

# APWA *Washington* REPORT

February 2005

## INTERGOVERNMENTAL--THE BUDGET IN BRIEF

With President Bush's \$2.57 trillion budget recommendations in hand, Congress will now draft a resolution to serve as a blue print for the Appropriations' Committees. They will develop bills setting out FY06 federal program funding levels. The 2006 fiscal year begins October 1, 2005.

Presented February 7, 2005, the Administration's budget plan contains serious cuts in spending with an overall cap of 2.1 percent on discretionary spending which is lower than the expected inflation rate. All funding related to non-security discretionary programs was cut by nearly one percent--most of which is achieved by reducing or eliminating 150 domestic programs. This will directly impact programs supported by the public works community. Several approaches to curbing the costs of mandatory spending programs such as Medicaid and Social Security also are offered.

The following outlines the President's proposed budgets for the Department of Transportation, the Environmental Protection Agency and the Department of Homeland Security.

**Department of Transportation:** President Bush's FY 2006 budget requests \$59.9 billion for the U.S. Department of Transportation (DOT, slightly higher than the \$58.8 billion enacted in FY 05. Funding for DOT supports highways, roadways, airports and airways, railroads, and transit systems. No new transportation initiatives were included. Funding levels in most instances were consistent with FY 05 enacted levels. The following is a brief overview:

- \$34.7 billion for the Federal Highway Administration (FHWA) programs, which is consistent with the funding level enacted in FY 05. This is \$1.1 billion over funding in FY 04.
- \$7.8 billion for the Federal Transit Administration (FTA), \$132 million increase over the FY 05 enacted level. Rural transit would increase.
- \$284 billion, a six year investment, to reauthorize the expired TEA-21 surface transportation law, a \$28 billion increase over last year's recommended funding. The proposal, known as SAFETEA (Safe, Accountable, Flexible and Efficient Transportation Equity Act) includes the enacted levels of \$43.5 billion for highways and transit for FY 04 and \$44.5 billion for FY 05. In February, the House and Senate plan to re-introduce their reauthorization proposals. The Senate last year passed a \$318 billion six-year bill; the House passed a \$284 billion six-year bill.
- \$465 million for the Federal Motor Carrier Safety Administration funded at The National Highway Traffic Safety Administration which would receive \$696 million, an increase of \$23 million over what was enacted in FY 05.
- \$13.8 billion for the Federal Aviation Administration (FAA), a cut of about 1.5 percent from FY 2005. The budget calls for a \$3 billion Airport Improvement Program (AIP), which is \$500 million less than the program received in FY 05.
- \$131 million for the Pipeline and Hazardous Materials Safety Administration, an increase of \$5 million over the proposed funding level last year and about four percent higher than what Congress enacted in FY 05.

### INSIDE YOU'LL FIND...

BUDGET IN BRIEF cont'd: **P2 and P3**; TRANSPORTATION: **P4**--TEA-21 Reauthorization; TRANSPORTATION cont'd: **P5**-- Reauthorization Advocacy; Senate EPW Committee, House T&I Committee; **P6**--TRANSPORTATION cont'd: Retroreflectivity, Environment and Planning, Rural Planning Publication, Infrastructure Town Hall Meetings; ENVIRONMENT: **P7**--Energy Legislation, Five-Star Restoration Program, Wetlands Program Development Grants, Air Trends, ENVIRONMENT cont'd: **P8**--Brownfields Web Site, Nutrient Permitting Agreement, Environmental Management Systems, Nonattainment Status, Brownfields Publication, Department of Agriculture Grants; ENVIRONMENT cont'd: **P9**--Water Pollution Grants, Environmental Awards.



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- Amtrak's funding would be zeroed out in the President's budget. There is, however, \$360 million allocated to the Surface Transportation Board to support commuter rail in the North East Corridor connecting Washington, D.C., New York and Boston. The Administration has indicated it will support Amtrak in the future if the system is reformed.

