates for the AFSS restoration will be made as soon as possible.

AIR TRAFFIC: The TDY dislocation and support travel is occurring at this time. Dislocation travel will continue until a temporary facility is established. The support travel will continue until the permanent facility is completed. Permanent change of station travel will occur when approval is granted for any employee desiring to relocate. Replacement of property and equipment will begin when a firm time frame for the permanent facility is established. Much of the needed equipment will be used in the temporary facility.

Minnesota

AIRPORTS: The Minneapolis-St. Paul Metropolitan Airports Commission, owner and operator of St. Paul Downtown (Holman Field) Airport is using operational funds to effect need repairs of less than \$25,000. One of the holes in the taxiway has already been repaired and the other will be repaired as soon as the water table drops enough for the area to dry.

U.S. Army Corps of Engineers (USACE) Programs

Based on past experience, most repair work should be completed in one year. However, locks and dams on the river system should all be operational as of the end of August 1993.

Maritime Administration (MARAD) Programs

Vessel operators have indicated very little damage to floating equipment. Repairs are being completed to most of this equipment currently. Terminal operators have begun the cleanup operations needed as waters have receded. Full damage cannot be assessed nor repairs completed until the rivers recede to normal levels. Repairs and cleanup are being handled by local and State forces. It is expected that repairs will be completed by year-end on most facilities, although a few may extend into the 1994 construction season.

State specific information will flow through State DOT reporting systems to FEMA and EDA.

Small Business Administration Programs

As noted previously, SBA does not monitor plans to complete repairs generally. When SBA approves specific disaster loans, the progress of construction or repairs is monitored to guide the disbursement of loan funds. Through August 23, 1993, SBA has neither received applications from nor approved loans to any barge or port operators or related businesses.

5. Potential Problems

Coast Guard

At this time, no problems implementing transportation related Coast Guard programs specific to the flood recovery are anticipated.

U.S. Army Corps of Engineers

At this time, no problems implementing transportation related U.S. Army Corps of Engineers programs specific to the flood recovery are anticipated.

Department of Agriculture - Forest Service

At this time, no obstacles to implementing programs on National Forest System lands have been identified. All technical assistance can be provided subject to funding being available.

Department of Energy

No widespread petroleum supply problems currently exist in the Midwest flood region. However, there have been numerous retail outlets flooded and the rate at which they return to service could result in temporary local distribution problems. In addition, the flood reduced diesel demand for agricultural and transportation uses, resulting in above normal inventories for high-sulfur diesel fuel which has created a potential problem for the Fall. Refiners and pipelines are currently in the process of switching inventories from high-sulfur diesel fuel (0.05% or greater) to low-sulfur diesel fuel (0.05% or less) by October 1 as required by the Clean Air Act Amendments of 1990. However, reduced demand for diesel fuel has greatly reduced the rate at which low sulfur diesel can replace existing inventories of high-sulfur diesel. The result is a lack of storage capacity for low-sulfur diesel and the dilemma of disposing of high-sulfur diesel in glutted market with depressed prices.

The relatively low coal inventory levels are cause for concern because utilities normally build up fuel inventories in the summer to sustain them throughout the winter when the rivers are closed. Numerous power plants receive coal by both railroad and barge, however, the coal handling facilities are usually at river's edge and currently are underwater. Summer months are the normal inventory build-up period. Many power plants are dual-fuel, that is they can burn coal or natural gas or oil. Because coal deliveries are limited, most of these plants are currently

AIRWAY FACILITIES - The most significant barrier to full facility restoration will be obtaining replacement equipment for systems damaged by flood waters. Central Region is currently working with other regions, the Logistics Center, and Headquarters program managers to identify resources and replacement equipment for facilities lost. ILS equipment lost includes one glide slope, two outer markers, one localizer power supply, one Tasker 500 RVR, one LOM, and one MALSR system.

The Automated Flight Service Station at Chesterfield, Missouri was under several feet of water, and most equipment in the building was damaged. Although the extent of damage is not known, the following actions have been taken to minimize further damage and assess repairs. A contract was established with Litton Industries to remove the Interfacility Communications Switching System (ICSS) equipment, clean, restore, and provide a working system back to the FAA. There is no estimate at this time as to when this equipment will be available. Local contracts were put in place to have the remaining electronic equipment removed, cleaned, and returned to FAA. This equipment will require an assessment as to the extent of damage and what repairs or replacement will be needed. Estimates may be available by the middle of September.

