

Iowa Homeland Security and Emergency Management DR-1763 Iowa  
FEMA PUBLIC ASSISTANCE (PA) GRANT PROGRAM

Iowa Department of Public Defense  
Iowa Homeland Security and Emergency Management Division



David L. Miller  
Administrator

## Declaration by the President

- Disaster Number: FEMA-1763-DR-IA
- Incident: Severe Storms, Tornadoes and Flooding
- Incident Period: May 25, 2008 and continuing
- State Coordinating Officer: Pat Hall
- Federal Coordinating Officer: William Vogel

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## Public Assistance (PA) Program

- Authorized by the Stafford Act, as amended, the PA program provides grants to State and local governments, recognized Tribal governments, and certain private non-profit entities to alleviate suffering and hardship resulting from major disasters and emergencies declared by the President.
- Based upon a partnership between Applicants, the State, and FEMA
  - ✓ Applicants – identify damages, document costs, manage the projects, and help formulate projects.
  - ✓ State – disburses the funds, provides technical assistance to Applicants, and administers the grant.
  - ✓ FEMA – manages the PA program, generally formulates projects, approves funding, provides technical assistance, and ensures compliance with laws and regulations.

## Public Assistance (PA) Program

- 75% Federal
- 25% Non-federal (Match)
  - 10% State (Compliance with IA Code 29C)
  - 15% Local
- For the 2008 – 1763 Disaster- Category B (Emergency Protective Measures)
  - 90% Federal
  - 10% State

*For all costs incurred by the applicant during the eligible period*

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## Eligible Applicants

- State Government Agencies
- County Governments
- Municipal Governments
- Municipal Authorities
- School Districts
- Taxing Districts
- Indian Tribes

## Private Non-Profit (PNP) Organizations

PNP organizations that own or operate facilities that provide certain services of a governmental nature are eligible for assistance. Qualifying PNPs are those that provide education, medical, custodial care, emergency, utility, certain irrigation facilities, and other essential governmental services. Essential governmental services are:

- museums;
- performing arts facilities;
- community arts centers;
- zoos;
- community centers;
- libraries;
- homeless shelters;
- rehabilitation facilities;
- senior citizen centers;
- shelter workshops; and
- health and safety services of a governmental nature, such as:
  - low-income housing;
  - alcohol and drug treatment centers;
  - residences and other facilities offering programs for battered spouses;
  - facilities offering food programs for the needy; and
  - daycare centers for children or those individuals with special needs (such as those with Alzheimer's disease, autism, and muscular dystrophy).

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## Public Assistance Work Categories

### Emergency Work

- A: Emergency Debris Removal
- B: Emergency Protective Measures

### Permanent Work

- C: Roads & Bridges System
- D: Water Control Facilities
- E: Buildings and Equipment
- F: Utilities
- G: Parks, Recreation and Other

## Current Statewide Estimate By Work Category

### Emergency Work = \$128.2 Million

- A: Emergency Debris Removal = \$48.5 Million
- B: Emergency Protective Measures = \$79.7 Million

### Permanent Work = \$670.44 Million

- C: Roads & Bridges System = \$41.5 Million
- D: Water Control Facilities = \$8.6 Million
- E: Buildings and Equipment = \$300.5 Million
- F: Utilities = \$300.04 Million
- G: Parks, Recreation and Other = \$19.8 Million

**Total PA Estimate = \$798.66**

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## Category A - Debris Removal

**Potentially eligible debris removal activities include the clearance of:**

- trees and woody debris;
- building components or contents;
- sand, mud, silt, and gravel;
- wreckage produced during conduct of emergency protective measures (e.g., drywall); and
- other disaster-related wreckage.

**To be eligible for Public Assistance, debris removal must be in the public interest, which is when removal is necessary to:**

- eliminate immediate threats to lives, public health and safety;
- eliminate immediate threats of significant damage to improved public or private property when the measures are cost effective;
- ensure economic recovery of the affected community to the benefit of the community-at-large; or
- mitigate the risk to life and property by removing substantially damaged structures and associated appurtenances as needed to convert property acquired using FEMA hazard mitigation program funds to uses compatible with open space, recreation, or wetlands management practices.

## Category B - Emergency Protective Measures

Emergency protective measures are those activities undertaken by a community before, during, and following a disaster that are necessary to do one of the following:

- eliminate or reduce an immediate threat to life, public health, or safety; or
- eliminate or reduce an immediate threat of significant damage to improved public or private property through cost-effective measures.
- Can include property demolition
- Can include mosquito abatement/control

*Generally, those prudent actions taken by a community to warn residents, reduce the disaster damage, ensure the continuation of essential public services, and protect lives and public health or safety are eligible for assistance.*

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## Category C - Roads and Bridges

Roads, bridges, and associated facilities (e.g., auxiliary structures, lighting, and signage) are eligible for Public Assistance. For roads (paved, gravel, and dirt), eligible items include:

- surfaces;
- bases;
- shoulders;
- ditches;
- drainage structures; and
- low water crossings.

For bridges, eligible items include:

- decking and pavement;
- piers;
- girders;
- abutments;
- slope protection; and
- approaches.

## Category D - Water Control Facilities

Water control facilities include:

- dams and reservoirs;
- levees;
- lined and unlined engineered drainage channels;
- canals;
- aqueducts;
- sediment basins;
- shore protective devices;
- irrigation facilities [for PNP irrigation eligibility, see 44 CFR §206.221(e)(3)]; and.
- pumping facilities.

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## Category E - Buildings and Equipment

- Buildings, structural components, interior systems such as electrical or mechanical work, equipment, and contents including furnishings, are eligible for repair or replacement.
- Consumable supplies and inventory and for the replacement of library books and publications.
- Removal of mud, silt, or other accumulated debris is eligible as permanent work if the debris does not pose an immediate threat but its removal, along with any cleaning and painting, is necessary to restore the building.
- *Note: If an insurance policy applies to a building, equipment, contents, etc., FEMA must take that policy into account before providing funds for restoration of the building.*

## Category F - Utilities

Utilities include:

- water treatment plants and delivery systems;
- power generation and distribution facilities, including natural gas systems, wind turbines, generators, substations, and power lines;
- sewage collection systems and treatment plants; and
- communications.

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## Category G - Parks, Recreational, and Other

Eligible publicly owned facilities in this category include:

- mass transit facilities such as railways;
- playground equipment;
- swimming pools;
- bath houses;
- tennis courts;
- boat docks;
- piers;
- picnic tables;
- golf courses;
- fish hatcheries; and
- facilities that do not fit Categories C-F.

## Public Assistance for:

### BASIC WORK ELIGIBILITY

If expense is incurred or an item of work is required:

1. As a result of a Declared Event
2. Work Is within Designated Disaster Area
3. Work Is the Responsibility of the Applicant
4. Not within Authority of another Program

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## Permanent Work – Categories C - G

- Repair, restoration, or replacement of damaged or destroyed facilities, based on:
  - Pre-disaster design, capacity, and functional use
  - Current codes and standards

### Permanent work

can include consideration of:

- Cost-effective hazard mitigation as determined by FEMA
- Repair versus replacement as determined by FEMA
- Relocation

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## **Section 406 Hazard Mitigation**

### **Possible Suggestions for Hazard Mitigation**

- Increase culvert size
- Line drainage ditches
- Elevate roadways
- Design bridges for greater flood magnitudes
- Build ring-levees
- Elevate electrical/other building components

## **Large Project**

- Greater than \$60,900, funding is based on documented actual costs
- Large projects initially are approved based on estimated costs
- Funds generally are made available to the applicant on a progress payment basis as work is completed
- When all work associated with the project is complete, the State performs a reconciliation of actual costs and transmits the information to FEMA for final funding adjustments

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## Small Project

- Estimated cost under \$60,900
- Federal share (75%) paid on approval
- State share (10%) paid based on actual or approved which ever less
- State share paid on completion of all small project
- Subject to final State inspection and monitoring

## Final Inspections and Program Reviews

Will Be Conducted...

