

Congress adopts FY10 budget resolution

On April 29, the U.S. House of Representatives and Senate adopted a nonbinding budget resolution which sets the framework for Congress to make legislative decisions on taxes, appropriations and entitlement programs later in the year. The House adopted H. Con. Res. 85 by a 233-193 vote. The Senate approved the measure by a 53-43 vote.

The budget resolution includes the House's proposed \$324 billion baseline over six years for surface transportation authorization. The Senate version provided \$82 billion less. The resolution also includes reserve funds allowing Congress to increase funding for surface transportation when it takes up legislation to succeed SAFETEA-LU, which expires Sept. 30.

As House and Senate leaders negotiated

differences between both versions, APWA President Noel Thompson sent letters to Senate conferees, urging their support for the House budget resolution's higher transportation funding.

On May 7, President Obama released installments of his fiscal year 2010 budget. The roughly \$3.7 trillion plan includes a proposal to create a national infrastructure bank to invest funds directly into large capital infrastructure projects. The Administration released the final installment on May 11, but will not rule out further changes in the weeks ahead as they adjust to shifting economic conditions.

APWA will continue to monitor this issue. For updates and more information, please visit APWA's Advocacy site: www.apwa.net/Advocacy/.



APWA displayed state and local proclamations during National Public Works Week celebrations on Capitol Hill.

APWA hosts National Public Works Week on the Hill

On May 19, APWA members, Congressional leaders and friends of public works celebrated National Public Works Week on Capitol Hill with a reception honoring House Transportation and Infrastructure (T&I) Committee Chairman James Oberstar (D-MN), Ranking Member John Mica (R-FL) and members of the House T&I Committee. APWA President Noel Thompson, Government Affairs Committee Chair Bob Freudenthal, and Small Cities/Rural Communities member Andy Haney represented APWA.

More than 100 people attended the Capitol Hill reception, including members of Congress, Congressional staff and representatives of various organizations and associations. The reception also featured large displays of proclamations issued by state and local leaders, recognizing National Public Works Week and the critical role of public works in community life.

5/09

Intergovernmental 1-2

Emergency Management & Disaster Mitigation 2-4

Transportation 4-6

Environment 6-9

The U.S. House of Representatives and Senate passed resolutions supporting National Public Works Week. Introduced by Oberstar and co-sponsored by 13 Congressional leaders, the House resolution (H. Res. 313) recognizes public infrastructure, facilities and services as having “far-reaching effects on the United States economy and the Nation’s competitiveness in the world marketplace” and playing a “pivotal role in the health, safety and quality of life of communities throughout the United States.” Senate Environment and Public Works Committee Chairwoman Barbara Boxer (D-CA) and Ranking Member James Inhofe (R-OK) sponsored S. Res. 145, which “recognizes and celebrates the important contributions that public works professionals make every day to improve the public infrastructure of the United States...and urges citizens...to join with representatives of the Federal Government and the American Public Works Association in activities and ceremonies... to pay tribute to the public works professionals of the Nation.”

Joining APWA in sponsoring the Capitol Hill reception were the American Council of Engineering Companies, American Society of Civil Engineers, American Shore & Beach Preservation Association, The Associated General Contractors of America, American Road and Transportation Builders Association, National Association of Clean Water Agencies, National Association of Water Companies and Water Environment Federation.

Fugate confirmed as FEMA Administrator

The day after Senator Vitter (R-LA) lifted his hold on Craig Fugate’s confirmation to be Federal Emergency Management Agency (FEMA) Administrator, Fugate was confirmed by the full Senate on May 13.

The hold Vitter initiated created a 12-day standoff between the legislator and FEMA.

According to a press release issued by Senator Vitter’s office, the lawmaker stated that he had specific requests before the acting FEMA administrator for more than 60 days. Vitter indicated that he is alarmed FEMA is holding up recovery efforts in South Louisiana “by failing to release an official decision regarding high velocity flood zones (V-Zones).” The Senator claims “FEMA’s current policy is stifling recovery projects in V-Zones because the agency is using preliminary flood maps that have not been fully approved to make their decisions.”