AIR TRAFFIC - Obstacles to implementing programs are unknown at this time. Costs associated with the dislocation of air traffic personnel are dependent on facility restoration, which is only in the planning stage at this point in time.

Federal Emergency Management Agency

At this time, no specific problems implementing transportation related Federal Emergency Management Agency programs specific to the flood recovery are anticipated.

Federal Highway Administration

Most emergency relief (ER) projects involve either emergency repairs to restore essential traffic or permanent repairs which restore a facility to predisaster conditions. These do not require extensive environmental analysis under FHWA regulations and the National Environmental Policy Act.

However, some ER projects necessarily involve a significant change to horizontal or vertical alignment. Such work sometime requires extensive environmental analysis and review. In such a situation implementation of repair work can be substantially delayed.

Items which need to be accomplished are:

1. Extend the Upper Mississippi River navigation season as long as possible. Give industry as much advance notice of the final closing date for planning purposes. MARAD has already requested this action in a letter dated August 6.
2. Extend unemployment benefits in the affected areas. Due to normal seasonal closing and flood-related layoffs, many people will have exhausted normal benefits;
3. Provide tax relief to both corporations and individuals to extend tax filings and tax payments past normal deadlines.
4. Provide funding via loans and grants plus Corps of Engineers technical assistance to repair privately-built levees as quickly as possible.

Research and Special Programs Administration

At this time, no problems implementing transportation related Research and Special Programs Administration programs specific to the flood recovery are anticipated.

Small Business Administration

According to the Federal Railroad Administration (FRA/DOT), approximately 30 short-line or regional railroads (class II or III) sustained flood damages estimated to be about \$44 million or more.

The emergency supplemental for the Midwest floods provides \$21 million to FRA for "local rail freight assistance" in the form of grants to the States, which may in turn award grants directly to the railroads for damages in each State.

Such railroads are also eligible SBA disaster loan applicants. As none of these railroads appears to qualify as a major source of employment, the newly increased SBA disaster loan limit of \$1.5 million appears to apply. FRA indicates that at least some of these railroads have very weak cash flows, and may be unable to demonstrate repayment ability necessary for SBA to approve a loan.

On August 10, 1993, SBA and FRA established a coordinating process to avoid duplications of benefits and to facilitate understanding of potential SBA assistance by those making priority decisions for use of the FRA funds made available in the supplemental appropriation.

and services whether in the delivery of intermediate goods to production plants or shipment of final goods to markets. There is a transportation component in the costs of all goods which, in the aggregate, ranges from 10 to 15 percent of the costs of the Nation's products. Highways serve an especially important role, since the highway system carries approximately 75 percent of the value of all goods and services produced by the U.S. economy. In the Midwestern floods, the closure of many roads and bridges has forced businesses to reroute shipments of goods and movement of passengers around impassable areas. While it is too early to develop accurate estimates of these indirect costs, they may end up comprising a substantial portion of the total costs. As a result of the floods, delays from the required rerouting of freight and passengers have been estimated in the range of 1-5 hours in general. The result has been an increased number of labor hours to ship goods to markets and move passengers to their workplaces. These delays have economic implications as they raise production costs and lower the productivity of labor.

Long-Run Costs: Although direct and indirect short-run costs of the flood have so far been substantial and are likely to increase as more data become available, prospects for long-run economic growth in the States affected by the floods appear good for several reasons:

- o Although soybean and corn crops were adversely affected by the floods, agriculture as a whole comprises roughly 5 percent of each State's Gross State Product (GSP). Therefore, while businesses associated with agriculture have experienced significant and immediate losses, the effect on the economy as a whole in these States in terms of output and income should be less severe.
- o Other industries, such as the transportation services industry, will experience higher costs due to rerouting from the closure of particular roads. The transportation services industry, comprised mainly of freight carriers, is characterized by a high degree of competition and low profit margins. Carriers required to reroute shipments of goods to less efficient routes may not be able to raise prices substantially to their consumers because of competition. Although there are many short-term impacts on carriers, we expect few to be rendered economically nonviable as a result of the flood.
- o Industries such as manufacturing, services, and government, which comprise on average about 50 percent of each of these States' GSP, are believed to have been spared significant direct losses from the floods. Additionally, industries affected directly by the flood will most likely undertake significant restructuring such as relocation of plants and replacement of equipment, which will allow these industries to

7. Conclusion

Immediate Priority

Clearly, the 1993 Midwest Flood has inflicted great damage on the transportation facilities of the area. Although damage estimates are highly tentative at this time, especially estimates of damage to privately owned facilities, damages may well exceed half a billion dollars. Similarly, economic losses directly or indirectly related to the damage to the transportation facilities may be of a similar order of magnitude.

