

President submits FY09 budget to Congress

Budget fails to address infrastructure funding shortfalls

On Feb. 4, President Bush submitted his \$3 trillion fiscal year 2009 (FY09) budget proposal. The budget centers around balancing the budget by 2012, with the possibility of a \$48 billion surplus.

Several important aspects of the budget include increased spending in the area of defense. The Department of Defense has been allotted \$515 billion; the budget calls for \$70 billion in funding for the war in Iraq. With defense spending picking up momentum, in order to stay on track to a balanced budget by 2012, the President has proposed several cuts in spending. Cuts include freezing the growth in non-discretionary spending to less than one percent over the next four years.

The budget also proposes cuts to the discretionary budgets of the Department of Health and Human Services, the Justice Department and the Department of Transportation, and it proposes significant cuts to key infrastructure programs at a time when the nation's infrastructure investment gap is growing.

The following is an overview of how the budget impacts key public works programs.

Transportation

The President's proposed FY09 budget would provide \$68 billion for programs administered by the U.S. Department of Transportation. It includes cuts to most major programs, including a nearly \$2

billion reduction in highway program funding, or a nearly four percent decline.

U.S. Transportation Secretary Mary Peters said almost one-third of the budget will go toward safety programs to help improve travel safety by focusing on problem areas like runway incursions and near-misses in the air, motorcycle crashes, and pedestrian injuries. The budget also provides funding to hire additional safety personnel, such as air traffic controllers and pipeline inspectors.

Secretary Peters said the budget also encourages innovation in fighting gridlock by proposing to use \$175 million in inactive earmarks and 75 percent of certain discretionary highway and transit program funds to fight congestion, giving priority to projects that combine a mix of pricing, transit and technology solutions.

With revenues to the Federal Highway Trust Fund falling, the Highway Account is expected to be in deficit by 2009. The budget proposes borrowing \$3.2 billion from the Mass Transit Account in 2009 to cover the shortfall.

The transportation budget includes the following:

- The federal-aid highway program would receive \$39.4 billion, about \$1.8 billion less than current funding.
- The federal transit program would be funded at \$10.1 billion, up from \$9.5

PRESS RELEASE

APWA
 AMERICAN PUBLIC WORKS ASSOCIATION
 1225 17th St. N.W.
 Washington, DC 20036

FOR IMMEDIATE RELEASE
 Feb. 4, 2009
 Contact: Rocky Wilkinson
 (202) 778-0776
 rocky.wilkinson@apwa.org

President's budget fails to address infrastructure funding shortfalls

WASHINGTON, D.C.—On Monday, President Bush announced a \$3.1 trillion federal budget for fiscal year 2009, which includes significant cuts to infrastructure programs. American Public Works Association (APWA) President Larry Frevort issued the following statement on behalf of APWA's 29,000 members:

"The President's budget does not provide adequate funding for critical infrastructure programs. The lack of committed funds could not come at a worse time, with programs facing already substantial funding gaps across the board.

"The budget includes cuts to most major transportation programs, including a nearly \$2 billion reduction in highway program funding. Water and investment programs also face cuts, most significantly to the Clean Water State Revolving Fund, which would lose \$134 million. Key homeland conservation programs would also see significant cuts.

"While overall funding for the Department of Homeland Security has been increased, most new projects such as the Post Disaster Mitigation Fund grant program and Flood Map Modernization Program would see their funding significantly reduced.

"Public works projects are critical to our everyday quality of life and foster economic development, facilitate trade and commerce, shield environmentally sensitive areas, and international competitiveness, stimulate employment, provide recreation opportunities, enhance agricultural and industrial productivity, and support our national defense.

"With each passing day, the stability of our nation's aging infrastructure to meet the needs of our growing population threatens the economy and environment.

"As Congress begins to address the budget, we urge lawmakers to provide critical funding to close a widening infrastructure investment gap."

About APWA:
 The American Public Works Association (www.apwa.org) is a not-for-profit, international organization of more than 29,000 members involved in the field of public works. APWA serves its members by promoting professional excellence and public awareness through education, advocacy and the exchange of knowledge. With 46 chapters throughout North America, APWA is headquartered in Kansas City, Mo., and has an office in Washington, D.C.

APWA President Larry Frevort issued a statement on the Administration's proposed budget, which he said, "does not provide adequate funding for critical infrastructure programs."