**Environmental Protection Agency:** The President's FY 2006 budget provides \$7.6 billion for the US Environmental Protection Agency (US EPA), a 6% decrease from FY05 funding of \$8.1 billion. The Clean Water State Revolving Loan Fund took a big hit, but the drinking water loan fund were increased. EPA budget details follow:

- \$730 million for the Clean Water State Revolving Loan Fund (CWSRF), a \$370 million cut from \$1.09 billion allocated in FY05 and substantially less than the \$1.342 billion allocated in FY04.
- \$850 million for the Drinking Water State Revolving Loan Fund, an increase. The FY05 request was \$843 million and FY04 was \$845 million.
- \$44 million for a Water Sentinel Initiative to protect the Nation's water supply. Water Sentinel will develop an operational water monitoring and surveillance system for dangerous contaminants. It will be a pilot program in five major cities. Lessons from this program will be used in future state and local water system protection efforts.
- \$210 million, \$46.9 million more than FY05, to fund cleanup at more than 60 sites. The Administration feels strongly that cleanup of brownfield sites will encourage business investment and spur the creation of jobs. EPA hopes to clean up 60 properties using brownfields funding; leverage an additional \$1 billion in cleanup and redevelopment funding; create 5,000 jobs; and train 200 participants.
- \$1.3 billion for the Superfund program, \$32 million over the FY05 level. Remaining sites on the National Priorities List (NPL) are large, complex sites at which EPA estimates costs at \$132 million.
- \$73 million in FY06, \$4 million above the FY05 level for the Leaking Underground Storage Tank Program, a part of The Great Lakes Legacy Act which authorizes \$50 million for EPA to clean up contaminated sediments, protect water quality and keep toxic pollutants from entering the food chain. This is an increase of \$28 million over 2005 levels. There will be \$23 million provided for regional collaborative projects.
- \$15 million for the national Clean Diesel Initiative, an effort to expand the retrofitting of diesel engines in new sectors..

**Department of Homeland Security:** President Bush's FY 06 budget request includes a total of \$41.1 billion for the Department of Homeland Security (DHS). This is an increase of seven percent over the enacted FY 05 funding, excluding Project BioShield. Among the entities with significant budget increases are Immigration and Customs Enforcement, up 13.5 percent and the U.S. Coast Guard, up more than nine percent.

Funds are reduced for Hazard Mitigation--even with Enhanced Mitigation plans. The budget proposes that the HMGP remain at 7.5. % and that the maximum amount of funds available under the program be 12.5%, even for those states with an Enhanced Mitigation plan.

The DHS spending plan creates a Domestic Nuclear Detection Office (DNDO) to develop, acquire and support the deployment and improvement of a domestic system to detect and report attempts to import, assemble, or transport a nuclear explosive device, fissile material or radiological material intended for illicit use. The DNDO will be located within DHS and will be jointly staffed with representatives from DHS, the Department of Energy, the Department of Defense, and the Federal Bureau of Investigation (FBI), with coordination between the Department of Justice, Department of State, intelligence community, and other departments as needed.

DHS will create a "Targeted Infrastructure Protection program" that would provide over \$2 billion in grants for states and urban areas based on assessments of risk and vulnerability, as well as the needs and priorities identified in state and APWA Washington Report, February 2005

regional homeland security plans. The budget would provide \$600 million in integrated grants, enabling DHS to supplement state, local and regional government efforts in their protection of critical national infrastructures such as seaports, mass transit, railways, and energy facilities.

The budget requests \$49.9 million to begin to establish a regional structure for DHS and integrate and identify efficiencies within information technology, facilities, and operations centers across DHS. Of the 22 agencies that were brought together to form the Department, twelve have regional and field structures ranging in size from three to thirty offices distributed throughout the nation.