Those Federal agencies with funds available to assist in the repair of damage are already either using abbreviated processes for obligating such funds or are considering doing so. Similarly, Federal agencies with a mandate to monitor repair or recovery processes are actively involved. At this point, the highest overall priority is to finish the arduous task of making initial and detailed estimates of flood damage. Agencies are cooperating when called upon, in assisting sister agencies or potential damage repair grant recipients in this task. Expeditious completion of the process of application for such grants in order to move ahead with damage repairs is also a high priority.

Longer Term Issues

A variety of longer term issues require further review and analysis by other flood task forces and by other groups beyond the time frame of this task force, including:

1. There is a need to take a longer term perspective of the effects of the flood on the transportation system to determine what could be done to minimize the adverse effects on transportation during future natural disasters. In this regard, the mix and magnitude of the future Federal emergency relief funding programs needs to be re-examined.
2. Any new levee policies which may be developed to respond to the flood damage experienced in this disaster could have a significant effect on future transportation system requirements.
3. A redefinition of wetlands based on the flood could impact the construction of transportation facilities.

APPENDIX #1

FLOOD RECOVERY TASK FORCE - CONTACTS

<u>ORGANIZATION</u>	<u>CONTACT</u>	<u>PHONE</u>	<u>FAX</u>
DOT	Michael Huerta	366-5781	366-7952
DOT	Susan Gaskins	366-8015	366-7952
DOT	Lindy Knapp	366-4713	
DOT	Richard Walsh	366-4416	366-3393
FHWA	Rodney Slater	366-0650	366-3244
FHWA	Tony Kane	366-0371	366-3713
FHWA	Kevin Heanue	366-2951	366-3713
FHWA	Dick Torbik	366-0233	366-3713
FHWA	Martin Weiss	366-5010	366-3713
FHWA	Bill Marley	366-5009	366-3713
FHWA	Tom Willett	366-4853	366-3713
FHWA	Jim Overton	366-0450	366-3713
FHWA	Susan Binder	366-9230	366-7696
COAST GUARD	Nick Mpras	267-0368	267-4046
MARAD	Tom Harrelson	366-5517	366-5522
MARAD	Tom Christensen	366-5900	488-0941
FRA	Bob Tarlton Jim Boone	366-0401	
FAA	Steve Horton Jack Mills	267-3523	267-5679
FTA	Ross Adams	366-0253	
RSPA	Zack Barrett	366-4572	
RSPA	John Porco	366-5270	
RSPA	Lee Scarbrough	366-4547	366-4547

APPENDIX #2

PRINCIPLE CONTACTS FOR DAY TO DAY MANAGEMENT OF EMERGENCY RESPONSE

FEDERAL AVIATION ADMINISTRATION

Tom Schneider 202-267-7775

FEDERAL EMERGENCY MANAGEMENT AGENCY

James A. Walke 202-267-7775

Federal Coordinating Officers

<u>State</u>	<u>Name</u>	<u>Phone</u>
Illinois	Walter Pierson	309-797-9887
Iowa	Richard Buck	319-322-6090/0284
Kansas	John McKay	913-274-3000
Minnesota	David A. Skarosi	507-532-6573/6571
Missouri	Warren Pugh	314-739-0934
Nebraska	Alex Burns	402-471-6060
North Dakota	Steve Olsen	701-250-4501
South Dakota	John Swanson	605-330-4321
Wisconsin	Phil Zaferopulos	715-831-6255