2/08

Federal budget	1-2
Transportation	3-5
Environment	5-7
Emergency Management & Disaster Mitigation	7-9

billion currently, but \$200 million less than authorized.

- Amtrak would be cut from \$1.33 billion to \$800 million.
- Federal Aviation Administration would receive \$14.6 billion, down from \$14.9 billion currently.
- The Airport Improvement Program, which provides grants for airport improvements, would be reduced by \$765 million to \$2.6 billion.
- Funding for the Essential Air Service and Rural Airport Improvement Fund would be eliminated, a \$60 million program.

Homeland Security

President Bush's FY09 budget request for the Department of Homeland Security (DHS) represents \$50.5 billion in funding, an increase of 6.8 percent over fiscal year 2008 levels – excluding funds provided in emergency supplemental funding. The request targets five areas essential to preserving freedom and privacy, meeting future challenges and fulfilling the Department's mission of securing America.

The President's budget requests funding for the following initiatives that support strengthening the Department's ability to build an effective emergency response system and culture of preparedness:

- An increase of \$64.5 million in funding will support the Federal Emergency Management Agency's (FEMA) Vision – Shape the Workforce program. Phase II of FEMA's transformation will strengthen FEMA's ability to marshal an effective national response, deliver service of value to the public, reduce vulnerability to life and property and instill public confidence.
- Total funding of \$2.2 billion

will support FEMA's state and local assistance programs, which prepare state and local governments to prevent or respond to threats or incidents of terrorism and other catastrophic events. This funding will support existing Homeland Security grants, Port and Rail Security grants and Emergency Management Performance grants. (*\$200 million has been requested for Emergency Management Performance grants.*)

- \$210 million has been requested for Port Security Grants.
- The Pre-Disaster Mitigation (PDM) Fund has been reduced to \$75 million in grants – a substantially lower number than the \$178 million in estimated spending for FY08. APWA joined with other association in requesting that funding levels remain unchanged.
- The Flood Map Modernization program has been reduced by \$70 million, with a FY09 request of \$150 million.

Environment

Environmental Protection Agency

The President's proposed budget cuts Environmental Protection Agency (EPA) funding by more than 4 percent, primarily by targeting reductions for local water and sewer projects under the Clean Water State Revolving Fund (CWSRF) and other assistance to states under the STAG grant program. The agency would receive just more than \$7.14 billion, \$330 million below the fiscal year 2008 enacted level.

The most significant cuts in the proposed budget are to the CWSRF, which would suffer a reduction of \$134 million from FY08 appropriated levels. However, the Drinking Water State Revolving Fund received a small boost with a \$13.1 million increase from FY08 levels. In addition,

the Administration is proposing significant cuts to the state STAG grant programs. In particular, the proposal calls for \$185 million for state and local air grants, a reduction of \$31 million. The proposal includes increases to the Water Security Division decontamination research, to close emergency preparedness gaps and other security activities.

U.S. Army Corps of Engineers

Under the Administration's proposed budget, the USACE (U.S. Army Corps of Engineers) would receive an increase of \$231 million for operations and maintenance spending on the nation's ports and waterways, but new construction projects would be cut by \$887 million. Environmental restoration projects receive a modest boost under the proposal, which includes a phase out of the excise tax on diesel fuel to fund inland waterways projects. The new funding scheme would charge fees to owners and operators as they pass local and other navigable structures.

U.S. Department of Agriculture

The Administration's proposed budget eliminates funding for key farm conservation programs. The nearly \$95 billion proposal eliminates spending on the Grasslands Reserve program and the Wildlife Habitat Incentives Programs and provides just enough spending to bring the Wetlands Conservation Program up to the acreage limits set in the last Farm Bill. The budget proposes to extend several conservation programs at current funding levels and to zero-out funding for several local watershed surveys and flood prevention programs.

AWPA Leaders discuss public works priorities and sustainability with lawmakers

Following announcement of the President's 2009 Federal budget, APWA Board of Directors met with more than two dozen congressional representatives in Washington, D.C. to discuss infrastructure legislation, the widening infrastructure funding gap and the public works role in sustainability policy.

Chief on the meeting agendas was the \$1.6 trillion infrastructure funding insufficiencies and how Congressional leaders can begin to mitigate the problem. Initial steps include increased investment in drinking water and wastewater infrastructure, sustained full funding for the federal Pre-Disaster Mitigation Program and additional revenues to prevent insolvency of the Highway Trust Fund.

