Statewide Flood Control Program

- Created by Act 351 of the 1982 Regular Session
- Revised by Act 98 of 1993 and Act 999 of 1999
- Primary goal is to reduce existing flood damages by considering both structural and non-structural solutions
- Funded by LA Transportation Trust Fund
- $10 million average funding level
Purpose of Program

- Reduce existing flood damages through an active, innovative approach
- Provide long-term solutions to flood problems
- Protect existing developments in flood prone areas without encouraging further development
Program Features

- **Cost Shared:**
  - covers 90% of the construction cost for non-federal projects
  - covers 70% of local sponsor’s non-federal share for federal projects
  - local sponsor pays for engineering, R/W, etc.
  - no State funds are expended until the project is under construction
Program Features – Cont.

- Competitive – projects prioritized based on highest potential damage reduction versus State investment.

- Uniquely Structured to ensure:
  - Equitable distribution of funds statewide
  - All levels of local government from the biggest parishes and cities down to the smallest towns and villages can compete successfully.
Project Requirements

- Must reduce existing flood damages
- Does not encourage additional development in flood prone areas
- Does not increase upstream or downstream flooding
- Must have a construction cost of $100,000 or more
Types of Projects

- Channel Enlargements
- Levees
- Pump Stations
- Retention Ponds
- Relocations of dwellings and business structures
Application Process

- Pre-Application by May 1
- Submit Application by October 1 (within 4 years of Pre-Application)
- Applications are reviewed for compliance with the Program’s Rules and Regulations (Administrative Procedures Act)
- Priority list of recommended projects prepared
- Public Hearing
- Joint Committee reviews and approves the Recommended Construction Program
Pre-Application

- Non-technical description of the problem
  - Documents the existing flooding problem
  - Explains the magnitude and frequency of the flooding problem
  - Lists possible solutions

- DOTD can assist in preparing the Application if the community represents less than 50,000 people
Application

The Application is a detailed feasibility study that:

- Justifies the need for the project
- Investigates alternate solutions
- Selects a cost-effective solution
- Determines benefited area by performing Hydraulic Evaluation with and without improvements
- Develops a detailed construction cost estimate
- Calculates program benefits
Evaluation of Applications

Evaluation Committee

- Consists of the following members:
  - DOTD’s Office of Public Works and HFP
  - Louisiana Geological Survey
  - DOA’s State Planning Office

- Reviews the applications for conformity with program requirements

- Scores each application that has met the program requirements
Priority Ranking

Priority Ranking = Application with highest **Final Score** gets a 1 and the next 2 and etc.

- The scoring is for applications in each Funding District and Area.
- Unfunded projects from previous years are re-scored and compete with new projects.
Project Classification

- Projects are divided into three funding classifications:
  - **Urban** – Shreveport, Bossier City, Monroe, Alexandria, Lake Charles, Lafayette, Baton Rouge, New Orleans and Jefferson Parish
  - **Rural-developed** – areas with structure density of more than 128 structures per square mile
  - **Rural-undeveloped** – areas with structure density of 128 or less per square mile
Distribution of Funds

- Funds allocated to the program are distributed based on a two-tiered system:

  (1) Nine Urban Areas
  
  (2) Five Funding Districts
    - Northeast
    - Northwest
    - Southwest
    - South Central
    - Southeast
55% ($5,500,000) of total program funds is allocated to rural projects in the five funding districts.

45% ($4,500,000) of the total is allocated to the urban areas

- No more than 20% to the total amount of funds for the urban area can be allocated to any single urban project.
## Example of a $10 million Construction Program

