

USACE Rehabilitation and Inspection Program (RIP)

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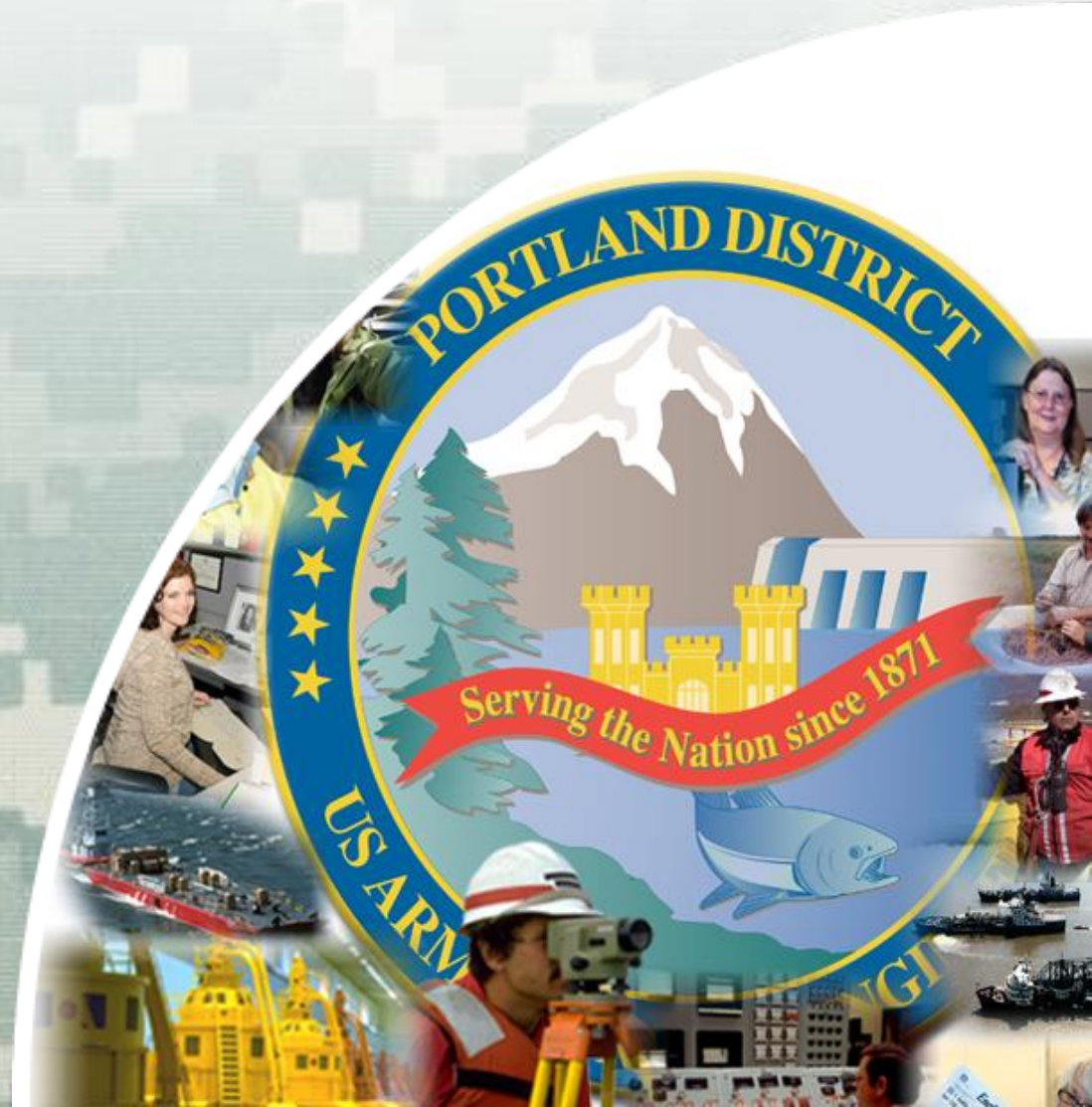
Portland District

October 20th, 2014



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RIP Program Overview

- Authority and Policy
- Types of Inspections
- RIP eligibility requirements
- System Wide Improvement Framework (SWIF)
- Why be in the RIP?