On Tuesday, Feb. 5, Senator Bernard Sanders (I-VT) met with APWA President Larry Frevert, P.E., and the Board of Directors during a breakfast meeting on Capitol Hill. Senator Sanders was introduced by Vermont Agency of Natural Resources Secretary and APWA Board member George Crombie.

According to Sanders, "We are in the midst of an enormous struggle with incredible consequences. As public works officials, you are in the middle of the struggle to rebuild our deteriorating infrastructure...America cannot have a bright future unless we work together to ensure infrastructure meets the needs Americans demand."

Also at the meeting was Chelsea Maxwell, Senior Policy Advisor to

Senator John Warner (R-VA), who outlined specifics of American's Climate Security Act, including the Senate Environment and Public Works Committee's desire to align the climate change legislation with upcoming transportation reauthorization legislation. The bill would reduce emissions by almost 20 percent below current levels by 2020, largely through an emissions cap-and-trade system in which allowances to emit greenhouse gases would be bought and sold. The bill has passed committee and will be up for a full vote on the Senate floor.



APWA Board Member George Crombie, Rep. Bernard Sanders (I-VT) and APWA President Larry Frevert during the APWA board meeting in February.

Applications requested for express lanes demo program

The Federal Highway Administration has issued a notice inviting states, public authorities or other entities as designated by states to apply for participation in the Express Lanes Demonstration Program. The notice, published in the February 4 Federal Register, also presents guidelines for program applications and participation.

SAFETEA-LU authorizes the Secretary of Transportation to carry out 15 demonstration projects to permit states, public authorities or public or private entities designated by states with the authority to collect a toll from a motor vehicle on an eligible toll facility.

For more information, including application deadline, contact Wayne Berman at wayne.berman@dot.gov.

Coalition to support increased infrastructure investment

Pennsylvania Governor Edward G. Rendell, California Governor Arnold Schwarzenegger and New York Mayor Michael R. Bloomberg announced the creation of a non-partisan coalition for federal infrastructure investment.

The Building America's Future coalition will become a repository of best practices on infrastructure funding issues. In the short-term, the coalition will work with the presidential candidates and the platform committees of the national political parties to ensure the next President understands the enormity of the infrastructure crisis and is committed to increasing federal funding.

The coalition will be made up of state and local elected officials from throughout the country and will also work closely with associations representing these officials. The Rockefeller Foundation has committed significant funding for coalition staffing and resources.

National Surface Transportation Policy Report reviewed by Congress

On Jan. 15, the National Surface Transportation Policy and Revenue Commission issued a series of bold recommendations to close the growing transportation infrastructure funding gap. The Congressionally-mandated report, *Transportation for Tomorrow*, calls for a federal investment of at least \$225 billion annually to upgrade the transportation network. In order to finance the requested revenue, the commission unveiled several bold initiatives, including raising the federal fuel tax by 25 and 40 cents per gallon, toll increases, congestion pricing and public-private partnerships.

Nine of the 12 Commissioners signed the report. U.S. Transportation Secretary Mary Peters, who supports a smaller role for the federal government in securing transportation funding, joined two dissenting Commissioners in issuing a minority report.

APWA worked with the Commission throughout its stakeholder outreach efforts in 2007. APWA members met with Commissioners, and APWA Past-President William Verkest testified before the Commission in March 2007 to present APWA's recommendations, many of which are included in the report.

In January and February, three hearings in both the House and Senate were held to review the Commission's findings. The first and second hearings were held before the House Transportation and Infrastructure Committee and

the Senate Environment and Public Works Committee. The report was mostly welcomed by the members of both committees, who said it would provide a sound basis for consideration in development of a new surface transportation bill by the next congress.

The Senate Committee on Environment and Public Works held their second hearing on Feb.6, during which Commission Chairwoman Mary Peters testified that "a significant increase in federal fuel taxes is not the way to fund transportation programs when Congress takes up another reauthorization bill in 2009." Peters called for a greater focus on efficiencies, time-of-use tolls that charge more during peak hours, and increased public-private investment. At the end of the hearing, Senator Barbara Boxer (D-CA) concluded with a plan to conduct several hearings this year to help build a consensus for the basis of legislation in 2009.