- On all large projects
- On a sample of small projects
- On all applicants

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## Basic Eligibility - Labor Costs

- Emergency Protective Measures:
  - Only overtime is eligible for:
    - Permanent employees
    - Re-assigned employees
    - Seasonal employees
  - Both regular time and overtime are eligible for non-budgeted employees assigned specially to perform emergency work and would include temporary employees or contractors.
- Permanent Work and Debris Removal (with Pilot Programs) : Both regular time and overtime are eligible

*FEMA Recovery Policy 9525.7, dated 11/16/06*

## Basic Eligibility – Equipment Costs

- The cost for using Applicant-owned equipment while conducting eligible work is eligible
- FEMA maintains a national schedule of equipment rates, which include operation, depreciation, fuel, and maintenance; but do not include operator labor
- You can use either FEMA's approved equipment rates or locally developed equipment rates, whichever are lower

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## Basic Eligibility – Material Costs

- The cost of supplies that were either purchased or taken from stock and used are eligible
- Actual costs should be taken from invoices
- Materials must be of reasonable amount and costs

## Basic Eligibility – Direct Grant Management and Administration (M&A)

- To be eligible – the estimated M&A costs must be included on the Project Worksheet
- All claimed costs must be documented to the PW
  - Salary and Benefits = Timesheets and Payroll Records
  - Supplies and other costs – receipts, invoices etc.

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## Project Worksheets (PW)

- The Project Worksheet (PW) is the primary form used to document the scope of work and cost estimate for a project
- The PW includes:
  - the location
  - damage description and dimensions
  - scope of work
  - and cost estimate for each project
- Minimum PW is \$1,000
- Applicants are encourage to participate in PW development
- Applicant's representative is vital

## Local Responsibility

- Prepare a list of work performed by location
- Locate each site on a map
- Provide photographs etc. as required
- Ensure that the "local" expert formulates the Project or is part of the formulation Team

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## Local Responsibility

- Be able to provide complete cost breakdown
- Have insurance coverage data available
- Determine if site will be repaired by either force account or contract
- Have copies of appropriate ordinances etc.
- With any disagreement, be able to provide a statement of non-concurrence

## Time Limits

- An applicant must submit a Request for Public Assistance within 30 days from the date a county is declared a major disaster or emergency area
- Applicants have 60 days from the Kickoff Meeting with FEMA to identify and report damages
- An applicant may appeal FEMA's decision within 60 days of being notified of that decision
- Work completion deadlines
  - **Emergency Work 6 Months**
  - **Debris Removal 6 Months**
  - **Permanent Work 18 Months**
- Time Extensions: The State has the authority to extend emergency work (categories A and B) by six months and permanent work (categories C – G) by 30 months

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## CONCLUSION

- Potential Unmet Needs
  - Non-federal match
    - State ~ \$80 M
    - Local ~\$120 M
  - Damaged uninsured floodplain facilities
    - \$500K deduction structures
    - \$500K deduction contents
  - Federal Highway Eligible roads/bridges
  - Levees

## FHWA Emergency Relief Program

Program Authorized by Congress to Repair Federal-aid Highways Seriously Damaged by Disasters or External Catastrophic Failures.

Intended to Supplement the Funding Commitment of the States and Their Political Subdivisions to Help Pay for Disaster Expenses

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## What are Federal-Aid Highways?

- Public roads **not** functionally classified as "local" or rural "minor collector."
- Include the more important state, county, and city roads. About one-quarter of the overall public road mileage is designated as federal-aid highways.

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## What is Serious Damage?

- It is major or unusual damage which severely impairs the safety or usefulness of the highway or results in road closures.
- In general, the total estimated cost to the state must require at least \$700,000 in ER funding before FHWA will consider approving the disaster.

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## How Much ER Funding is Available?

- By law, FHWA can provide up to \$100 million in ER funding to a state for each disaster.
- If the disaster covers several states, up to \$100 million can be provided to each state involved in the disaster.
- The total amount of funds automatically available each year is only \$100 million.

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## What is the federal Share of Costs?

- Federal share is established by law and is somewhat complex.
- Costs to restore essential traffic or protect remaining facilities, incurred within the first 180 days of the occurrence are 100% federal participating.
- Permanent restoration and costs after 180 days, the share is based on type of road repaired. Interstate is 90%, other FA highways, 80%.

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## Eligible Types of Repairs

- Emergency repairs are made during and immediately following a disaster to **restore traffic or protect remaining facilities**.
- Permanent repairs normally made after emergency repairs completed to restore the road to its condition prior to the disaster.
- Current minimum estimated cost guideline for a site to be eligible is \$5,000.

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## Emergency Relief Application Process

- The state has to make the application to FHWA for ER funds. Local agencies must make their applications through the state.
- Emergency repairs can begin immediately to restore essential traffic or protect remaining facilities.
- Documented costs will be reimbursed later if the FHWA approves the request for an ER declaration.

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## Application Process -cont.-

- Governor's disaster proclamation.
- State submits a letter of intent.
- FHWA acknowledges letter of intent.
- State completes preliminary damage assessment and requests ER funds.
- FHWA division office reviews and decides to approve or deny.
- If approved, funds requested from Washington.
- Detailed Damage Inspection Reports (DDIR) must be completed.

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## General Requirements

- Normally work must be within ROW of damage Federal-aid highway
- Cost per site must be a minimum of \$5,000 to be eligible
- Restoration in kind is the typical repair

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## Eligible Costs

- Preliminary and construction engineering costs directly attributable to the repair of eligible damage
- Damages to designated detours by traffic detoured from a damaged or impassable FA highway
- Damages to active construction projects if it's clearly established the contractor is not responsible for the repair

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## Ineligible Costs

- Permanent repair or replacement of deficient bridges scheduled for replacement with other funds damaged during a disaster is not eligible for ER funds.
- Stockpiles of material for maintenance and construction, damaged or destroyed by the flood, that have not been incorporated into a project are not eligible under the ER program

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## Disaster Assessment Process

- Iowa is utilizing the Quick Release process for the 2008 event
- Disaster assessment based on readily available information
- An abbreviated Damage Survey Summary Report follows after most detailed damage inspections are completed

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## Project Procedures

- Emergency Repairs – 3 methods
  - Force Account (using county/city crews)
  - Solicited Contract (contact 3 or more contractors for quotes)
  - Negotiated Contract
- Permanent Repairs must be by contract awarded by competitive bidding. Normal FA development procedures required. Requires FHWA approval before bid letting occurs

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## ER MANUAL WEB PAGE

- Detailed Information about the ER Program and procedures is available at the following web page
- <http://www.fhwa.dot.gov/reports/erm/index.cfm>

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## Current (7/25) Status of 2008 Event

- Phased Program of Projects
- 220 Individual Sites Identified (State and Local) to Date
- Submission of DDIRs for Emergency Work Currently Underway
- Submission, Evaluation, and Approval for Permanent Repair in Aug and Sept
- Congress

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## 2008 Multi-Modal Flood Damage – Preliminary Assessments Last updated: August 8, 2008

### Primary Highway System

- Preliminary damage assessment – \$15 million (\$17.5 million at 144 sites submitted to date)
- The DOT is continuing to collect site-specific damage assessment information to apply for assistance under the federal Emergency Relief (ER) program administered by the Federal Highway Administration. This program assists in making repairs to the federal-aid highway system. The target date to submit the reports to FHWA is August 6.
- Flooding closed 149 roadway sections (463.75 miles) and an estimated 125 miles were damaged. An additional 247 sections were impacted, but the damage did not result in a road closure.
- The peak number of closures reported at any given time during the flooding occurred June 16, 2008, when 51 road sections were closed.
- Eight scour-critical bridges were closed when flood waters reached critical surface elevations. A total of 69 scour-critical bridges were monitored during the flooding.
- A total of 303 bridges, culverts and other structures (7.5 percent of the system) were closed during the disaster, the majority as a result of water topping the associated roadway. An estimated 25 to 30 bridges required some type of minor repair work. The most significant repairs are being made to the bridges on Iowa 24 near Fort Atkinson and Iowa 76 in Allamakee County.

### County Roads and Local Streets

- Preliminary damage estimate for federal-aid eligible local roadways and streets - \$15.1 million. (\$9.1 million at 90 sites submitted to date)
- For locally owned roads and streets that are eligible for assistance under the federal ER program, the county or city must submit their damage assessment forms to the DOT district offices by July 30 to meet an August 6 FHWA submittal date.
- The ER program does not cover rural minor collectors or local roads and local streets. These routes are eligible for assistance under the FEMA Public Assistance Program. In these instances, local governments are working directly with FEMA to report the damages to their roadways and streets. Information on the damage estimates might be available from Iowa Homeland Security and Emergency Management Division.
- Approximately 18 percent of city roads are eligible for ER funds.
- Approximately 16 percent of all county roads and 69 percent of county paved roads are ER eligible.

### Trails

- Preliminary damage assessment - \$10M-\$15M
- This value reflects an estimate of damage to trails in the Iowa City and Cedar Rapids areas based on very limited damage reports. It is possible that more detailed trail damage reports in those areas and other areas of the state could result in a higher total for the state of Iowa.
- Iowa has approximately 1,000 miles of multi-purpose trails. Trails are often built along waterways and are more susceptible to damage than other infrastructure.
- There are many reports of trail washouts, trail segments along levees that have been destroyed and bridges that have been destroyed or damaged.
- Preliminary information indicates that at least 39 trails sustained damage, several with significant damage. For instance, the Cedar Valley Nature Trail (American Discovery Trail) from Evansdale to south of La Porte City is a major trail that may be a total loss. Damage included two bridges over the Cedar River. Further inspection is necessary, but the total cost of damage on this trail alone could exceed \$5 million.