Fees cover nearly the full cost of aviation screening operations. The budget proposes raising the fee on a typical one-leg ticket from \$2.50 one way to \$5.50. For passengers traveling multiple legs on a one-way trip, that fee would increase from the current maximum of \$5.00 to \$8.00. More details follow:

- \$3.6 billion for first responders grants, training, and technical assistance administered by the Office of State and Local Government Coordination and Preparedness (SLGCP). This funding will support state and local agencies as they equip, train, exercise, and assess preparedness for emergencies regardless of scale or cause. APWA is now represented on the SLGCP coordinating group by the City of Gainesville, Florida.
- \$83 million, down from \$195 million last year for State and Local Training Programs managed by the Center For Domestic Preparedness and members of the National Domestic Preparedness Consortium.
- \$52 million for the National Exercise Program, the same as last year,.
- \$820 million for the Urban Area Security Initiative, reduced from \$855 million in FY 05 to
- \$20 million for Enhanced Catastrophic Disaster Planning for FEMA to work with states and localities, as well as other federal agencies, to develop and implement plans that will improve the ability to respond to and to recover from catastrophic disasters.
- \$20.5 million for the Office of Interoperability and Compatibility (OIC) within the S&T Directorate to allow the Department to expand its leadership role in interoperable communications that could be used by every first responder agency in the country. The OIC has currently identified three program areas: communications, equipment, and training. In FY 06, OIC will plan and begin to establish the training and equipment programs, as well as continue existing communication interoperability efforts through the SAFECOM Program. APWA is now represented on the SAFCOM advisory board by the City of Richmond, Virginia.
- \$125 million to purchase additional Radiation Portal Monitors (RPMs) and pilot advanced next generation RPMs to detect both gamma and neutron radiation at US borders.
- \$138.8 million, an increase of \$5.4 million over FY 05 for the Container Security Initiative (CSI), and the Targeting Systems Initiative which aid in identifying high-risk cargo and passengers.
- \$19.8 million for America's Shield Initiative (ASI) to enhance electronic surveillance capabilities.
- \$390 million for US-VISIT, an increase from \$340 million last year.
- \$36.9 million for the Border Patrol. Border Patrol staffing would increase by 210 agents to a total of 10,949.
- \$20 million for the Low Volatility Agent Warning System, a new FY 06 initiative. Funding is included to develop a system that will serve as the basis for a warning and identification capability against a set of chemical agents whose vapor pressure is too low to be detected by conventional measures.
- \$37 million for Cyber Security to augment a 24/7 cyber threat watch, warning, and response capability that would identify emerging threats and vulnerabilities and coordinate responses to major cyber security incidents.

- \$5 million for the Homeland Secure Data Network (HSDN). These funds will streamline and modernize classified data capabilities in order to facilitate high quality and high value classified data communication and collaboration.
- \$61.1 million for the Homeland Security Operations Center (HSOC), an increase of \$26.3 million. This includes an increase of \$13.4 million for the Homeland Security Information Network (HSIN) and an increase of \$12.9 million to enhance HSOC systems and operations.

## TRANSPORTATION

### **TEA-21 Reauthorization**

#### **TRANSPORTATION REAUTHORIZATION BILL RE-INTRODUCED IN THE HOUSE**

Leaders of the House Transportation and Infrastructure (T&I) Committee introduced a \$283.9 billion, six-year bill to reauthorize expired federal surface transportation programs March 9, 2005.

The Transportation Equity Act: A Legacy for Users, (TEA-LU), H.R. 3, retains the policy features of the bill by the same name the House of Representatives passed last year but adds \$4.5 billion in overall funding. The bill's total funding is the same as the level President Bush proposed in his fiscal year 2006 budget earlier this week.

Highlights include:

- The bill reauthorizes the federal highway, public transportation, highway safety, and motor carrier safety programs for six years, from fiscal years 2004 through 2009.
- The \$283.9 billion is guaranteed funding and reflects the same funding level that Congressional negotiations had centered on in the closing days of the 108th Congress.
- The bill's guaranteed funding is higher than the guaranteed funding level passed by the House of Representatives in April 2004, due to recent tax law changes made in last October's American Jobs Creation Act. The law restores ethanol-related losses to the Highway Trust Fund resulting from the 5.2 cents per gallon subsidy and revokes the diversion of 2.5 cents per gallon from the Highway Trust Fund to the General Fund.
- TEA LU increases highway obligation authority from \$34.4 billion in 2004 to \$41 billion in 2009; public transportation funding grows from \$7.3 billion in 2004 to \$10.3 billion in 2009.
- The bill retains the \$6 billion "Projects of National and Regional Significance" program to help pay for high-cost highway projects that have significant national or regional benefits.