FEDERAL HIGHWAY ADMINISTRATION

<u>STATE</u>	<u>DIVISION ADMINISTRATOR</u>	<u>PHONE</u>
Illinois	L. P. Renz	217-492-4640
Iowa	H. A. Willard	515-223-1664
Kansas	R. J. Deatrick	913-267-7287
Minnesota	C. E. Foslien	612-290-3230
Missouri	G. J. Reihsen	314-636-7104
Nebraska	C. A. Culp	402-437-5521
North Dakota	G. A. Jensen	701-250-4345
South Dakota	D. F. Kamnikar	605-224-8033
Wisconsin	J. E. St. John	608-264-5395

MARITIME ADMINISTRATION

Tom Harrelson

202-366-5517

RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

<u>STATE</u>	<u>STATE COORDINATOR</u>	<u>PHONE</u>
Illinois	Steve Smock	217-785-1165
Iowa	Donald J. Stursma	515-281-5546
Missouri	Robert R. Leonberger	314-751-3456
Minnesota	Walter Kelly	612-296-9636
Nebraska	Leonard Steiner	402-471-2027
Wisconsin	Tom Stemrich	608-266-8128
Arkansas	Myron E. Thompson	501-682-5705
Kentucky	E. Scott Smith	502-564-3940
Mississippi	Pete Eiland	601-961-5475
Tennessee	Glynn Blanton	615-741-2844
Louisiana	Joel Kohler	504-342-5585

SMALL BUSINESS ADMINISTRATION

<u>STATE</u>	<u>SBA COORDINATOR</u>	<u>PHONE</u>
Headquarters	Alfred Judd, Deputy Assistant Administrator for Disaster As- sistance	202-205-6734
Illinois, Minnesota, Wisconsin	Charles Noble	404-347-3771
Iowa, Kansas, Missouri, Nebraska	Larry Bellah	817-885-7600
North Dakota, South Dakota	Bruce Hodgman	916-978-6200

Iowa, Kansas, Missouri, Nebraska, S. Dakota	Steven R. Brennen, Director	303-844-4714
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Iowa	Robert Cecil, EDR	515-284-4746
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Kansas	John Zender, EDR	303-844-4902
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Missouri	Forrest Koch, EDR	314-539-2321
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Nebraska, S. Dakota	Warren Albertson, EDR	605-224-8280
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UNITED STATES DEPARTMENT OF ENERGY

David McColloch	202-586-4660
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MEMORANDUM FOR: Olita Fitzgerald
FR: Wm Stelle
RE: Working Group Status Report
DATE: October 12, 1993

Our Working Group (chaired by Katie McGinty and TJ Glauthier) is focusing on three action items:

1. Scientific Assessment and Strategy Team. The creation of an Interagency Scientific Assessment and Strategy Group (chaired by OSTP and DOI) to gather and make available technical information on floodplain hydrology and ecology (together with maps and data bases) to help Federal, state and local officials identify those areas most suitable for various flood-control and flood management approaches (i.e. rebuilding levees, pursuing other non-structural alternatives, and targeting funding for wetland reserve funds, community buy-out options, etc.) This technical interagency group is now being assembled in Sioux Falls, SD under the primary auspices of the USGS. Contact point: Mark Schaefer, OSTP or Michele Altemus, DOI.

2. ALTERNATIVES MENU. We are in the final stages of preparing an "alternatives menu" to levee reconstruction that the states and the local communities have repeated requested. This menu is intended as a practical set of options that communities could examine to determine if there are alternatives to remain and repair that they would like to pursue.

Contact Point: Bruce Long, OMB.

3. Long-Term Strategy We are now scoping out the options for developing an analysis of the long-term options for watershed management, flood control, and other options for managing the hydrology of the basin.

Contact Point: Will Stelle, WH OEP.

and wetlands Status Report on

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DEPARTMENT OF HEALTH & HUMAN SERVICES

Public Health Service

Rockville MD 20857

DATE: October 14, 1993

FROM: Frank E. Young, Vice Chair, Medical and Health
Committee 

SUBJECT: Medical and Health Committee Status Report

TO: Olita Fitzgerald, Director Intergovernmental Affairs,
U.S. Department of Agriculture

The work of the Medical and Health Committee has been primarily accomplished through meetings of working groups shown on Attachment 1. These groups are composed of State and Federal officials from a variety of health-related agencies as well as the Environmental Protection Agency (EPA), the U.S. Department of Agriculture (USDA), and the Army Corps of Engineers (ACE). Each of the committees were tasked to determine the problems faced by the citizens in each state, develop strategies for solving these problems, and produce a budget necessary to resolve the identified issues. This budget was then submitted on a state-by-state basis to the Federal Emergency Management Agency (FEMA) and those areas of concern that were not eligible for funding through the Stafford Act were submitted by the Department of Health and Human Services (DHHS) for consideration under the \$75 million contingency fund appropriated by Congress to the DHHS. The President has approved the release of \$65 million from the contingency fund for addressing the urgent needs of the States as shown in Attachment 2.