### Railroads

- Preliminary damage estimates - \$22.7 million to the shortline and regional railroads; and \$45 to 60 million for the Class 1 railroads.
- The DOT is still receiving reports from the railroad companies operating in Iowa regarding damage to their tracks and bridges, and impacts to their services. The smallest short line railroads, regional carriers and Class I railroads (the largest) railroads have all been impacted.
- Hundreds of miles of track owned by the railroads, private businesses and elevators were washed out or covered by floodwaters and required repair; and 17 railroad bridges totally or partially washed away and are no longer in a usable condition.
- Rail yards, offices, and at least 600 rail cars have been submerged, all which will require refurbishing.
- Flooding caused unprecedented service shut downs of 10-18 days, with many lines still unable to resume full operation until major repairs to bridges can be made.

- The railroads have also experienced significant revenues losses. Particularly hard hit are the regional and short line railroads, which cannot afford the revenue losses at a time when cash is needed to make emergency repairs to resume operations.
- Some of the hardest hit railroads:
  - Cedar Rapids and Iowa City Railway Co. (CRANDIC) lost its bridge in Cedar Rapids, which carried about 20 percent of the company's traffic. The bridge was uninsured because of the astronomical premiums and will take eight months to replace the bridge at a cost of about \$6 million. The line's major customer is the Archer Daniels Midland (ADM) Company's ethanol and corn syrup business. A costly 200-mile detour is now needed to get grain to ADM from the northern segment of IANR line.
  - Iowa, Chicago & Eastern Railroad (IC&E Railroad) experienced significant washouts between Mason City and Nora Springs, and Charles City and Ossian, and the lines will remain closed until repairs can be made. IC&E has reported damage to eight bridges. In addition the rail bridge near Columbus Junction on a spur that serves Tyson Foods collapsed June 24.
  - Iowa Northern Railway Company's line in Clarksville, Iowa, sustained extensive damage.
  - At least a third of the Union Pacific's railroad bridge parallel to Sixth Street in downtown Waterloo was washed away by Cedar River floodwaters. This bridge is leased to Iowa Northern Railroad (IANR) and serves John Deere's East Donald Street Tractor Works. John Deere tractors are transported by rail over that line to Cedar Rapids. The estimated replacement cost of this bridge is \$4-6 million.
  - The south part of the Iowa River Railroad line has been out of service between Gifford and Marshalltown. Flooding had a devastating effect on this start-up rail line, principally owned by the shippers on the line. The company is reporting damage to three bridges on their line from Marshalltown to Ackley.
- Additional railroad concerns: Industrial plants that were flooded will take months to clean up and get back in production to ship or receive products by rail; at least three coal plants were flooded and will not be ready for coal shipments for six to 12 months; several customers will not be back into production until 2009, including some ethanol plants; railroads are not likely to ship as much grain for export or distant markets

## Transit

- Preliminary damage estimate - \$53.1 million
- Four metropolitan transit agencies (Waterloo/Cedar Falls, Coralville, Cedar Rapids, and Des Moines) reported losses. The Ground Transportation Center and administration buildings in Cedar Rapids suffered major damage and may be a total loss. Projected cleanup, facility damage and vehicle replacement costs for 18 buses are \$37.8 million. The Coralville Transit suffered an estimated \$15 million in facility damage and equipment losses. Waterloo lost two minivans at \$84,000. Des Moines reported evacuation costs of \$100,000.
- Regular transit services were temporarily taken out of service in some communities to assist flood victims and shuttle volunteers. As a result, these agencies lost fare box revenues.
- The rural regional transit systems in eastern Iowa also suffered from flooding. Region 1 based in Decorah; Region 8 in Manchester; Region 16 in Burlington; and Johnson County SEATS in Coralville all evacuated their facilities. Region 2 based in Mason City lost two light-duty buses at a cost of \$138,000.

## River navigation

- On June 12, 2008, because of high water, the U.S. Army Corps of Engineers closed 13 locks and dams on a 250-mile stretch of the Mississippi River from Fulton, Ill., to Clarksville, Mo. On June 19, 2008, the Corps extended the closure distance to 280 miles from Fulton, Ill., to Winfield, Mo., and the duration for at least another 10 days.
- The closings brought freight traffic on the upper Mississippi to a standstill, stranding more than 100 barges loaded with grain, cement, scrap metal, fertilizer, and other products. A typical barge can carry up to 1,500 tons (3 million pounds) of cargo.
- According to Alter Barge Line Inc. of Bettendorf, the bottleneck cost their company and other barge operators tens of thousands of dollars in lost revenue per day.
- Lock and Dam #16 at Muscatine reopened June 25, and Locks and Dams #17, #18 and #19 at Keokuk reopened June 28. The Army Corps of Engineers opened the last of the closed locks on the Upper Mississippi River July 5 and barge traffic has resumed. However, the three weeks that the river was closed backed up shipping on the river and it will take an estimated 30 to 45 days for traffic to get back to normal.





## Community Development Block Grant (CDBG) Program

### Supplemental Appropriation

#### Fact Sheet

- \$300 million to states with recent disaster
- Iowa share not yet determined
- Additional appropriation possible
- Cities, counties, and Indian tribes are eligible applicants
- Fifty to 70 percent of funds to projects that primarily benefit low and moderate income persons
- Typically used for disaster recovery
- Eligible activities include public infrastructure, housing, and businesses
- May be used as non-federal match
- Largest amount of grant funding after FEMA

1993-1994 CDBG & HOME Supplemental Flood Funds

		Number of Projects	Total Amount	Number of Jobs	Percentage of Total
<b>Economic Development</b>					
Business Assistance	13	\$ 454,606	\$1,519	310	0.6%
<b>Public Facilities</b>					
Storm Sewers	63	\$ 18,469,207	\$11,545,488		25.3%
Flood/Drainage	7	\$ 1,206,778	\$392,130		1.7%
Water Systems	4	\$ 694,902	\$139,332		1.0%
<b>Other</b>					
Housing Rehab*	11	\$ 13,167,483	\$0	1,094	18.0%
Homeownership	8	\$ 1,707,247	\$0	125	2.3%
<b>Total</b>					
		\$ 72,998,032	\$17,567,342	2,949	310

\* Housing Rehab grants were awarded to 10 multi-county entities, plus West Des Moines



## Rebuild Iowa Task Force

### Task Force Charge and Member Responsibilities

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Rebuild Iowa Task Forces are charged with the following, as specified in Executive

Order Number 7, signed into law by Governor Chester J. Culver effective June 27, 2008:

- Assist the Rebuild Iowa Advisory Commission in fulfilling its duties
- Gathering and reviewing information and best practices
- Community outreach
- Public education
- Submit to the Commission a report and recommendations on how the State of Iowa can help in laying the groundwork to guide decisions for a stronger, safer, and smarter Iowa

Task Force member responsibilities include:

- Prepare and participate in Task Force activities;
- Contribute special expertise related to the subject matter and recovery priorities;
- Attend one day-long work session between July 28 and August 8, 2008;
- Review and comment on draft report and recommendations;
- Participate in ongoing work of the Task Force (potential of 2 – 3 additional meetings by the end of the year);
- Attend/participate as able in outreach activities with stakeholders and the public;
- Continue to develop and refine recommendations based on additional information and stakeholder and public outreach.

Task Force recommendations should be developed along three timelines:

- Immediate
- In need of further exploration
- Broad, visionary thinking for the State of Iowa – Long term sustainability

Task Force issue areas are:

- Housing
- Flood Plain Management & Hazard Mitigation
- Infrastructure & Transportation
- Economic & Workforce Development
- Cultural Heritage & Records Retention
- Public Health & Health Care
- Long Term Recovery Planning
- Agriculture & Environment
- Education



# Rebuild Iowa Advisory Commission

Governor Chester J. Culver  
Lt. Governor Patty Judge, RIO Executive Director

## Task Force Resource Group – Overview and Role

### ***Creating the Task Forces***

In creating the Rebuild Iowa Task Forces to support the Rebuild Iowa Advisory Commission, Governor Culver and Lt. Governor Judge's goal was to put together specialized issue Task Forces to address the charge of guiding decisions for a safer, stronger, and smarter Iowa. Iowans were asked to volunteer to be a part of nine special issue task forces. As a result, the Rebuild Iowa Advisory Commission and Rebuild Iowa Office put together a Task Force structure that would include individuals with subject matter expertise, relevant experience and expertise, and individuals who could participate and "add value" to the discussion and assist in making short-term and longer-term recommendations. That structure includes the Task Force and the issue Resource Group.