The report's key highlights include:

- Increase investment from \$225 billion to \$340 billion annually for the next 50 years to bring transportation network to a "good state of repair." The nation currently invests between \$85 billion and \$100 billion annually.
- Motor fuel tax increase should be indexed to construction cost index.
- Retain a strong federal role in transportation.
- Scale back the number of federal programs from 108 to 10.
- Establish a new governance commission, the National Surface Transportation Commission (NASTRAC), modeled after aspects of the Postal Regulatory Commission, the Base Closure and Realignment

Commission and public utility commissions. The Commission would develop a strategic plan, establish cost to finance it and recommend fuel tax increase or other federal mechanism to fund it, subject to Congressional veto.

- Consider other user-based fees, including container fees for freight projects, ticket taxes for passenger rail improvements.
- Consider peak hour congestion pricing in major metropolitan areas, remove barriers to tolling and encourage public-private partnerships.
- Conduct a study to develop mechanisms for transitioning to an alternative to the fuel tax, including Vehicle Miles Traveled (VMT) fees.
- Reform project delivery process.

The recommendations are expected to be considered by Congress and the Administration as part of the SAFETEA-LU reauthorization process. SAFETEA-LU expires in 2009. The full report is posted at www.transportationfortomorrow.org. APWA's statement is posted at www.apwa.net/advocacy.

FHWA Administrator Capka to resign

Federal Highway Administrator J. Richard Capka announced his resignation, effective Feb. 29. Deputy Administrator James Ray will serve as Acting Administrator until the Senate confirms his replacement.

Capka served as Administrator since May 2006. Before joining FHWA, he served as Chief Executive Officer/Executive Director of the Massachusetts Turnpike Authority and was Brigadier General in the U.S. Army Corps of Engineers.

FHWA publishes final sign retroreflectivity

The Federal Highway Administration (FHWA) has issued a final rule on maintaining sign retroreflectivity, effective Jan. 22. The new rule requires states to use higher performing reflective materials on all highway signs. It also requires public agencies to adopt sign maintenance methods to ensure highway signs can be read from greater distances.

The new requirements are included in the second edition of the 2003 Manual of Traffic Control Devices. More information is posted on FHWA's Visibility Web site, www.fhwa.dot.gov/retro, including the text of the rule, the changes to the Manual on Uniform Traffic Control Devices (MUTCD) text, a brochure explaining the changes and other related items.

Full text of the rule may also be viewed in the December 22, 2007, Federal Register at www.access.gpo.gov/su_docs/fedreg/a071221c.html, under Federal Highway Administration.

MUTCD revisions proposed

The Federal Highway Administration has issued a notice of proposed amendments to revise standards, guidance, options and supporting information relating to the traffic control devices in all parts of the Manual on Uniform Traffic Control Devices (MUTCD). The proposed changes are intended to expedite traffic, promote uniformity, improve safety and incorporate technology advances in traffic control

Advisory calls on states to recheck gusset plate strength of bridges

A U.S. Department of Transportation (DOT) advisory sent to state transportation officials said states should calculate how possible changes in bridge weight, capacity or evolving bridge conditions will affect gusset plates as part of their work to ensure bridge safety.

The advisory follows updates by the National Transportation Safety Board (NTSB) indicating that stress on gusset plates, metal pieces holding individual girders together on some bridges, may have been a factor in the Minneapolis I-35W bridge collapse. While the NTSB has not yet determined a definitive cause for the collapse, the Secretary of Transportation directed the Federal Highway Administration to issue the technical advisory out of an abundance of caution to ensure comparable design flaws do not exist on similar bridges.

In the days after the I-35W Bridge collapsed last August, DOT issued two technical advisories to states, calling on officials to inspect all bridges of similar design to the Minneapolis structure and the to be mindful of putting added weight on bridges during maintenance and construction projects.

device application. These changes are being designated as the next edition of the MUTCD.

Comments must be received on or before July 31. For information contact Hari Kalla, Office of Transportation Operations, (202) 366-5915. More information is available in the January 2 Federal Register under Federal Highway Administration, www.access.gpo.gov/su_docs/fedreg/a080102c.html. Information from FHWA is posted at <http://mutcd.fhwa.dot.gov/>.

Democratic representatives ask for two water studies from GAO

Two House Committees have asked the Government Accountability Office (GAO) to investigate water issues. First, the House Environment and Hazardous Materials

Subcommittee called on the GAO to investigate water and consumer fraud concerns in the bottled water industry and U.S. Environmental Protection Agency (EPA) standards for drinking water. The Subcommittee is requesting an examination of the effect of increased used of bottled water on municipal landfill capacity, and any effects on energy use from the transportation and manufacture of the plastic bottles. Lawmakers also asked the GAO to investigate bottled water suppliers' advertising and whether any country regulates the quality of bottled water at the national or local levels.