The bill as introduced did include the minimum guarantee provisions which address state donor-donee issues. Like the previous bill, however, this bill includes a 're-opener' provision to cut-off highway funding after two years to allow lawmakers to add more funding to the program in the future. The bill does not contain project earmarks at this time.

TEA-LU is expected to be considered in Committee March 2, 2005, and on the House floor the week of March 7. It was introduced by House Transportation and Infrastructure Committee Chair Don Young (R-AK) and ranking member James Oberstar (D-MN) and Highways and Transit Subcommittee Chair Tom Petri (R-WI) and ranking member Peter DeFazio (D-OR).

In the Senate, Environment and Public Works Committee Chair James Inhofe (R-OK) plans to introduce his bill soon. That bill is not expected to have substantive changes from the \$318 billion, six-year Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA) passed last year by the Senate.

APWA is calling for quick enactment of an adequately-funded, multi-year reauthorization. TEA-21 expired on September 30, 2003. Congress must pass and the President sign a new authorization by May 31, 2005, when the current temporary funding extension expires.

To see APWA's priorities for reauthorization, visit: [www.apwa.net/advocacy](http://www.apwa.net/advocacy).

*APWA Washington Report, February 2005*

## **Reauthorization Advocacy**

### **APWA LEADERSHIP CARRIES TEA-21 PRIORITIES TO ADMINISTRATION AND CONGRESS**

APWA President Tom Trice, President-Elect Bob Freudenthal and Director-at-Large, Transportation Marshall Elizer met with top-level policy makers February 11 in Washington, DC to discuss APWA's priorities for reauthorization of the expired Transportation Equity Act for the 21<sup>st</sup> Century and to urge action to complete a bill.

They met with FHWA Administrator Mary Peters and with top-level staff members of Senate Environment and Public Works Committee leaders Senators Bond and Jeffords and House Transportation and Infrastructure Committee Chair Don Young.

As Congress begins again to debate legislation to reauthorize TEA-21, APWA is advocating the need for quick action to enact an adequately funded, multi-year transportation authorization. APWA is calling for legislation that builds upon the success of TEA-21 by increasing investment, securing an enhanced role for local decision-making, placing needed emphasis on flexibility, intermodal goals and on addressing local and regional needs.

Legislation to reauthorize TEA-21 stalled last summer in a House-Senate conference committee due to lack of agreement over funding level and other issues. Federal transportation programs are operating under a sixth temporary funding extension, which expires May 31, 2005.

## **Senate EPW Committee**

### **FOUR NEW REPUBLICANS AND TWO NEW DEMOCRATS JOIN COMMITTEE**

The Senate Environment and Public Works (EPW) Committee will undertake its legislative business in the 109<sup>th</sup> Congress with a 40 percent turnover from the last Congress among its Republicans members. Senators Wayne Allard (R-CO), Michael Crapo (R-ID), Craig Thomas (R-WY) and John Cornyn (R-TX) have left the committee, and four freshman Senators are taking their place: Senators John Thune (R-SD), Jim DeMint (R-SC), Johnny Isakson (R-GA) and David Vitter (R-LA). Republicans increased their majority by one seat, 10 Republicans and 8 Democrats.

Committee membership also includes changes among Democrats. As the new Minority Leader, Senator Harry Reid (D-NV) stepped down from the committee late last year. He had been the ranking member of the Transportation and Infrastructure Subcommittee and will be replaced by Senator Max Baucus (D-MT). Senator Ron Wyden (D-OR) left the committee for a new assignment and Senator Bob Graham (D-FL) retired at the end of last year. The two vacancies were filled by Senator Frank Lautenberg (D-NJ) and Senator Barack Obama (D-IL).