### ***Rationale for Task Force Resource Groups***

The Commission wanted to ensure greater participation in every issue Task Force and wanted to be inclusive in engaging individuals who volunteered to be a part of the process, as well as others who were identified in interest areas key to the Task Force issue discussion and process. More importantly, specialized expertise will be required as a part of the Task Force's deliberations. Recognizing that this will be a process over time, and will require subject matter data and presentations, the Resource Group will provide that expertise as a part of the Task Force and Commission process.

### ***Role of Resource Group***

Resource Group members will be called upon in soliciting critical information, to be a part of specific Task Force presentations and to add value to the greater discussion and recommendations. Resource Group members may also be called upon to submit research and information to the respective Task Forces relating to specific subjects and be engaged in Task Force discussions in which they have a specialized expertise or experience. They are significant to the work of the Task Force and the Commission in the deliberation of the issues, gaps, and recommendations that are moved forward to the Rebuild Iowa Advisory Commission.

### ***Task Force Meetings***

Resource Group Members will be seated at tables adjacent to the Task Force and engaged by the Task Force chairs, members and facilitators in the discussion as well as respond to questions and provide clarification and comments relevant to the issue and the pending discussion. In addition, Resource Group Members may also be asked to make presentations and provide specific materials, research, and data to the Task Force.

### ***Task Force Work – Resource Group***

Resource Group Members will play a critical role as the Task Forces work and the Rebuild Iowa Advisory Commission proceeds with its responsibilities over time. Resource Group Members will be a part of the network of information and materials provided as a part of the work of the Task Force. Resource Group Members will be encouraged to support the work of the Task Force throughout the process.



## Respective Roles of the Rebuild Iowa Office (RIO) and Rebuild Iowa Advisory Commission (RIAC)

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### Rebuild Iowa Office (RIO)

The Rebuild Iowa Office (RIO) is a State agency, with legal authority granted to it by the Governor in his June 27, 2008 Executive Order #7. The mission of the RIO is to ensure that the State of Iowa rebuilds safer, stronger and smarter than before from the catastrophic flooding and severe storms of 2008. The RIO has been given authority in a variety of critical areas, including the following: coordinating state activities concerning the rebuilding effort; securing funding and other resources needed for the recovery, and establishing priorities and disbursement guidelines for any such funds received; establishing federal and state legislative agendas associated with the recovery effort; establishing principles and policies for redevelopment; establishing timelines and benchmarks associated with the recovery effort; providing opportunities for public and business input; ensuring transparency in the recovery process; and speaking with one voice on behalf of all of the State of Iowa, to include advocating for the resources necessary to spur recovery and communicating progress, status and needs of the recovery to officials, community advocates and the public. The RIO is supported by a professional staff drawn primarily from existing State agency personnel to allow it to achieve its mission, vision, goals and objectives. Throughout its initiatives, the RIO is committed to a recovery and rebuilding process that is fair and equitable to everyone.

### Rebuild Iowa Advisory Commission (RIAC)

The Rebuild Iowa Advisory Commission (RIAC) is a 15-member non-partisan Commission, appointed by the Governor of Iowa. The RIAC was established in the same Executive Order that established the RIO (June 27, 2008 Executive Order #7). The Members of the RIAC assist the RIO, and through them the Governor, in providing the vision, creativity, and leadership to identify, prioritize, and address the short- and long-term issues of recovery. As an advisory body, the RIAC has no direct legal authority, however the Commission is charged with: recommending policy to facilitate long-term recovery in the state; making recommendations to the RIO and overseeing their activities; and assisting with the identification of strategic issues and broad-based recovery needs and priorities. Members of the Commission will also serve as Task Force Chairs for the nine RIO Recovery Task Forces, helping to facilitate dialogue on complex recovery issues and make recommendations in focused issue areas.



## Rebuild Iowa Task Force Infrastructure & Transportation Proposed Meeting Agenda

July 29, 2008 — 9:00 a.m.  
West Des Moines Learning Resource Center  
3550 Mills Civic Parkway  
West Des Moines, IA 50265

- 9:00-9:15 Welcome and Introductions – Task Force Chairs**
- 9:15-9:25 Charge to the Task Force and Overview of the Day – Task Force Chairs**
- 9:25-10:45 Presentation of Information – Introduced by Task Force Chairs**
- a. Dennis Harper, Iowa Homeland Security Emergency Management and Megan Donahue, Federal Emergency Management Agency
    - Categories of Infrastructure
    - Extent of Damages
    - Types and Levels of Assistance
    - Unmet Needs
    - Future Strategies
  - b. Tom Parham, Transportation Engineer, Federal Highway Administration
    - Emergency Relief Program
    - Current Damage Estimates
    - Number of Sites, Projects
  - c. Hank Manning, Team Leader, Iowa Department of Economic Development/Rebuild Iowa Office
    - Using Community Development Block Grant Program for Disaster Relief
- 10:45-12:00 Issue Identification**
- 12:00-12:30 Lunch Break**
- 12:30- 1:15 Gaps Identification and Prioritization of Critical Areas**
- 1:15- 3:30 Recommendations**
- a. Immediate
  - b. Needing further exploration
  - c. Broader thinking for the State of Iowa and longer term
- 3:30-3:45 Process for Completing 45-Day Report and Recommendations**
- 3:45-4:00 Closing Comments and Adjournment – Task Force Chairs**

### **Disaster Debris Impacts to Iowa Landfills**

Modern landfills are well-engineered facilities that are located, designed, operated, and monitored to ensure compliance with state and federal regulations. Municipal waste landfills must be designed with liners and liquid collection systems to protect the environment from contaminants which may be present in the solid waste stream.

While a particular landfill may have many years of overall capacity, it may only have a small portion of that capacity constructed and readily available for waste disposal. This is because it is not economically feasible to construct all of the available capacity at one time. There are 45 municipal waste landfills operating in Iowa. These landfills have an average overall capacity of 30 years with about 3-5 years of that capacity currently available. With waste flow rates to these landfills remaining steady over the years it has helped with long-term planning and construction schedules.

When a disaster occurs, waste flow rates to the landfill increase dramatically.

<b>City</b>	<b>Before Disaster</b>	<b>After Disaster</b>
Cedar Rapids	600 tons/day	2,500 tons/day
BlackHawk Co.	800-900 tons/day	1,450 tons/day
Iowa City	400 tons/day	850 tons/day

All of this extra waste leads to a decrease in the overall projected lifespan of a landfill. This also means that the construction schedule is accelerated and the size of the disposal area to be constructed becomes bigger to handle the increased waste flow.

The cost to construct a 2-acre disposal cell, average size for most Iowa landfills, is approximately \$600,000. This includes excavation, liner and leachate collection system installation and internal controls (manholes, sumps, wells, etc.).

After this most recent flood disaster, several impacted areas realized that their landfills were not going to have enough available disposal capacity so other options were explored. Some landfill agencies diverted all flood debris to a neighboring permitted landfill with more capacity. This can be cost prohibitive though depending on the distance to transport the waste. It also means that the flood debris sits on the curb longer. Others made requests to reopen old landfills.

When the Cedar Rapids/Linn County Solid Waste Agency realized that they would not have enough disposal capacity, they requested to reopen a landfill within the city that closed in 2006. The landfill closed because it did not comply with federal and state regulations which require a liner system. Reopening the landfill was not a popular decision but due to the proximity of the closed landfill to the areas of the city most devastated and the lack of capacity at the open landfill, the decision was made to allow

the closed landfill to reopen. Other counties have asked to do the same but only one other closed landfill in Des Moines County, has received approval to reopen.

There are economic impacts that come with reopening a closed landfill. The U.S. EPA has acknowledged individual state's authority to reopen closed landfills during emergency situations but they must close at the earliest opportunity consistent with current state and federal requirements. All closed landfills did so under old regulations that no longer exist. There are significant costs to consider when closing under current state and federal regulations. For example, to close the reopened landfill in Cedar Rapids, it could potentially cost the solid waste agency \$3,500,000. These costs are associated with placing a new soil cap over the waste, installing additional groundwater and gas monitoring wells, and sampling/monitoring those wells for contaminants. These costs do not include any corrective action when groundwater contamination is found.