Second, members of the House Transportation and Infrastructure Committee, including Chairman James Oberstar (D-MN) and Rep. Eddie Bernice Johnson (D-TX), as well as Rep. Earl Blumenauer (D-OR) from the House Ways and Means Committee, have called on GAO to study potential funding schemes available as revenue sources to set

up a Clean Water Trust Fund. GAO is asked to analyze potential sources of revenue that are broad-based, equitable and support annual funding levels of at least \$10 billion.

APWA has been working with the Water Infrastructure Network (WIN) Coalition on this issue.

EPA survey says wastewater treatment tops \$200 billion

The Environmental Protection Agency's (EPA) long-awaited 2004 Clean Watersheds Needs Survey (CWNS), delivered in early February to Congress, finds that total capital project needs for publicly owned treatment works (POTWs) now exceed \$200 billion. The Survey, first conducted in 1972, is intended to provide a summary of the costs associated with planned water quality or public health-related projects nationwide over the next 20 years.

The 2004 survey report, which has been under review by the White House's Office of Management and Budget (OMB) for more than a year, puts the nation's clean water needs total at \$202.5 billion, up 8.6 percent from the previous survey in 2000. Despite the impressive figure, EPA's total underestimates the actual needs, due in part to the limits placed on what projects can be included in the survey. EPA's total needs figure only includes those projects eligible for Clean Water State Revolving Fund (CWSRF) dollars and that meet rigorous documentation criteria, including justification for any costs estimates. Projects not identified as needs by January 1, 2004, are not included in these estimates.

According to the survey report, the largest increases in national needs were associated with wastewater treatment plants, sewer repairs, and stormwater management programs. Exchange members are urged to distribute the Needs Survey's Executive Summary in support of their advocacy efforts.

Sustainable Water Infrastructure Coalition

APWA recently joined with water industry professionals to promote financially sustainable water infrastructure solutions. Members of the Sustainable Water Coalition include the National Association of Water Companies, and the Water and Wastewater Equipment

Manufacturers Association, among others. The coalition supports the Administration's Water Enterprise Bond proposal and is urging Congress to consider and adopt this important financial tool. The proposal will give localities an important means to address financing challenges associated with massive water infrastructure replacements.



Image courtesy of the APWA Jim Martin Public Works Photo Library at www.apwa.net.

Water sector presents united front on draft chemical security legislation

Representatives from key water sector organizations have been meeting with staff on the House Homeland Security Committee to discuss concerns with draft legislation establishing security requirements for chemical facilities. Under the draft bill, the Chemical Facility Anti-Terrorism Act of 2008, clean water and drinking water agencies would no longer be exempt from Department of Homeland Security (DHS) chemical security regulations. Without the exemption, DHS has the discretion to require clean water agencies to submit vulnerability assessments, implement facility security plans, take steps to harden facilities, and potentially switch from chlorine to other treatment alternatives.

Water sector organizations have explained to committee staff that drinking water and wastewater treatment agencies should not be regulated under the same regime as private chemical manufacturers and suppliers. The draft legislation places too much discretion in the hands of the DHS Secretary and decisions made under this legislation could interfere with the utilities' federally-mandated obligations to protect the public health and environment pursuant to the Clean Water and Safe Drinking Water acts. Staff members on the committee have expressed a willingness to explore an exemption or an alternate title within the bill.

Protecting the Water Sector from Security Threats: The Emerging Legal and Policy Frameworks

This new publication from APWA, the Association of Metropolitan Water Agencies (AMWA), the National Association of Clean Water Agencies (NACWA) and the Water Environment Federation (WEF) is designed to help water utilities and other members of the water sector adapt to the changing security environment in the United States. This new publication was written to reflect the many changes to the legal landscape involving security issues since the 9/11 Terrorist Attacks.

Among the relevant topics included in the publication is an examination of the current federal legislative framework for protecting water sector infrastructure, a discussion of the potential for civil liability water sector utilities might face in the event of a terrorist attack or security breach, and an overview of the legal duty owed employers to their employees in the event of a terrorist attack on a facility. Additionally, the publication includes a Quick Reference Checklist, which provides clean water managers and attorneys with a quick way to identify the major legal and security issues they need to consider for their facilities and provides a quick reference on where to find more detailed information about a specific issue in the publication.