Committee members for the 109<sup>th</sup> Congress include: Republicans James Inhofe (OK), chair, John Warner (VA), Christopher Bond (MO), George Voinovich (OH), Lincoln Chafee (RI), Lisa Murkowski (AK), Thune, DeMint, Isakson, Independent James Jeffords (VT), ranking member, and Democrats Baucus, Joseph Lieberman (CT), Barbara Boxer (CA), Thomas Carper (DE), Hillary Rodham Clinton (NY), Lautenberg and Obama.

## **House T&I Committee**

### **YOUNG AND OBERSTAR REMAIN LEADERS OF TRANSPORTATION COMMITTEE**

Representatives Don Young, (R-AK) and James Oberstar (D-MN) return as leaders of the House Transportation and Infrastructure Committee in the 109<sup>th</sup> Congress. Young chaired the committee in the 108<sup>th</sup> and Oberstar served as ranking member. The committee has 75 members, the largest in the House of Representatives.

Republican members include: Don Young (AK), chair, Thomas Petri (WI), Sherwood Boehlert (NY), Howard Coble (NC), John Duncan (TN), Wayne Gilchrest (MD), John Mica (FL), Peter Hoekstra (MI), Vernon Ehlers (MI), Spencer Bachus (AL), Seven LaTourette (OH), Sue Kelly (NY), Richard Baker (LA), Robert Ney (OH), Frank LoBiondo (NJ), Jerry Moran (KS), Gary Miller (CA), Robin Hayes (NC), Rob Simmons (CT), Henry Brown (SC), Timothy Johnson (IL), Todd Russell Platts (PA), Sam Graves (MO), Mark Kennedy (MN), Bill Shuster (PA), John Boozman (AR), Steve Pearce (NM), Jim Gerlach (PA), Mario Diaz-Balart (FL), Jon Porter (NV), Tom Osborne (NE), Kenny Marchant (TX), Michael Sodrel (IN), Charles Dent (PA), Ted Poe (TX), David Reichert (WA), Connie Mack (FL), John Kuhl (NY), Luis Fortuno (PR), Lynn Westmoreland (GA) and Charles Boustany (LA).

Democrat members include: James Oberstar (MN), ranking member, Nick Rahall (WV), Peter DeFazio (OR), Jerry

Costello (IL), Eleanor Holmes Norton (DC), Jerrold Nadler (NY), Robert Menendez (NJ), Corrine Brown (FL), Bob Filner (CA), Eddie Bernice Johnson (TX), Gene Taylor (MS), Juanita Millender-McDonald (CA), Elijah Cummings (MD), Earl Blumenauer (OR), Ellen Tauscher (CA), Bill Pascrell (NJ), Leonard Boswell (IA), Tim Holden (PA), Brian Baird (WA), Shelley Berkley (NV), Jim Matheson (UT), Michael Honda (CA), Rick Larsen (WA), Michael Capuano (MA), Anthony Weiner (NY), Julia Carson (IN), Timothy Bishop (NY), Michael Michaud (ME), Lincoln Davis (TN), Ben Chandler (KY), Brian Higgins (NY), Russ Carnahan (MO), Allyson Schwartz (PA) and John Salazar (CO).

### **Retroreflectivity**

#### **APWA FILES COMMENTS ON PROPOSED RULEMAKING**

Safety, implementation costs and exposure to liability were the main points addressed by APWA in comments filed in response to the Federal Highway Administration's (FHWA) proposed rule on maintaining sign retroreflectivity.

The comments point out the indispensable role that traffic control devices play in transportation safety and convey a commitment to working with FHWA and other agencies to improve transportation safety. The comments note the costs of implementing the rule, estimated to total at least \$144 million, and the need for additional resources and training for local agencies to comply with the rule. In addition, the comments also indicate the concerns local agencies have regarding exposure to liability.