There are also environmental impacts associated with reopening a closed landfill. Adding more waste means more contamination. Since these closed landfills do not have a liner, that contamination can make its way to the groundwater below. This contamination can be in the form of a liquid (leachate) or a gas (methane). Both are costly to remediate and can take many years to clean up. In extreme cases, the waste must be dug up and relocated to a lined disposal area.



FEMA

# Public Assistance Report

FEMA-1763-DR-IA



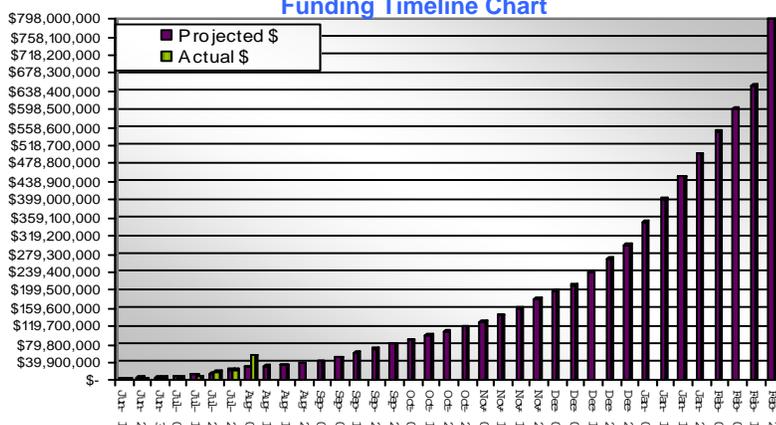
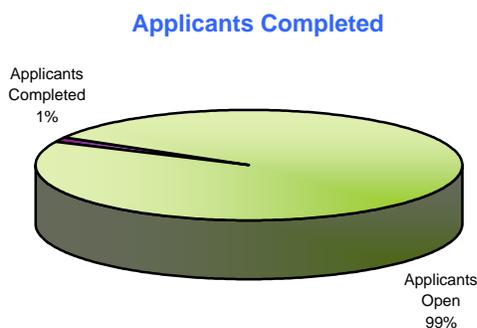
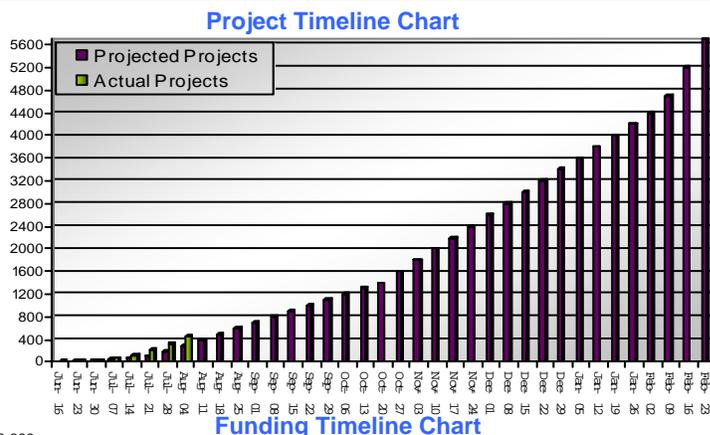
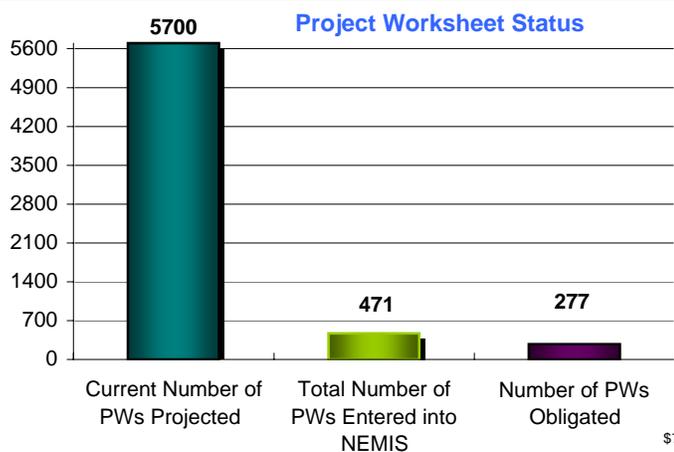
	Today's Date	Last Reported Date	Difference	Last Reporting Period
	08/07/2008	08/06/2008	1 Day	08/04/2008
<b>RPAs Received</b>	<b>945</b>	<b>944</b>	<b>1</b>	<b>908</b>
<b>Number of PNP Applicants</b>	<b>144</b>	<b>145</b>	<b>1</b>	<b>139</b>
<b>Number of Pilot Program Applicants</b>	<b>396</b>	<b>393</b>	<b>3</b>	<b>383</b>
<b>Kickoff Meetings Scheduled</b>	<b>35</b>	<b>16</b>	<b>19</b>	<b>12</b>
<b>Kickoff Meetings Completed</b> (Including Withdrawn)	<b>658</b>	<b>654</b>	<b>4</b>	<b>641</b>
<b>Number of Applicants Open</b>	<b>933</b>	<b>932</b>	<b>1</b>	<b>896</b>
<b>Total Applicants Completed</b> (Includes Withdrawn, Exit Briefing and Ineligible)	<b>12</b>	<b>12</b>	<b>0</b>	<b>12</b>

<b>Current Number of PWs Projected</b>	<b>5700</b>	<b>5700</b>	<b>0</b>	<b>5500</b>
<b>Total Number of PWs Entered into NEMIS</b>	<b>471</b>	<b>436</b>	<b>35</b>	<b>390</b>
<b>Number of PWs Obligated</b>	<b>277</b>	<b>247</b>	<b>30</b>	<b>207</b>
<b>Percentage of PW's Written</b>	<b>2%</b>	<b>2%</b>	<b>0%</b>	<b>2%</b>
<b>Percentage of PW's Obligated</b>	<b>1%</b>	<b>1%</b>	<b>0%</b>	<b>1%</b>

<b>406 Hazard Mitigation Projects Received</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>22</b>
<b>Amount of 406 Hazard Mitigation Proposal PWs</b>	<b>\$126,090</b>	<b>\$126,090</b>	<b>\$0</b>	<b>\$125,757</b>

<b>Total Amount PWs Entered In NEMIS (100% Eligible)</b>	<b>\$69,363,466</b>	<b>\$33,329,096</b>	<b>\$36,034,371</b>	<b>\$30,171,878</b>
<b>Total Amount Obligated (75% Federal Share)</b>	<b>\$18,441,435</b>	<b>\$17,440,408</b>	<b>\$1,001,027</b>	<b>\$10,916,665</b>

<b>Percentage of Applicants to be Completed</b>	<b>99%</b>	<b>99%</b>	<b>0%</b>	<b>99%</b>
<b>Percentage of Applicants Completed</b>	<b>1%</b>	<b>1%</b>	<b>0%</b>	<b>1%</b>



