

Overview of Emergency Highway Aid Programs in Wisconsin

Revised: 4/23

CATEGORY	EMERGENCY RELIEF (ER)	PUBLIC ASSISTANCE (PA)	DISASTER DAMAGE AIDS (DDA)
(1) Administering Agencies	<ul style="list-style-type: none"> Federal Highway Administration (FHWA) WisDOT, DTSD BHM (admin-lead), Regions (damage assessments, project set-up); DBM BBS (accounting); DTIM BSHP (programming) 	<ul style="list-style-type: none"> Federal Emergency Management Agency (FEMA) Wisconsin Emergency Management (WEM) (admin-lead) WisDOT, DTSD, BHM (admin) and Regions (inspections) 	<ul style="list-style-type: none"> WisDOT, DTIM Bureau of Transit, Local Roads, Railroads and Harbors(admin-lead) WisDOT, DTSD, Regions (inspections, claim processing) and BHM (claim review)
(2) Coverage	Roadway or roadway structure damage on ALL Federal-aid highways (major collectors and above) resulting from a catastrophic failure or natural disaster. Besides physical damage, ER may include debris removal and emergency protective measures such as traffic control and detour signing.	Damage to any publicly owned or private non-profit facility. This includes damage to parks, schools, buildings, utilities, and roads/structures NOT on the Federal-aid system (minor collectors and below). PA also covers debris removal and emergency protective measures on ALL roads regardless of functional classification. This includes traffic control, detour signing, police/fire protection, pumping and sandbagging.	Damage caused by a disaster event to any highway that is not on the State Trunk Highway System.
(3) Activation & Eligibility	Governor's State of Emergency Declaration required. Presidential Disaster Declaration is not required. Minimum event damages of \$700,000 (Federal share) required to be eligible for ER. FHWA Washington HQ makes final decision on ER eligibility after state division office recommendation.	Presidential Disaster Declaration required for a county to become eligible for PA funds. A Governor's State of Emergency will precede the Presidential Declaration. Joint FEMA/WisDOT team determines eligibility on a site-by-site basis with Local representative concurrence.	A local government authority must submit a DDA petition to the local transportation Region office for damaged roads or structures under its jurisdiction. Region office makes the final decision on eligibility based upon interpretation of statute §86.34
(4) Payment Coverage	Emergency repairs: 100% if done within 180 days of the event, otherwise they are paid on prorated basis. May also include permanent restoration upon prior approval from FHWA. Permanent restoration projects: 90/10 (Interstate) or 80/20 (non-Interstate). Also includes, if necessary, preliminary engineering on those projects.	Grant-share arrangement where: <ul style="list-style-type: none"> FEMA pays 75% WEM pays 12.5% Applicant pays 12.5% 	<ol style="list-style-type: none"> For claims with final costs, applicant receives 75% of replacement costs plus 50% of improvement costs. For claims ≤ \$15,000, applicant may accept payment equal to 75% of WisDOT's estimate for all repairs (replacement and improvement), which may include final costs if available. For claims submitted for damage by any governmental unit in response to the disaster, applicant receives 70% of replacement. If Federal-aid is granted for damage reimbursement, it shall be in lieu of aid otherwise available under DDA.
(5) Time Limits	Emergency repairs are allowed up to 180 days of the event. After that, the work is considered permanent. Permanent restoration projects must be completed within 2 years of the event. The event duration is determined by FHWA.	Damage MUST have occurred within the incident (disaster) period as specified by FEMA and WEM. The incident period may cover one day or a series of days.	Petitions must be submitted within 60 days, and final costs submitted within 2 years of the disaster event. If federal disaster aid may be forthcoming, the deadline may be extended.
(6) Limitations	Damage must be at least \$5,000 per site (Federal share). Heavy maintenance activities (minor shoulder washouts, slides, etc.) are not eligible. Damage must be directly related to disaster. A permanent restoration project needs prior approval from FHWA before commencing unless it is more economical or practical to perform as a related part of emergency repairs.	The costs to repair a damaged site must be at least \$1,000 . Reimbursement will be made to repair the facility to its pre-disaster condition. Additional improvements may be allowed under certain circumstances such as hazard mitigation or code requirements.	The road MUST have been closed OR rendered impassable due to the disaster damage or qualify for damages caused by any governmental unit in response to the event. Debris or water over a road does not automatically make a site eligible. Shoulder damage may not be eligible if non-4WD vehicles could still travel safely on the normal driving lanes. Heavy maintenance items (see FHWA column) are not eligible. Reimbursement will be made to repair a road to its pre-event condition. Improvements may also be done to prevent or minimize future damages to a site.
(7) Documentation	PICTURES of the damage are required. Each site should have: Location of, description of, and estimated cost to repair the damage (labor, equipment and materials). Final costs will be verified thru invoices and/or force account work. Permanent restoration projects require prior concept approval from FHWA.	FEMA and WisDOT inspectors prepare a Project Worksheet (PW) based on applicant cost records of the finished work (labor, equipment and materials), contract work, and rental invoices. Any remaining work will be estimated and a partial payment made. Final payment will be made when final costs are completed and submitted to WEM.	<ol style="list-style-type: none"> Petition forms (available from WisDOT) Site map and pictures Estimated or final costs for labor, equipment and materials, plus any force account or contractual work for each site. Invoices and/or electronic or hand-written records for applicable costs listed in 3.
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