Vitter’s concerns have been assuaged according to the New Orleans Times-Picayune. “Vitter said he now has a commitment that FEMA will resolve the delay over agency interpretation of rules that prohibit federal financing of construction projects in flood zones, or V-Zones, as they are referred to in agency rules.”

Lawmakers and stakeholders alike were pressuring Vitter to lift the hold, as hurricane season begins June 1 and it is imperative that FEMA has its administrator in place before then. Notably, the Stafford Act Coalition, of which APWA is a participant, was among those who encouraged Fugate to be confirmed swiftly.



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

Manning confirmed as FEMA’s Deputy Administrator for National Preparedness

On May 7, the Senate confirmed Timothy Manning to be the Federal Emergency Management Agency’s (FEMA) Deputy Administrator for National Preparedness. As Deputy Administrator, he will be the second-in-command at FEMA and be charged with contingency planning, exercise coordination and evaluation, emergency management training and hazard mitigation with respect to the Preparedness Directorate.

According to a press release, Senate Homeland Security Committee Ranking Member, Susan Collins (R-ME) stated: “Mr. Manning will inherit an organization facing many tough challenges...Many of these challenges represent requirements from the Post-Katrina Emergency Management Reform Act, which I coauthored with Sen. Lieberman. I look forward to working with Mr. Manning to further strengthen FEMA and enhance our nation’s readiness for both man-made and natural disasters.”

Manning is former Director of the New Mexico Department of Homeland Security and Homeland Security Advisor to Governor Bill

Richardson. Named the Department's first Director in 2007, Manning's previous credentials include serving in Governor Richardson's Cabinet as Director of the Governor's Office of Homeland Security in 2005 and as the State Director of Emergency Management since 2003. Manning also served as a Deputy Cabinet Secretary of the New Mexico Department of Public Safety.

While overseeing the daily administration of the State's disaster and emergency preparedness, response and recovery efforts, Manning served as Chairman of the Response and Recovery Committee and regional Vice President of the National Emergency Management Association, Chair of the Governor's Homeland Security Advisory Committee, a Commissioner on the Emergency Management Accreditation Program and was incoming Chair of the Association's Homeland Security Committee.

Notably, Manning served as Co-Chair of the National Homeland Security Consortium and worked alongside APWA representatives who also participate in the consortium.

Pre-disaster mitigation Reauthorization Legislation Passes House

The House passed the *Pre-Disaster Mitigation Act of 2009* (H.R. 1746) by a vote of 339-56 on April 27. The legislation authorizes \$250 million for each fiscal year 2010, 2011 and 2012 for the Pre-Disaster Mitigation (PDM) Program. The bill also increases the minimum grant amount that each state can receive under the program

from \$500,000 to \$575,000.

H.R. 1746 will now proceed to the Senate Homeland Security Committee for consideration before it reaches the Senate floor.

In June 2008, the House passed an identical version of H.R. 1746. The Senate, however, did not vote on the bill. Instead, the PDM Program was extended in the *Homeland Security Appropriations Act of 2009* (H.R. 1105), receiving \$120 million, and is scheduled to sunset on September 30, 2009.

As authorized by the *Robert T. Stafford Disaster Relief and Emergency Assistance Act* and the *Disaster Mitigation Act of 2000* and managed by the Federal Emergency Management Agency, the PDM Program provides funds to states, territories, Indian tribal governments, communities, and universities for hazard mitigation planning and the implementation of mitigation projects prior to a disaster event. PDM grants are to be awarded on a competitive basis and without reference to state allocations, quotas, or other formula-based allocation of funds.

APWA supports the increased funding of the PDM Program, as it would strengthen preventative measures necessary for reducing overall risks to population and structures, protecting property and saving lives, while simultaneously reducing reliance on funding from actual disaster declarations.

FEMA releases comprehensive preparedness guide

On April 14, the Federal Emergency Management Agency (FEMA) released its Comprehensive Preparedness Guide 101: "Developing and Maintaining State, Territorial, Tribal and Local Government Emergency Plans" (CPG 101). The guide provides a framework for State, Tribal, Local and Territorial officials on developing and executing emergency operations plans.