Data source: Data Warehouse, NEMIS, and Internal PA Togs



FEMA

# Public Assistance Report

FEMA-1763-DR-IA



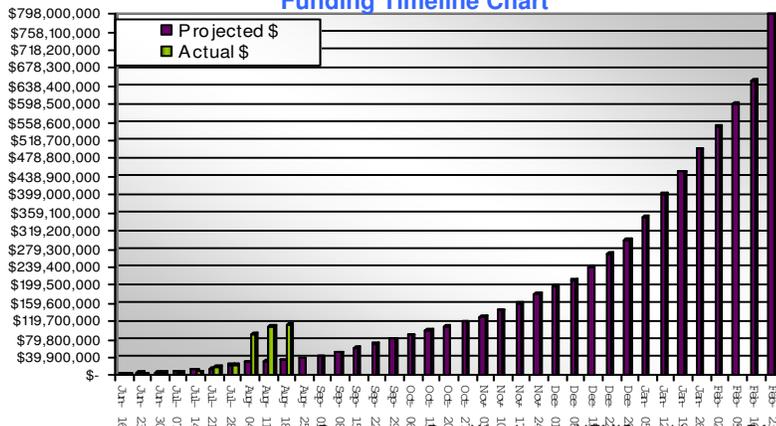
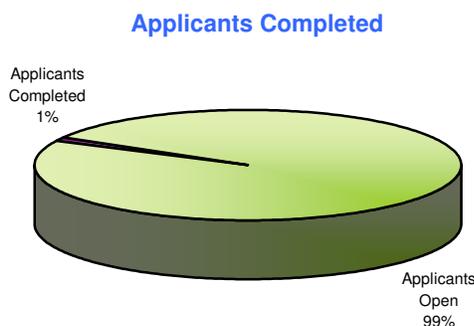
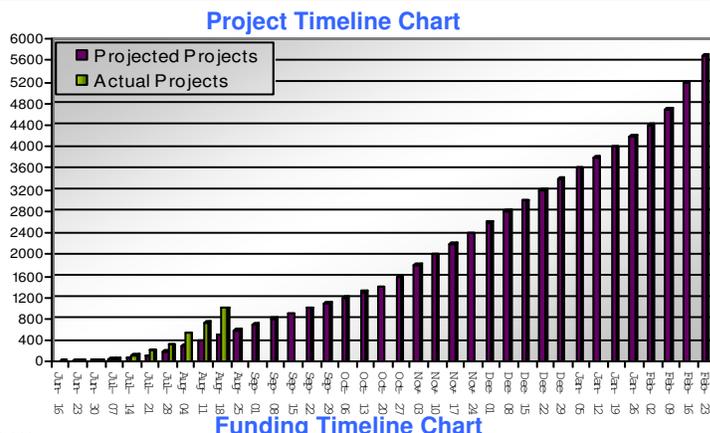
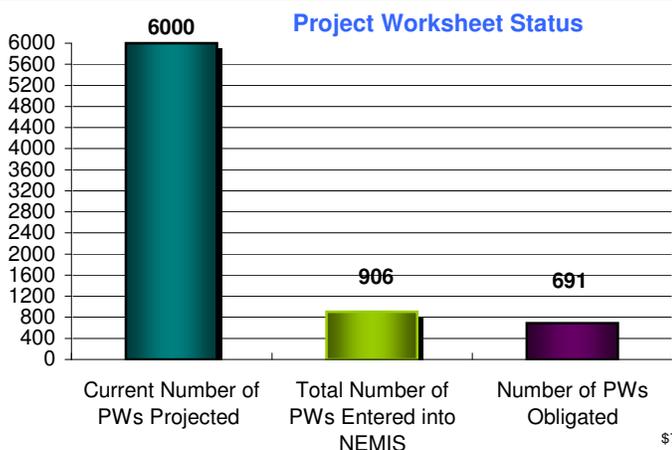
	Today's Date	Last Reported Date	Difference	Last Reporting Period
	08/21/2008	08/20/2008	1 Day	08/09/2008
<b>RPAs Received</b>	<b>988</b>	<b>975</b>	<b>13</b>	<b>958</b>
<b>Number of PNP Applicants</b>	<b>148</b>	<b>146</b>	<b>2</b>	<b>144</b>
<b>Number of Pilot Program Applicants</b>	<b>468</b>	<b>467</b>	<b>1</b>	<b>406</b>
<b>Kickoff Meetings Scheduled</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>29</b>
<b>Kickoff Meetings Completed</b> (Including Withdrawn)	<b>714</b>	<b>711</b>	<b>3</b>	<b>670</b>
<b>Number of Applicants Open</b>	<b>976</b>	<b>963</b>	<b>13</b>	<b>946</b>
<b>Total Applicants Completed</b> (Includes Withdrawn, Exit Briefing and Ineligible)	<b>12</b>	<b>12</b>	<b>0</b>	<b>12</b>

<b>Current Number of PWs Projected</b>	<b>6000</b>	<b>6000</b>	<b>0</b>	<b>6000</b>
<b>Total Number of PWs Entered into NEMIS</b>	<b>906</b>	<b>869</b>	<b>37</b>	<b>542</b>
<b>Number of PWs Obligated</b>	<b>691</b>	<b>671</b>	<b>20</b>	<b>353</b>
<b>Percentage of PW's Written</b>	<b>2%</b>	<b>2%</b>	<b>0%</b>	<b>2%</b>
<b>Percentage of PW's Obligated</b>	<b>1%</b>	<b>1%</b>	<b>0%</b>	<b>1%</b>

<b>406 Hazard Mitigation Projects Received</b>	<b>43</b>	<b>42</b>	<b>1</b>	<b>34</b>
<b>Amount of 406 Hazard Mitigation Proposal PWs</b>	<b>\$359,243</b>	<b>\$359,100</b>	<b>\$142</b>	<b>\$159,409</b>

<b>Total Amount PWs Entered In NEMIS</b> (100% Eligible)	<b>\$142,949,298</b>	<b>\$142,818,509</b>	<b>\$130,789</b>	<b>\$115,143,345</b>
<b>Total Amount Obligated</b> (75% Federal Share)	<b>\$79,068,537</b>	<b>\$76,173,171</b>	<b>\$2,895,367</b>	<b>\$19,972,766</b>

<b>Percentage of Applicants to be Completed</b>	<b>99%</b>	<b>99%</b>	<b>0%</b>	<b>99%</b>
<b>Percentage of Applicants Completed</b>	<b>1%</b>	<b>1%</b>	<b>0%</b>	<b>1%</b>



Data source: Data Warehouse, NEMIS, and Internal PA logs

## Iowa Department of Natural Resources

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### REVIEW OF IMPACT FROM STATEWIDE DISASTERS Conservation and Recreation Division August 4, 2008

**TOTAL CURRENT ESTIMATED FISCAL IMPACT TO DIVISION: \$12,055,000**

#### State Parks Bureau

- 24 state parks have been impacted to varying degrees by floods, heavy rainfalls, and strong winds. Major impacts include completely damaged electrical transformers, electrical pedestals in campgrounds, and lift stations for waste water, erosion of roads and trails, undermining of parking lots, wash-outs around buildings foundations, downed trees and limbs, displaced and damaged picnic tables and docks, water damage in park buildings, delayed construction, revenue producing recreation areas under water, and sediment left behind after floods receded. Preliminary damage estimate is \$3,600,000. At this point in time, two park campgrounds remain closed, and access is limited in several other parks.
- In addition, the bureau has seen a decrease in camping receipts and refunds for reserved camping, lodge, shelter and cabin rentals for a current total of an estimated \$1,175,000 in lost revenue.
- People have been unable to use state parks, either partially or in total. Family reunions, large events and weddings had to find other locations for their respective events.
- Parks staff have found it necessary to close some portions of the trail systems in individual parks, and it is expected that citizens will be expecting these trails to be repaired and reopened quickly.
- Parks projects involving some new or renovated structures may have to be put on hold, pending more immediate repairs. This will cause some pushback from groups that will view this delay as unacceptable.
- Approximately 15 families that were evacuated from their homes in Palo camped at Pleasant Creek Recreation Area, and the 14-day maximum stay was waived; Geode State Park accommodated residents of Illinois that commuted daily on HWY 34 bridge over the Mississippi River to work in Iowa until the road was repaired and reopened.
- **Total Current Estimated Fiscal Impact to Parks Bureau: \$4,775,000**

#### Wildlife Bureau

- A district by district assessment was taken of structures such as dikes, levees, water control structures, parking lots, boat ramps, docks, culverts, signage, roads, buildings, etc. with a \$4,000,000 estimated impact at this time.
- This bureau manages croplands (about 35,000 acres) as well as natural habitat lands within the public land boundaries. The current estimate is \$1,000,000 in lost cropping revenue.
- In terms of wildlife, the mammals generally survive in rising water and are able to move out of harms way except in flash flood situations. Ground nesting birds have a more difficult time, and a significant impact is expected on pheasants, quail, and other game and non-game ground nesting birds. (An accurate quantitative impact on the pheasant population is not expected until after August 15, 2008, and that will impact projected revenue in hunting license sales if the population shows a drastic decline as expected.). The good news is that amphibians are expected to have thrived under the current conditions.
- **Total Current Estimated Fiscal Impact to Wildlife Bureau: \$5,000,000**

#### Fisheries Bureau

- Fisheries Bureau has seen a dramatic decline in fishing license sales during May, June and July (approximately 32,000 licenses or \$670,000 lost revenue).
- Two trout hatcheries (Big Spring/Elkader and Manchester) sustained damage to buildings and loss of fish. Estimated repairs to just these two areas are estimated at \$500,000.
- Damage to fishing related infrastructure at lakes and streams is statewide. Damage and cost estimates are still coming in as water has not receded in all areas. Impacts include shoreline erosion, lost or damaged fishing jetties, constructed in-stream trout habitat lost, trout stocking access roads impaired, universally

## Iowa Department of Natural Resources

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accessible fishing access sites destroyed, informational signs gone, boat ramps undercut, etc.—estimated at \$500,000.