The rule proposes a seven-year compliance period for regulatory, warning, and post mounted guide signs and a 10-year compliance period for overhead guide signs and street name signs.

The comments were prepared by APWA's Transportation Committee and Small Cities/Rural Communities Forum. The comments are posted on the internet at [www.apwa.net/advocacy](http://www.apwa.net/advocacy).

### **Environment and Planning**

#### **GUIDANCE ISSUED ON LINKING TRANSPORTATION PLANNING AND ENVIRONMENTAL POLICY**

Connecting the National Environmental Policy Act (NEPA) of 1969 to planning for long-range transportation plans, statewide and metropolitan Transportation Improvement Programs (STIPS/TIPS), planning-level corridor/subarea/feasibility studies or FTA's planning Alternatives is the subject of newly released guidance from the Federal Highway and Federal Transit Administrations.

The guidance includes examples "on how information, analysis and products from transportation planning can be incorporated into and relied upon in NEPA documents under existing laws." Implementation of the guidance by state Departments of Transportation, Metropolitan Planning Organizations and transit agencies is voluntary.

A question and answer format is used addressing the broad categories of procedural guidance, substantive guidance and administrative issues. For more information, go to <http://environment.fhwa.dot.gov/index.htm> or <http://www.environment.fta.dot.gov>

### **Rural Planning Publication**

#### **PRIMER ON LOCAL OFFICIALS ROLE IN TRANSPORTATION PLANNING RELEASED**

A primer has been developed outlining the new federal requirements for state consultation with rural local officials on statewide transportation planning issues. A glossary of transportation terms, examples from different states and a list of resources are included. Produced by the National Association of Counties and the National Association of Development Organizations in partnership with FHWA, the primer can be downloaded at [www.ruraltransportation.org/primer.pdf](http://www.ruraltransportation.org/primer.pdf)

### **Infrastructure Town Hall Meetings**

#### **APWA AND ASCE SPONSOR LOCAL MEETINGS TO DISCUSS INFRASTRUCTURE NEEDS**

APWA and the American Society of Civil Engineers this year are cosponsoring three infrastructure town hall meetings in Orlando, Phoenix and St. Louis. The meetings bring together local leaders, public works officials and civil engineers to discuss their observations and concerns regarding local infrastructure conditions in preparation for the release of the latest version of ASCE's Report Card for America's Infrastructure in March.

At the town hall meeting held January 24, 2005 in Orlando, APWA member Alan Oyler, Interim Director of Public  
*APWA Washington Report, February 2005*

Works, Orlando, FL represented APWA at the meeting and discussed infrastructure issues affecting the greater Orlando area. Michael Ellegood, Director of Public Works Maricopa County Public Works, represented APWA at the town hall meeting February 17, 2005 in Phoenix to discuss issues in Arizona. The third town hall meeting is scheduled for February 24 in St. Louis.

The meetings are being held to raise public awareness about the deteriorating condition of public infrastructure and the need for Congress to pass a number of infrastructure bills that have stalled in recent years, including legislation to reauthorize transportation and water infrastructure programs.

## **ENVIRONMENT**

### **Energy Legislation**

#### **APWA JOINS LOCAL GOVERNMENT ASSOCIATIONS TO OPPOSE MTBE LIABILITY WAIVER**

APWA President Tom Trice and President-Elect Bob Freudenthal represented APWA and the local government perspective during a Congressional staff briefing on the liability waiver for MTBE (a toxic substance that used to be added to gasoline to enhance car performance) producers. The issue is part of the February debates over the nation's energy bill in the U.S. House of Representatives.

APWA joined the American Water Works Association, Association of California Water Agencies, Association of Metropolitan Water Agencies, National Association of Counties, National Association of Towns and Townships, National League of Cities, National Water Resources Association U.S. Conference of Mayors, and the Western Coalition of Arid States to oppose inclusion of the MTBE liability waiver for producers of the fuel additive MTBE in the energy bill.

