

July 8, 2010

A daily roundup of recent news stories and opinion pieces about Tennessee transportation, water and flood control infrastructure

For the full story, click the headline or use the link.

Flood insurance program reauthorized (Nashville Business Journal)

Homeowners and businesses are able to purchase flood insurance again, after a lapse in funding for a federally backed program delayed rebuilding efforts in Middle Tennessee for a month. The U.S. Small Business Administration requires proof of flood insurance before home and business owners can spend all the money awarded for repairs and economic injury. The SBA has approved more than \$100 million in loans to Tennesseans affected by flooding the first weekend of May, but some portion of that total was off-limits for those who didn't already have flood insurance by June 1. Without flood insurance, the SBA will not hand over more than \$14,000 for flood damage or more than \$5,000 for economic injury. After a month of failed attempts, the National Flood Insurance Program was reauthorized by Congress and signed by President Barack Obama late last week, FEMA announced in a news release yesterday evening. The reauthorization is only through Sept. 30 and will have to be extended again, but policies purchased now will remain in place for a year.

<http://nashville.bizjournals.com/nashville/stories/2010/07/05/daily15.html?surround=fn>

Options laid out for Highway 64 replacement (Chattanooga Times Free-Press/Crisp)

Winding, rock slide-prone U.S. Highway 64 is one step closer to being bypassed, but it may be more than a decade before any construction begins. On Wednesday, the Tennessee Department of Transportation released a report detailing 10 alternate routes to U.S. 64. The project, dubbed Corridor K, is one of the final legs in a massive state and federally funded highway project meant to link Appalachia with the East Coast. "This is the best push we've seen. If we can't make it this time, we won't be able to do it," said Wes Hughen, the TDOT manager in charge of the project. "They've never had the legislative willpower behind it like they do now and the people from the community and Southeast Tennessee supporting them like they do now." The 10 alternate routes were developed by TDOT officials and 15 community members. The options range from doing nothing to constructing an entirely new \$1.2 billion four-lane highway that runs north of Little Frog Mountain.

<http://www.timesfreepress.com/news/2010/jul/08/options-laid-out-highway-64-replacement/>

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