- Recreational angling and boating opportunities have been diminished by the damage to public access sites and boat ramps and closure of some lakes and streams to boating.
- Over 2,000 staff hours were committed to clean-up.
- Iowa will be dealing with flood impacts to streams and rivers for the next several years as attempts are made to repair “damage”, which may better be described as “change” in many cases.
- Staff time spent on flood mitigation is staff time spent away from other activities that serve the public.
- Long-term impacts to aquatic resources and fishing opportunities are varied, with some positive impacts and some negative impacts from flooding. Trout stocking will have to be reduced 20% the remainder of 2008.
- **Total Current Estimated Fiscal Impact to Fisheries Bureau: \$1,670,000**

### Law Enforcement Bureau

- The District Offices located at Manchester was inundated with flood waters and incurred expenses of \$55,000 to repair.
- Between the tornadoes in Butler and Buchanan counties and the Little Sioux Boy Scout Camp, and the 2008 statewide floods, officer full-time and part-time hours amounted to over \$55,000 of salary costs going to disaster assistance helping with search and rescues, traffic control, patrol for looters, providing first aide, assisting in evacuation efforts (especially with boat the department boat fleet), environmental impact assessment efforts, and security efforts.
- Normal recreational activities that our customers typically enjoy such as boating and fishing have been replaced with clean-up efforts and water levels too high for recreational boating or fishing opportunities.
- Most of the bureau’s efforts deal with providing law enforcement support immediately after the disaster strikes. Help includes providing boats/staff to EPA, National Guard, and DNR EPD staff to locate hazardous materials and orphan drums that have been displaced by the various disasters. Some officers have been trained in Critical Incident Stress Debriefing (CISD) and are available for helping emergency workers (law enforcement, fire fighters, EMS, etc.) by providing staff for debriefings after the disasters.
- **Total Current Estimated Fiscal Impact to Law Enforcement Bureau: \$110,000.**

### Forestry Bureau

- This bureau suffered damage during the tornadoes early in the season. The Forestry Bureau estimates \$250,000 in damage costs incurred during the tornadoes.
- The State Nursery saw revenue loss due to weather-related planting conditions of \$240,000.
- The Forestry Bureau is also looking at ways to help Iowans with replacement trees across the state. It has instituted a \$10,000 grant program to help replant wind breaks, and is working on a way to supply stock from the State Forest Nursery to the citizens of Iowa.
- **Total Current Estimated Fiscal Impact to Forestry Bureau: \$500,000**

### Conservation & Recreation Division

In general, the need for adequate, consistent funding for Iowa public lands management and outdoors recreation is reemphasized with the flood and tornadoes of 2008. The department will do everything it can to keep parks, state forests, fishing lakes and wildlife areas open and accessible to the public. However, many needed projects will be delayed into future years. The department will have to communicate with many stakeholder groups who have been patiently waiting for their local lake or park to get the necessary funding to complete their park project. Roads, boat ramps, fish hatcheries, etc. will be repaired within the abilities of the department’s budget. Prioritization and reworking budgets and engineering projects will be necessary.

**TOTAL CURRENT ESTIMATED FISCAL IMPACT TO DIVISION: \$12,055,000**

2008 Flood survey											
County:	Granular loss/replacement		Embankment loss/replace		Pavement damage		Bridge and RCB damage		Pipe Culvert damage		Total\$
	# sites	\$Cost	# sites	\$Cost	# sites	\$Cost	# sites	\$Cost	# sites	\$Cost	
ADAIR	755	\$ 271,800	3	\$ 260,000			15	\$ 101,400	42	\$ 120,100	\$ 753,300
ADAMS	22	\$ 42,000	6	\$ 30,000	0	\$ -	1	\$ 20,000	70	\$ 128,000	\$ 220,000
ALLAMAKEE	70	\$ 300,000	30	\$ 250,000	2	\$ 20,000	3	\$ 200,000	3	\$ 30,000	\$ 800,000
APPANOOSE	300	\$ 500,000	13	\$ 80,000	0	\$ -	0	\$ -	21	\$ 80,000	\$ 660,000
AUDUBON	10	\$ 7,500	1	\$ 7,500	0	\$ -	0	\$ -		\$ 5	\$ 15,005
BENTON	150	\$ 250,000	2	\$ 25,000	0	\$ -	2	\$ 30,000	2	\$ 15,000	\$ 320,000
BLACK HAWK	65	\$ 160,000	4	\$ 100,000	4	\$ 300,000					\$ 560,000
BOONE	319	\$ 170,700	24	\$ 15,000	0	\$ -	6	\$ 41,500	14	\$ 18,000	\$ 245,200
BREMER	85	\$ 225,000	2	\$ 20,000	1	\$ 15,000	1	\$ 20,000	26	\$ 45,000	\$ 325,000
BUCHANAN	175	\$ 92,000	5	\$ 5,000	0	\$ -	2	\$ 12,000	3	\$ 15,000	\$ 124,000
BUENA VISTA	80	\$ 75,000	20	\$ 16,000	0	\$ -	0	\$ -	1	\$ 55,000	\$ 146,000
BUTLER	150	\$ 350,000	4	\$ 100,000	1	\$ 25,000	5	\$ 850,000	10	\$ 40,000	\$ 1,365,000
CALHOUN	25	\$ 25,000	0	\$ -	0	\$ -	0	\$ -	1	\$ 5,000	\$ 30,000
CARROLL	500	\$ 120,000	0	\$ -	0	\$ -	1	\$ 50,000	2	\$ 40,000	\$ 210,000
CEDAR	5	\$ 8,000	2	\$ 20,000	2	\$ 425,000	1	\$ 40,000	0	\$ -	\$ 493,000
CERRO GORDO	317	\$ 350,000	40	\$ 30,000	1	\$ 20,000	1	\$ 3,000	5	\$ 150,000	\$ 553,000
CHEROKEE	10	\$ 7,500	0	\$ -	0	\$ -	0	\$ -	0	\$ -	\$ 7,500
CHICKASAW	600	\$ 450,000	8	\$ 40,000	3	\$ 125,000	0	\$ -	10	\$ 100,000	\$ 715,000
CLARKE	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	\$ -
CLAY	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	\$ -
CLAYTON	30	\$ 200,000	30	\$ 200,000	0	\$ -	1	\$ 100,000	30	\$ 100,000	\$ 600,000
CLINTON	25	\$ 100,000	2	\$ 200,000	1	\$ 50,000	0	\$ -	0	\$ -	\$ 350,000
CRAWFORD	400	\$ 200,000	50	\$ 75,000	0	\$ -	25	\$ 1,000,000	30	\$ 250,000	\$ 1,525,000
DALLAS	250	\$ 100,000	10	\$ 50,000	0	\$ -	1	\$ 600,000	10	\$ 200,000	\$ 950,000
DECATUR	9	\$ 30,000	0	\$ -	0	\$ -	1	\$ 8,000	1	\$ 3,500	\$ 41,500
DELAWARE	341	\$ 430,000	80	\$ 150,000	0	\$ -	19	\$ 135,000	30	\$ 30,000	\$ 745,000
DES MOINES	16	\$ 100,000	2	\$ 10,000	1	\$ 20,000	0	\$ -	1	\$ 100,000	\$ 230,000
DICKINSON	15	\$ 20,000	0	\$ -	0	\$ -	0	\$ -	0	\$ -	\$ 20,000
DUBUQUE	100	\$ 80,000	10	\$ 12,000	2	\$ 3,000	1	\$ 85,000	10	\$ 100,000	\$ 280,000
EMMET	2	\$ 500	0	\$ -	0	\$ -	0	\$ 1,500	1	\$ 74,000	\$ 76,000
FAYETTE	100	\$ 230,000	5	\$ 40,000	2	\$ 100,000	1	\$ 2,530,000	50	\$ 480,000	\$ 3,380,000
FLOYD	500	\$ 400,000	6	\$ 50,000	0	\$ -	2	\$ 450,000	8	\$ 40,000	\$ 940,000
FRANKLIN	300	\$ 280,000	20	\$ 180,000	0	\$ -	11	\$ 110,000	25	\$ 40,000	\$ 610,000
FREMONT	9	\$ 77,000	7	\$ 94,000	0	\$ -	2	\$ 122,000	5	\$ 60,000	\$ 353,000
GRUNDY	100	\$ 60,000	6	\$ 12,000	0	\$ -	5	\$ 15,000	10	\$ 10,000	\$ 97,000
GUTHRIE	25	\$ 100,000	5	\$ 250,000	0	\$ -	2	\$ 300,000	10	\$ 150,000	\$ 800,000
HAMILTON	600	\$ 300,000	30	\$ 60,000	1	\$ 25,000	0	\$ -	0	\$ -	\$ 385,000
HANCOCK	212	\$ 100,000	0	\$ -	0	\$ -	3	\$ 10,000	10	\$ 40,000	\$ 150,000
HARDIN	150	\$ 75,000	15	\$ 30,000	0	\$ -	6	\$ 45,000	15	\$ 15,000	\$ 165,000
HARRISON	5	\$ 25,000	3	\$ 30,000	0	\$ -	4	\$ 100,000	4	\$ 50,000	\$ 205,000
HENRY	91	\$ 57,800	3	\$ 53,000	0	\$ -	0	\$ -	2	\$ 1,311	\$ 112,111
HOWARD	1000	\$ 351,423	4	\$ 80,000	5	\$ 112,916	40	\$ 93,725	20	\$ 63,725	\$ 701,789
HUMBOLDT	142	\$ 40,000					2	\$ 8,000	20	\$ 49,000	\$ 97,000
IOWA	15	\$ 750,000	10	\$ 50,000	0	\$ -	3	\$ 900,000	14	\$ 310,000	\$ 2,010,000
JACKSON	200	\$ 100,000	3	\$ 240,000	0	\$ -	0	\$ -	4	\$ 10,000	\$ 350,000
JASPER	45	\$ 200,000	8	\$ 15,000	2	\$ 12,000	4	\$ 25,000	25	\$ 225,000	\$ 477,000
JEFFERSON	3	\$ 5,000	0	\$ -	0	\$ -	0	\$ -	0	\$ -	\$ 5,000
JOHNSON	35	\$ 300,000	7	\$ 70,000	1	\$ 3,500	6	\$ 150,000	6	\$ 18,000	\$ 541,500
JONES	35	\$ 80,000	1	\$ 100,000	2	\$ 300,000	1	\$ 1,800,000	5	\$ 10,000	\$ 2,290,000
KEOKUK	175	\$ 210,000	10	\$ 50,000	0	\$ -	40	\$ 490,000	108	\$ 225,000	\$ 975,000
KOSSUTH	84	\$ 77,150	0	\$ -	0	\$ -	0	\$ -	1	\$ 1,327	\$ 78,477
LEE	2	\$ 2,500	0	\$ -	0	\$ -	0	\$ -	0	\$ -	\$ 2,500
LINN	263	\$ 825,000			2	\$ 638,000	0		15	\$ 50,000	\$ 1,513,000
LOUISA	60	\$ 250,000			20	\$ 1,000,000	2	\$ 5,000	2	\$ 10,000	\$ 1,265,000
LUCAS	100	\$ 150,000	10	\$ 30,000	0	\$ -	1	\$ 25,000	20	\$ 60,000	\$ 265,000
LYON	300	\$ 512,000	20	\$ 137,335	0	\$ -	5	\$ 12,500	5	\$ 30,000	\$ 691,835