The following is a summary of the issues identified by the work groups and the important outcomes of the Committee meeting on October 7-8 in Des Moines, Iowa.

- Environmental Health. One of the major environmental health consequences of the Midwest Flood is the potential deterioration of the water quality. Contamination not only of individual wells, but possibly of entire aquifer could result in water-borne disease such as hepatitis, giardiasis, and cryptosporidiosis. Contamination of soil from agro-chemicals could also result in human illnesses. Failure of public and private sewage disposal systems can lead to gastrointestinal illnesses from direct contact with sewage.

Environmental conditions resulting from wet or moist indoor environments are conducive to the proliferation of bacteria, molds, and fungi and may cause an exacerbation of respiratory conditions such as asthma. Grains may be exposed to mold which could produce a variety of toxins including vomitoxin. Additionally, toxic chemicals, such as lead, could produce hazards, particularly to young children.

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Additionally, toxic chemicals, such as lead, could produce hazards, particularly to young children.

In the meeting in Des Moines, Iowa it was recognized that a comprehensive program should be developed to obtain a snapshot of the status of the ground water with particular emphasis on bacteria and the nitrates. Meetings prior to, during, and subsequent to the Committee meeting in Des Moines, led to the development of an outline for analysis of this problem (Attachment 3). It is anticipated that this outline will be completed and circulated to the relevant Departments (USDA, ACE, EPA, USGS) for analysis and review prior to submission to FEMA for consideration for funding.

- Vector Control. The possibility of a proliferation of disease carrying mosquitoes is significant. The working group addressing vector control has analyzed the last outbreaks of mosquito-borne disease in relation to the Floods, devised a trapping strategy for the mosquitos, an analysis of virus antibodies in sentinel populations of birds, and developed a system for identification of cases of encephalitis in the affected states.
- Disease Surveillance. The public health surveillance systems of the affected States have been enhanced to improve passive reporting of flood related illness. These proposed activities include assessment of illness and injury associated with the flooding, development of an electronic-based hospital surveillance systems, and the exploration of active surveillance for communicable, food, water-borne, zoonotic, and respiratory diseases. It is important to emphasize that the system is primarily passive, relying on reporting by physicians through the State and does not provide active epidemiological assessment.
- Mental Health. Substance abuse and mental health were identified by the States as major problems following the flooding. In the presentation to the full committee on October 7-8, particular attention was given to mental health and substance abuse problems, stress-related outcomes such as spousal abuse, child abuse, suicide, and post-traumatic stress syndrome. In this regard, mental health support is required for treatment of diagnosed conditions identified through crisis counseling which exceed the capacity of the existing system, outreach services and crisis counseling services which extend beyond the 12 month limitation of the FEMA crisis counseling program. These services will address the mental health problems mentioned above.

The States also requested that attention be directed to the substance abuse treatment services for identification of individuals who have relapsed or begun the abuse of

substances, such as alcohol, to cope with their loss. Substance abuse prevention will also be included with particular emphasis on outreach, community prevention, employee assistance programs, and the development of volunteer networks as budget permits. Repeatedly in the October 7-8 meeting State officials emphasized the severe nature of both the mental health and substance abuse problems anticipated in the Winter (particularly around Christmas) and Spring.

- Primary Health Care. The Primary Health Care working group focused on the needs of primary health, and special populations such as women and children. Additionally, this group considered a broad array of social services. Primary health care focused on the development of a flood hotline in primary care services for flood victims, nurses for outreach to migrant populations, outreach and services to the homeless, facility repair for maternal and child clinics, and replacement of equipment damaged in the flood. Awards would be made to Community Health Centers in the flood impacted area to meet primary health needs related to the flood.

The human service components in the Department focusing on aging identified needs of the elderly populations and assistance required to ensure that elderly victims of the flood have the capacity to recover from flood related problems. Five States have requested funds to work on the development of the information on the needs of older persons in their respected communities and the development of programs to meet the needs.