APWA members may receive one free copy of the publication. A downloadable PDF version of the publication will be available to APWA members shortly. Due to the public service value of this publication to the general water sector, members of the ASDWA and ASIWPCA may contact Julia Anastasio at janastasio@apwa.net to receive a complimentary hardcopy of the publication.

EPA to focus on voluntary efforts and new regulations to encourage recycling

Environmental Protection Agency (EPA) officials discussed agency priorities for 2008 and indicated a desire to boost the nation's recycling rate for municipal solid waste from 32 percent to 35 percent this year. The Agency will continue to promote and expand the Resource Conservation Challenge and to promote EPA-industry partnerships focused on

recycling industrial materials. The focus will be on communicating the potential benefits of recycling, saving energy and reducing greenhouse gases, such as methane gas, from the waste stream. A draft final rule is revising the definition of solid waste to allow industry personnel to recycle certain materials considered hazardous waste, including solvents, metals, by-products and sludge.

EPA considers regulating biosolids incinerators under Clean Air Act

The Environmental Protection Agency (EPA) is considering the regulation of biosolids or sewage sludge incinerators (SSIs) under Section 129 of the Clean Air Act (CAA), in lieu of Section 112. Under Section 129, SSIs would be subject to numeric emissions limits for particulate matter, sulfur dioxide, nitrogen oxides, hydrochloric acid, carbon monoxide, cadmium, mercury, lead, dioxins and furans. New SSIs would be required to meet best available control technology limits and existing SSIs would be subject to the average emissions levels achieved by the best performing 12 percent of units in the category. Under Section 112, SSIs would be regulated as area sources and subject to less stringent emissions standards. Inclusion under Section 129 could lead to the closing of many SSIs nationwide.

A decision issued June 8, 2007, by the D.C. Circuit Court of Appeals in *Natural Resources Defense Council v. EPA* vacated and remanded both the Commercial and Industrial Solid Waste Incinerator Definition Rule and the Boilers Rule. At issue were EPA's past determinations regarding which incineration units should be handled under Section 112 versus 129. While the Other Solid Waste Incinerator (OSWI) rule was not specifically addressed in the case, EPA's Office of General Counsel believes the decision requires the Agency to also reconsider its December 16, 2005, final OSWI rule in which it determined SSIs are not OSWIs and should be covered under Section 112. Reconsideration

of the OSWI rule will trigger a new rulemaking process during which EPA must again determine whether SSIs are OSWIs subject to Section 129, or whether SSIs are not incinerating a solid waste and therefore are more appropriately covered by Section 112.

DHS announces release of application guidance for \$3+ billion in grant programs

In early February, the Department of Homeland Security (DHS) announced the release of application guidance for 14 federal grant programs whose collective purpose is to strengthen prevention, protection, response and recovery capabilities at all levels of government. The Department uses the application guidance to set strategic priorities that support President George W. Bush's National Homeland Security Strategy and align with the Department's National Preparedness Guidelines as well as the recently released National Response Framework. Fiscal year (FY) 2008 grant programs provide \$376.3 million more than last year to enhance the nation's ability to prevent, protect against, respond to and recover from terrorist attacks, major disasters and other emergencies.

Since its inception, DHS has administered \$22.7 billion in federal grants to states, territories, urban areas, and transportation authorities. Changes to the FY 2008 grants program include significant improvements based on extensive outreach to state and local preparedness partners. Guidance on all 14 grant programs is being

released simultaneously to allow applicants more time to plan and apply for funding, as well as more rapidly begin implementing security measures. Additionally, as part of the recommendations of the Post Katrina Emergency Management Reform Act, the Department's regional offices will have an enhanced role in administering grant programs. Infrastructure Protection Program (IPP) applications are due to the department no later than March 17, 2008, and Homeland Security Grant Program (HSGP) applications are due May 1, 2008.

The 2008 risk assessment methodology has been revised to reflect input from the 9/11 Commission Act, including the use of Metropolitan Statistical Areas. As the department invests in all-hazards capabilities across the nation, this updated grant process will further manage risk and close capability gaps.

Further information, including individual fact sheets on each grant program, is available at www.dhs.gov.