RIP Authority and Policy

- Authority established under PL 84-99
- ER 500-1-1 (Civil Emergency Management Program – Procedures)
- The RIP is the USACE program that provides for the inspection and rehabilitation of Federal and non-Federal flood control projects.
- The principle reason the RIP exists is to ensure continuation of reliable protection – flood damage reduction – for people’s lives, communities, and improved property.
- Inspection of Completed Works (ICW) is O&M funded program within the RIP that addresses Federally-constructed flood damage reduction projects turned over to non-Federal sponsors for operations and maintenance.
- The ICW Program critical function in the RIP is the funding responsibility for Continuing Eligibility Inspections (CEI) of Federal projects.



Types of Inspections

- Routine Inspections (used for CEI)
 - generally 2 year frequency
 - Usually two-member team
 - Purpose: ensure sponsor is maintaining and operating to USACE standards
- Periodic Inspections
 - 5 year frequency
 - Multi-discipline team
 - Purpose: more rigorous and detailed inspection, includes hydrologic criteria, closer look at pump stations by ME/EE.



RIP Eligibility Requirements

- To maintain eligibility (“be active”):
 - ▶ the system must not receive an ‘Unacceptable’ rating in 18 key inspection criteria
 - ▶ If one segment of a multi-segment system receives an ‘unacceptable’ rating on any one of the 18 key criteria, **the entire system will be deemed ineligible**
 - ▶ Common ‘unacceptable’ criteria: Encroachments, Slope Stability, Erosion, Animal Control, Culverts, Toe Drains/Relief Wells, Closure Structures
- Segments/Systems are rated by making risk-informed decisions
 - Varying factors affect risk:
 - Different materials: embankment, construction techniques
 - Complexity: floodwalls, closure structures, pump structures
 - Consequences: varying levels being protected (high residential, critical infrastructure, agricultural)
 - Authorized Flood Frequency/Elevations: vary within NWP levee portfolio, **not just a 1% chance (100 year) event**
 - If system is rated “Unacceptable”, the SWIF is best option for sponsor



System-Wide Improvement Framework (SWIF)

- A SWIF is a short-term mitigation plan for maintenance and operation deficiencies
 - ▶ Sponsor develops a Letter of Intent (LOI)
 - ▶ LOI must be approved by HQUSACE
 - ▶ Sponsor develops SWIF
 - ▶ SWIF must be approved by HQUSACE
 - ▶ Systems with approved SWIFs will maintain eligibility (active) in the RIP if milestones/mitigation per SWIF are met
 - ▶ SWIF typically spans 1 to 2 years



Why be eligible/active in the RIP?

- Preparedness/Flood Fighting Assistance:
 - ▶ ALL systems (active and inactive) can receive flood-fight assistance from USACE during a flood
- Rehabilitation (repairs) Assistance:
 - ▶ Eligible systems can be rehabilitated after a flood event with Federal \$
 - ▶ For Federal systems, 100% Fed \$; for non-Federal system, cost share 80% Fed/20% sponsor
 - ▶ Rehab includes catastrophic breach AND non-breach repairs to PRE-FLOOD condition
 - ▶ Betterments not allowed