The briefing discussed the cleanup of MTBE and its cost of \$29 billion (essentially an unfunded mandate); the South Tahoe Public Utility litigation; the liability issue; the Leaking Underground Storage Tank program as a cleanup financing option. The coalition urged Congress to consider their arguments and present an energy bill that does not include an MTBE safe harbor provision.

### **Five-Star Restoration Program**

#### **COMMUNITY-BASED WETLAND, RIPARIAN, AND COASTAL HABITAT GRANTS AVAILABLE**

The National Association of Counties, the National Fish and Wildlife Foundation, and the Wildlife Habitat Council, in cooperation with the U.S. Environmental Protection Agency (EPA), and the Community-Based Restoration Program within National Oceanic and Atmospheric Administration (NOAA) Fisheries are pleased to solicit applications for the Five-Star Restoration Matching Grants Program.

The Five-Star Restoration Program provides modest financial assistance on a competitive basis to support community-based wetland, riparian, and coastal habitat restoration projects that build diverse partnerships and foster local natural resource stewardship through education, outreach and training activities. Applications are due March 1, 2005. For more information, click on the following URL: <http://www.lgean.org/html/whatsnew.cfm?id=858>

### **Wetlands Program Development Grants**

#### **WETLANDS FUNDING AVAILABLE FOR LOCAL GOVERNMENTS IN NEW ENGLAND**

EPA Region 1 (CT, ME, MA, NH, RI, VT & 10 Tribal Nations) is soliciting proposals for its Wetlands Program Development Grants (WPDGs).

The goals of the program include increasing the quantity and quality of wetlands in the U.S. by conserving and restoring wetland acreage and improving wetland health. Proposals are due February 28, 2005. For more information, click on the following URL: <http://www.lgean.org/html/whatsnew.cfm?id=851>

### **Air Trends**

#### **NEW REPORT EXAMINES PARTICLE POLLUTION TRENDS**

A new report, "The Particle Pollution Report: Current Understanding of Air Quality and Emissions through 2003," which looks at recent and long-term trends in air quality and emissions, has been released by EPA. . It also explores the characteristics of particle pollution in the United States, and takes a close look at particle pollution in 2003 (the most *APWA Washington Report, February 2005*

recent year for which data is available). According to the report, levels of fine particle pollution, also known as PM 2.5, were the lowest in 2003 since nationwide monitoring began in 1999. For more information, click on the following URL: <http://www.lgean.org/html/whatsnew.cfm?id=855>

### **Brownfields Web Site**

#### **CLEAN UP AND RESTORATION OF BROWNFIELDS RESEARCH REPORTED ON NEW WEB SITE**

A comprehensive new Web site is now available with the latest research information on how to clean up and restore contaminated urban sites - often referred to as brownfields. The Web site allows state and local government officials, researchers, developers, and anyone interested in brownfields to access the most recent available research. For more information, click on the following URL: <http://www.lgean.org/html/whatsnew.cfm?id=857>

### **Nutrient Permitting Agreement**

#### **EPA AND SIX STATES REACH AGREEMENT ON NUTRIENT LIMITS FOR CHESAPEAKE BAY**

EPA has reached agreement with six states and the District of Columbia on a permitting approach that will set permit limits on nutrients entering the Chesapeake Bay. These permit limits would result in the reduction of about 17.5 million pounds of nitrogen and about one million pounds of phosphorus discharged annually from more than 350 municipal and industrial wastewater treatment facilities throughout the 64,000-square-mile Chesapeake Bay watershed. For more information, click on the following URL: <http://www.lgean.org/html/whatsnew.cfm?id=852>

### **Environmental Management Systems (EMS)**

#### **GUIDE FOR IMPROVING ENERGY AND ENVIRONMENTAL PERFORMANCE AVAILABLE**

The Pennsylvania Department of Environmental Protection (PADEP) has produced a new guidebook to assist local governments to implement and integrate improved management processes and practices to enable them to reduce their environmental impacts and increase their operating efficiency. Environmental Management Systems: A Guidebook for Improving Energy and Environmental Performance in Local Government is a tool to help walk municipalities through the EMS implementation process with a minimum of outside support. For more information, click on the following URL: <http://www.lgean.org/html/whatsnew.cfm?id=859>