Important change in international land and sea travel document procedures

According to the U.S. Department of Homeland Security, U.S. and Canadian citizens ages 19 and older should no longer expect to be able to prove identity and citizenship with an oral declaration alone. Instead, travelers will be asked to present documents from one of the options below when entering the United States at land or sea ports of entry. Travelers who do not present one of the documents listed below may be

delayed as U.S. Customs and Border Protection officers attempt to verify their identity and citizenship.

U.S. and Canadian Citizens Single Document Option

One of the following documents should be presented to prove both identity and citizenship, as of Jan. 31, 2008:

- U.S. or Canadian Passport
- U.S. Passport Card (Available spring 2008)*
- Trusted Traveler Cards (NEXUS, SENTRI, or FAST)*
- State or Provincial Issued Enhanced Driver's License (when available – this secure driver's license will denote identity and citizenship)*
- Enhanced Tribal Cards (when available)*
- U.S. Military Identification with Military Travel Orders
- U.S. Merchant Mariner Document
- Native American Tribal Photo Identification Card
- Form I-872 American Indian Card
- Indian and Northern Affairs Canada Card

** Frequent Land Border Crossers – To expedite processing into the United States, U.S. Customs and Border Protection recommends using one of the above asterisked documents.*

U.S. and Canadian Citizens Two-Document Option

All U.S. and Canadian citizens who do not have one of the documents from the list above must present both an identification and citizenship document from each of the lists below.

Identification Documents:*

- Driver's license or identification card issued by a federal, state,

provincial, county, territory or municipal authority

- U.S. or Canadian military identification card

* All identification documents must have a photo, name and date of birth.

Citizenship Documents

- U.S., or Canadian birth certificate issued by a federal, state, provincial, county, territory, or municipal authority
- U.S. Consular report of birth abroad
- U.S. Certificate of Naturalization
- U.S. Certificate of Citizenship
- U.S. Citizen Identification Card
- Canadian Citizenship Card
- Canadian certificate of citizenship without photo

U.S. and Canadian Citizens Procedures for Children

Also, effective on Jan. 31, 2008, U.S. and Canadian citizen children ages 18 and under will be expected to present a birth certificate issued by a federal, state, provincial, county or municipal authority.

It is strongly recommended that all travelers leaving the U.S. verify the specific documentary requirements for their destination country. This information is available through www.travel.state.gov, or by consulting with the Embassy of the country you are visiting.

U.S. Customs and Border Protection will begin the transition to the Western Hemisphere Travel Initiative secure document requirement over the next 18 months, with implementation as early as June 1, 2009.

Travelers are encouraged to visit www.cbp.gov for updates on travel information.



Image courtesy of the APWA Jim Martin Public Works Photo Library at www.apwa.net.

National Response Framework released

In January the Department of Homeland Security released the National Response Framework (NRF), successor to the National Response Plan. The NRF, which focuses on response and short-term recovery, articulates the doctrine, principles and architecture by which our nation prepares for and responds to all-hazard disasters across all levels of government and all sectors of communities. The NRF is responsive to repeated federal, state, local and private sector requests for a streamlined document that is less bureaucratic and more user-friendly. The NRF also focuses on preparedness and encourages a higher level of readiness across all jurisdictions.

The NRF is being released following an extensive process of outreach and coordination between DHS and key stakeholders representing federal, tribal, state and local governments, non-governmental agencies and associations – including APWA – and the private sector. The latest public comment period for the base document of the NRF closed on Oct. 22, 2007, and the comment period for the support annexes closed Nov. 10, 2007. The final documents reflect the

nearly 5,700 comments received from participants of the process. APWA worked closely with DHS in the design, review and implementation of the final document.

In addition to releasing the NRF base document, the Emergency Support Function Annexes and Support Annexes will be released and posted at the NRF Resource Center (www.fema.gov/nrf), an online repository of the entire component parts of the NRF. The annexes are a total of 23 individual documents designed to provide concept of operations, procedures and structures for achieving response directives for all partners in fulfilling their roles under the NRF.

Upon finalization and publication of the NRF base document and the annexes, a large focus will be to initiate an intensive nationwide training and exercise program to embed the NRF into the nation's preparedness and response cycle. Implementation of the NRF training and exercise strategy will include awareness training, position-specific training, exercises (tabletop and functional) and sustainment training.

The NRF and the annexes will go into effect 60 days after publication in the Federal Register.

Contributors include Julia Anastasio, Maggie Doucette, Jim Fahey and Dan Jensen. Becky Wickstrom is editor.