The Administration for Children and Families requested funds from the DHHS for support of social services provided under the community services block grant to assist low-income victims affected by the flooding. Specifically, funding is requested to support home repair, relocation assistance, emergency services, outreach services, clean-up activities, transitional housing payment, crisis counseling, transportation, weatherization services, and furnace replacement and repair. Additional emphasis will be given to the support of services such as child care, outreach to homeless and displaced persons, and support of services for affected families.

- Information Dissemination. This working group's activities will form the foundation for communication of messages for both public health and human services. Close interface among State programs will be required to ensure that the information from all affected States is similar to avoid confusion. Particular attention will be directed to the needs in environmental health and social services.

HEALTH, MEDICAL AND HUMAN SERVICES TASK FORCE WORKING GROUPS FOR THE MID WEST FLOOD SITUATION		
GROUP	FEDERAL CO CHAIR	STATE CO CHAIR
Disease Surveillance	Kent Gray 404-488-7100 FAX 404-488-7107	Larry Shirley 701-224-2237 FAX 701-224-4727
Environmental Health	Kent Gray 404-488-7100 FAX 404-488-7107	Meg Ziarnik 608-266-8154 FAX 608-267-3696
Food Safety	Leroy Gomez 214-655-8100 FAX 214-655-8130	Lynn Young 314-751-6095 FAX 314-751-6010
Mental Health	Brian Flynn 301-443-4735 FAX 301-443-1719	Keith Schafer 314-751-3070 FAX 314-751-8224 Janet Zwick 515-281-3641 FAX 515-281-4958
Primary Care	Philip Killam 301-443-1363 FAX 301-443-4203	Mary Weaver 515-281-4910 FAX 515-242-6384
Public Communication and Information Management	Kent Gray 404-488-7100 FAX 404-488-7107	Nanci Gonder 314-751-6062 FAX 413-751-6010 Tom Schafer 217-782-5750 217-782-3987
Vector Control	Kent Gray 404-488-7100 FAX 404-488-7107	Linn Haramis 217-782-5830 FAX 217-785-0253

HEALTH AND HUMAN SERVICES
Distribution of Funding for Midwest Flooding
(Dollars in thousands)

State	SAMHSA	HRSA	AoA	ACF	CDC	Total
Iowa	9,060	5,704	638	4,342	3,009	22,752
Missouri	3,440	2,192	4,780	6,041	884	17,338
Illinois	907	0	1,044	3,035	2,232	7,218
Minnesota	1,920	100	0	1,519	0	3,539
Kansas	1,009	194	499	1,714	798	4,214
South Dakota	1,758	0	0	671	146	2,575
North Dakota	0	0	0	0	1,092	1,092
Nebraska	400	21	0	938	988	2,347
Wisconsin	675	20	88	2,581	561	3,925
TOTAL	19,169	8,231	7,049	20,841	9,710	65,000

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GROUNDWATER AND POTABLE WATER ASSESSMENT AND MONITORING PROPOSAL

DIVISION OF LABOR IN BOLD

- ALL** I. Statement of Issues
- EPA/FDA** II. Background
- CDC** A. Potable Water Supply
1. Source of Potable Water
 2. Population Served
- CDC** B. Potential Public Health Threats
1. Bacteriologic
 2. Nitrates
 3. Pesticides
 4. Other
- EPA/USGS** C. Hydrologic Concerns
1. Surface Water
 2. Unsaturated Zone
 3. Groundwater
 4. Surface Water/Ground Water Functions
- PHS-OEP** D. Authorities
- EPA** E. Relative Contributions to Potable Water Supply
- III. Current Available Information
- EPA** A. Public Water Supply
- CDC** B. Private Water Supply
- USGS** C. Aquifer
- FDA** D. Dairy and other Food Processing
- CDC** E. Disease Surveillance
- FEMA** F. Damage Assessment
- IV. Assessment of Information
- All see above and consider meeting.
- V. Proposal
- CDC/FDA/EPA/USGS/USDA** A. Near term
- CDC/FDA/EPA/USGS** B. Intermediate
- CDC/FDA/EPA/USGS** C. Long term (18 Months)
- VI. Resource Requirements
- A. CDC
 - B. FDA
 - C. EPA
 - D. USGS
 - E. State
 - F. Other