Urban: 45% x $10 million = $4,500,000

Rural: 55% x $10 million = $5,500,000

<table>
<thead>
<tr>
<th>Rural Districts</th>
<th>Undeveloped</th>
<th>Developed</th>
<th>District Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northwest</td>
<td>$660,660</td>
<td>$609,840</td>
<td>$1,270,500</td>
</tr>
<tr>
<td>Northeast</td>
<td>$670,505</td>
<td>$274,995</td>
<td>$918,500</td>
</tr>
<tr>
<td>Southwest</td>
<td>$468,875</td>
<td>$383,625</td>
<td>$852,500</td>
</tr>
<tr>
<td>South Central</td>
<td>$510,510</td>
<td>$704,990</td>
<td>$1,215,500</td>
</tr>
<tr>
<td>Southeast</td>
<td>$360,470</td>
<td>$882,530</td>
<td>$1,243,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>$5,500,000</strong></td>
</tr>
</tbody>
</table>
If the amount of funds allocated to the program are not sufficient to fund all projects in a funding district, those projects unfunded will remain on the priority list for four (4) years, but will have to compete with any new projects.

Projects that received partial funding in previous years, will receive top priority for funds in subsequent years until completely funded.
Questions?

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Louisiana Port Construction and Development Priority Program

LA Dept of Transportation & Development

Office of Public Works, Hurricane Flood Protection & Intermodal Transportation
The Port Construction & Development Priority Program

- Created by Act 452 of the 1989 Regular Session
- Revised by Act 476 of the 1993 Regular Session and 18 of the 2006 Regular Session
- Primary goal is to improve the infrastructure of LA ports and harbors
- Funded by the LA Transportation Trust Fund
- $20 million average funding level (Last Two Years received an additional $40+ million through state general fund surplus)
Purpose of Program

- Economic Development
- To insure that adequate land side facilities are available to meet a definite market need by providing guidance and public funds to build land side infrastructure
- Provide jobs, minimize congestion, improve safety and reduce maintenance costs of our highways
Program Features

Key features insure funding projects with a high probability of success and the highest return to the state

- Market driven
- Cost Shared (Covers 90% of the cost of construction)
- Competitive – projects prioritized based on probability of success and highest benefits versus State investment
- State funds are not expended until the project is under construction
Project Requirements

- Feasibility studies of proposed projects similar to a business plan must be conducted
- Must have an immediate market need
- Project must be maritime related
- Projects must have a B/C ratio of at least one
- Must have a Rate of Return on the state’s investment of 2.375
- Must have a public port willing to
  - pay for engineering costs
  - pay 10% of cost of construction
Application Process

- Applications can be submitted to DOTD four times a year (Deadlines: March 1, June 1, September 1, and December 1)
- Applications are reviewed for compliance with the Program’s Rules and Regulations (Administrative Procedures Act)
- Each review period, a priority list of recommended projects prepared
- Public Hearings
- Joint Committee reviews and approves the Final Recommended Construction Program (Cumulative list)
Application

Application is a Comprehensive Feasibility Study that:

- Identifies and Documents a Market Need
- Identifies Infrastructure Needed to Satisfy the Market Need
- Assesses Adequacy of Existing Components
- Provides Preliminary Design Calculations, and Preliminary Construction Plans (Conceptual), Cost Estimate, and Progress Schedule
Application (Cont’d)

- Identifies Jobs Created or Retained
- Determines Benefits to State
  - Revenue & Expenses to Port
  - Payroll Benefits
  - Spin-Off Benefits
  - Other Benefits
- Tabulates Benefits and Costs
- Investigates Alternative Solutions & Impacts
Evaluation Methodology

- Only complete applications are evaluated
- Market need must be real and verifiable
- Port must be located on adequate navigable waterway and adequate highway and/or rail access to accommodate project
- Revenue to be collected by port must provide a 2.375% ROI on the program funding share
- B/C ratio for the total project must be at least one
Application Scoring

- Technically feasibility - 60 Points
- Highest B/C, based on program investment, receives 150 points. Others pro-rated.
- Most jobs created or retained per program investment - 20 points. Others pro-rated.
- Port w/ highest ROI for the last 5 yrs receives 20 points with others pro-rated.
Program Funding Limits

- The Department currently limits the amount of program funds that may be provided for any one project to $15 million at a rate of about $5 million/year based on the historical level of funding.
- Construction of the project can be phased to allow early construction.
- Recommended but unfunded Projects can be built with 100% Port funds and be reimbursed by the program if and when the project is funded.
Questions?

Contact Information
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