MADISON	50	\$ 75,000	5	\$ 150,000	0	\$ -	5	\$ 100,000	24	\$ 250,000	\$ 575,000
MAHASKA	15	\$ 100,000	3	\$ 130,000	0	\$ -	2	\$ 20,000	1	\$ 2,000	\$ 252,000
MARION	242	\$ 162,900	6	\$ 48,000	3	\$ 84,000	40	\$ 30,000	70	\$ 37,000	\$ 361,900
MARSHALL	250	\$ 150,000	12	\$ 50,000	0	\$ -	1	\$ 20,000	5	\$ 180,000	\$ 400,000
MITCHELL	312	\$ 18,000	2	\$ 75,000	1	\$ 25,000	3	\$ 20,000	8	\$ 89,000	\$ 227,000
MONONA	100	\$ 75,000	25	\$ 125,000	0	\$ -	15	\$ 250,000	20	\$ 150,000	\$ 600,000
MONROE	300	\$ 250,000	30	\$ 30,000	0	\$ -	0	\$ -			\$ 280,000
MONTGOMERY	20	\$ 60,000	16	\$ 170,000	0	\$ -	6	\$ 150,000	20	\$ 170,000	\$ 550,000
MUSCATINE	22	\$ 350,000	3	\$ 150,000	2	\$ 1,100,000	2	\$ 200,000	2	\$ 90,000	\$ 1,890,000
OBRIEN	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	\$ -
OSCEOLA	0	\$ -	0	\$ -	0	\$ -	1	\$ 10,000	0	\$ -	\$ 10,000
PAGE	20	\$ 45,000	8	\$ 72,000	1	\$ 1,000	2	\$ 150,000	21	\$ 105,000	\$ 373,000
PALO ALTO	50	\$ 60,000	2	\$ 10,000	0	\$ -	3	\$ 65,000	2	\$ 10,000	\$ 145,000
PLYMOUTH	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	\$ -
POCAHONTAS	60	\$ 10,000	11	\$ 35,000	0	\$ -	0	\$ -	1	\$ 5,000	\$ 50,000
POLK	140	\$ 200,000	3	\$ 150,000	0	\$ -	3	\$ 50,000	0	\$ -	\$ 400,000
POTTAWATTAMIE	12	\$ 15,000	3	\$ 35,000	0	\$ -	4	\$ 90,000	3	\$ 60,000	\$ 200,000
POWESHIEK	150	\$ 45,000	1	\$ 5,000	0	\$ -	2	\$ 70,000	4	\$ 40,000	\$ 160,000
RINGGOLD	8	\$ 80,000	1	\$ 5,000	0	\$ -	0	\$ -	0	\$ -	\$ 85,000
SAC	30	\$ 35,000	0	\$ -	0	\$ -	0	\$ -	1	\$ 5,000	\$ 40,000
SCOTT	12	\$ 75,000	0	\$ -	0	\$ -	0	\$ -	2	\$ 5,000	\$ 80,000
SHELBY	10	\$ 5,000	3	\$ 12,000	0	\$ -	1	\$ 65,000	2	\$ 5,000	\$ 87,000
SIOUX	0	\$ -	0	\$ -	0	\$ -		\$ -	0	\$ -	\$ -
STORY	190	\$ 262,000	0	\$ -	0	\$ -	8	\$ 11,200	8	\$ 25,000	\$ 298,200
TAMA	250	\$ 75,000	0	\$ -	6	\$ 75,000	5	\$ 200,000	5	\$ 20,000	\$ 370,000
TAYLOR	29	\$ 30,000	9	\$ 75,000	0	\$ -	3	\$ 150,000	15	\$ 50,000	\$ 305,000
UNION	240	\$ 596,000	100	\$ 200,000	0	\$ -	6	\$ 50,000	86	\$ 100,000	\$ 946,000
WAPELLO	40	\$ 150,000	0	\$ -	0	\$ -	0	\$ -	2	\$ 25,000	\$ 175,000
WARREN	19	\$ 156,000	3	\$ 200,000	0	\$ -	8	\$ 200,000	5	\$ 15,000	\$ 571,000
WASHINGTON	75	\$ 100,000	2	\$ 120,000	0	\$ -	2	\$ 80,000	1	\$ 20,000	\$ 320,000
WAYNE	600	\$ 270,000	10	\$ 5,000	0	\$ -	0	\$ -	5	\$ 25,000	\$ 300,000
WEBSTER	250	\$ 50,000	50	\$ 25,000	0	\$ -	1	\$ 100,000	10	\$ 10,000	\$ 185,000
WINNEBAGO	5	\$ 1,000	0	\$ -	0	\$ -	0	\$ -	0	\$ -	\$ 1,000
WINNESHIEK	100	\$ 210,000	100	\$ 350,000	7	\$ 180,000	23	\$ 250,000	150	\$ 200,000	\$ 1,190,000
WORTH	211	\$ 175,000	6	\$ 25,000					13	\$ 160,000	\$ 360,000
WRIGHT	400	\$ 325,000	30	\$ 25,000	0	\$ -	1	\$ 12,000	0	\$ -	\$ 362,000
	13589	\$ 14,433,773	965	\$ 5,543,835	73	\$ 4,659,416	373	\$ 12,831,825	1193	\$ 5,499,968	\$ 42,968,817





TOTAL	<b>Total Number:</b>	<b>5484</b>	5484
	<b>Total Estimated Amount:</b>	<b>\$ 1,002,489,183.87</b>	\$ 1,002,489,183.87
	<b>Total Eligible Project Amount:</b>	<b>\$ 26,549,826.25</b>	\$ 26,549,826.25

AREA 1	<b>Total Number:</b>	<b>1383</b>
	<b>Total Estimated Amount:</b>	<b>\$ 70,585,013.11</b>
	<b>Total Eligible Project Amount:</b>	<b>\$ 13,741,146.50</b>

AREA 2	<b>Total Number:</b>	<b>1742</b>
	<b>Total Estimated Amount:</b>	<b>\$ 668,538,443.30</b>
	<b>Total Eligible Project Amount:</b>	<b>\$ 5,640,102.54</b>

AREA 3	<b>Total Number:</b>	<b>2359</b>
	<b>Total Estimated Amount:</b>	<b>\$ 263,365,727.46</b>
	<b>Total Eligible Project Amount:</b>	<b>\$ 7,168,577.21</b>