PLANNING ASSISTANCE TO STATES

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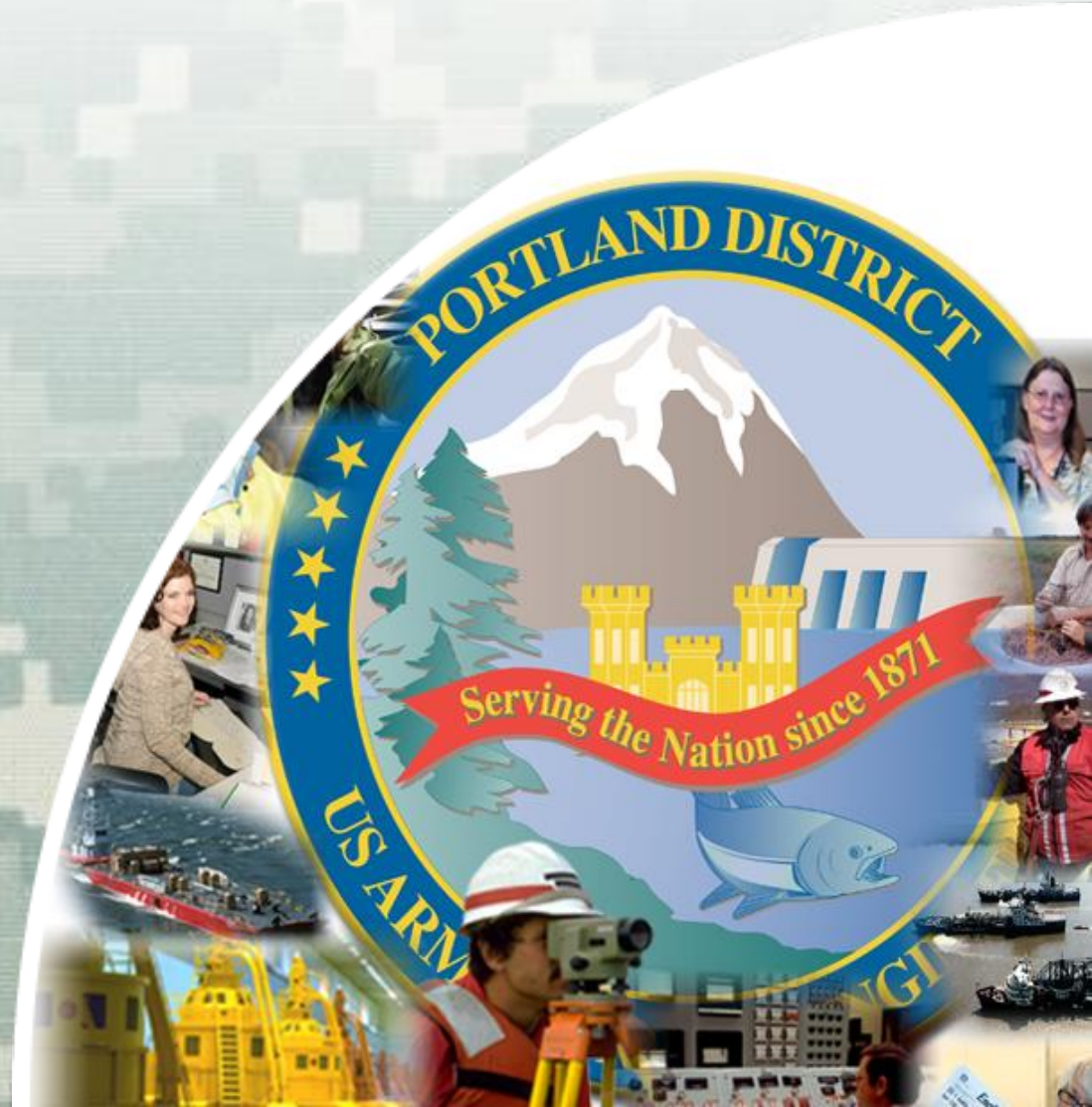
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PAS - Program Overview

- Planning Assistance to States (PAS) Program (Section 22 of the 1974 WRDA) authorizes the Corps to support local entities in managing water resource planning efforts.
 - ✓ Extends through a study's initial design phase.
 - ✓ Authorized for cost 50% Federal/ 50% Non-Federal cost share
 - ✓ 100% in-kind contributions allowed for non-federal cost
 - ✓ Typically a 1 year agreement
 - ✓ The Portland District PAS Coordinator is Beth McDowell.
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PAS - Pen1 Levee Improvement Study

- Status of Agreement
 - ✓ USACE/MCDD agreement signed
 - ✓ Start 8 September 2014, End 30 January 2016
 - ✓ Total project cost: \$249,208.
 - ✓ Non-federal contribution of \$124,604 will be 100% work in kind



PAS – Pen1 Levee Improvement Study

- Scope of Study
 - ✓ Review levee safety reports
 - ✓ Research on Authorities
 - ✓ Incorporate 3rd party investigation for rail road into plans (optional pending TAC guidance)
 - ✓ Site Visit by planning team, investigate closure structures (if any)
 - ✓ Collate flood hazard data, possible HEC-RAS analysis
 - ✓ Prepare conceptual sketches, cost estimates and establish the criteria for future design work