### **Nonattainment Status**

#### **EPA ANNOUNCES FINAL DESIGNATIONS FOR FIRST FINE PARTICLE STANDARD**

EPA has published a final rule formally designating 224 counties in 20 states and the District of Columbia as nonattainment areas for the health-based air quality standard for fine particles - those 2.5 microns in diameter or less. While the great majority of the nation's counties meet the new health-based standards, these areas - home to 192 million people - are not in attainment. For more information, click on the following URL: <http://www.lgean.org/html/whatsnew.cfm?id=854>

### **Brownfields Publication**

#### **NEW GUIDE IDENTIFIES FEDERAL FUNDING PROGRAMS FOR BROWNFIELDS REDEVELOPMENT**

The U.S. Environmental Protection Agency (US EPA) has produced a guide to help local governments navigate the nearly two dozen federal programs that can help communities in one way or another to assess, cleanup and reuse brownfields.

Although only a few of these federal programs focus explicitly on brownfields (e.g., EPA, the U.S. Department of Housing and Urban Development), if communities apply some creativity to make the brownfields connection they can benefit from many other federal programs.

The guide, "Brownfields Federal Programs Guide," examines in alphabetical order the resources available in other departments and agencies that could be applied in brownfields situations. It provides current program descriptions and contact names, as well as short descriptions of each agency's offerings and the entities that can use them. It also recaps the brownfields role that each agency is pursuing. <http://www.lgean.org/documents/bfguide.pdf>

### **Department of Agriculture Grants**

#### **LOCALITIES ELIGIBLE FOR INNOVATIVE CONSERVATION TECHNOLOGY GRANTS**

The U.S. Department of Agriculture's (USDA's) Natural Resources Conservation Service (NRCS) is accepting *APWA Washington Report, February 2005*

applications for its Conservation Innovation Grants (CIG) program. The purpose of CIG is to stimulate the development and adoption of innovative conservation approaches and technologies while leveraging federal investment in environmental enhancement and protection, in conjunction with agricultural production.

Topics eligible for funding include water resources, soil resources, atmospheric resources, grazing land and forest health, and wildlife habitat. Applications are due March 28, 2005. For more information, click on the following URL: <http://www.lgean.org/html/whatsnew.cfm?id=863>

#### **Water Pollutant Grants**

#### **EPA REGION 9 (AZ, CA, HI, NV, PACIFIC ISLANDS, & TRIBAL NATIONS) SEEKS WATER PROPOSALS**

The U.S. Environmental Protection Agency (EPA) Region 9 is accepting proposals for the Water Quality Cooperative Agreements. The purpose of this grant program is to provide funding for unique and innovative projects that address the requirements of the National Pollutant Discharge Elimination Systems (NPDES) Program, specifically, total maximum daily load (TMDL) development, animal feeding operations, impacts to wet weather flows and water quality trading. Initial proposals are due March 1, 2005. For more information, click on the following URL: <http://www.lgean.org/html/whatsnew.cfm?id=862>

#### **Environmental Awards**

#### **EPA REGION 2 (NJ, NY, PR AND VI) SEEKS ENVIRONMENTAL QUALITY AWARDS NOMINATIONS**

Each year, EPA seeks to recognize and honor those individuals and organizations that have contributed significantly to improving the environment during the past year in Region 2.

EPA is accepting nominations for the following categories in 2005: Individual Citizen; Non-Profit Organization, Environmental or Community Group; Environmental Education; Business & Industry; Federal, State, Local or Tribal Government or Agency; and Press and Media. The nomination deadline is March 4, 2005. For more information, click on the following URL: <http://www.lgean.org/html/whatsnew.cfm?id=861>

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