By incorporating elements from the National Preparedness Guidelines, National Incident Management System, National Response Framework, National Strategy for Information Sharing and the National Infrastructure Protection Plan, the guide enables emergency managers to achieve a united purpose "through horizontal coordination and vertical integration of plans among all levels and sectors."

According to FEMA, CPG 101 is the first in a series of CPGs. Future guidance documents will cover emergency planning for a variety of areas such as special needs planning, household pets and service animals, fusion center/emergency operations interface and hazard-specific guidance.

For over two years, a team of 40 state and local officials from across the United States worked together to formulate CPG 101, which is designed for both beginner and novice emergency managers.

Additional information on CPG 101 can be found at <http://www.fema.gov/about/divisions/cpg.shtm>.

President releases DHS budget request

On May 7, President Obama released his budget request for the Department of Homeland Security (DHS), proposing a total of \$55.1 billion. The President's request reflects a \$2.6 billion increase in gross discretionary funds and an \$8.6 million increase in mandatory fees and trust funds in comparison to fiscal year 2009 (FY09).

The following funding increases and decreases under the DHS budget request will impact public works:

National Protection and Programs Directorate (NPPD)

\$1.9 billion

The NPPD's budget request reflects a total gross increase of \$800.7 million over FY09. The Directorate leads the protection and risk reduction for the nation's physical and virtual critical infrastructure and key resources from man-caused disasters, natural disasters and other catastrophic incidents.

Notably, the Office of Emergency Communications and the Regional Communications Coordinators received a proposed increase of \$3.8 million and \$2.5 million respectively.

Federal Emergency Management Agency (FEMA)

\$10.5 billion

FEMA's budget request reflects a total gross increase of \$247.8 million.

Managed by FEMA, state and local grants totaled \$3.9 billion, which is a \$711.3 million increase compared to FY 2009. These grants provide training, exercises and technical assistance to improve emergency planning, response and recovery efforts. Despite the overall increase in state and local grants, many programs

Significant increased investment in transportation needed, new report shows

A new report reveals that by 2015 governments, at all levels will need to more than double their spending on highways and bridges to keep up with increased traffic, freight congestion, the demands of aging highways and bridge, and the growth of the nation's population, and that transit spending would need to quadruple to serve increased ridership.

The 2009 Bottom Line Report, released by the American Association of State Highway and Transportation Officials (AASHTO) and the American Public Transportation Association (APTA), shows that in 2006, federal, state and local governments spent \$79 billion on highways and bridges. However, investment of \$166 billion a year is required, if the number of miles driven increases at an expected rate of 1.4 percent a year. If transit ridership grows each year by 3.5 percent, investment would have to increase to \$59 billion annually. In 2006, transit investment was \$13.3 billion. In addition, the report indicates another \$13 billion would be needed annually for areas such as environmental mitigation, highway operations, safety programs and security.

Using modeling techniques to project the impacts of highway improvement projects, the Bottom Line Report indicates roads will be markedly smoother, speed levels will increase by about 5 percent and hours of delay will decline by 16.5 percent, meaning drivers will save about 12 hours per year they would otherwise spend sitting in traffic. User costs would drop by about \$27 per 1,000 miles driven, for a savings of more than \$400 per car each year.

The report chronicles many factors that will shape the nation's travel in the next decades, including: prodigious growth in freight, which is expected to triple once the nation rebounds from the economic slowdown (truck traffic is expected to carry two-thirds of domestic tonnage); expansion of the nation's cities which will require new roads, bridges, and mass transit; travel growth of a modest 1.4 percent per year, which will increase the 2.9 million miles traveled in 2008 to some 3.3 trillion by the end of the next authorization cycle in 2015.

The Bottom Line Report is posted on the AASHTO Web site at www.bottomline.transportation.org.

that impact public works received decreases or flat funding, whereas funding increases were few and far between.

The budget request proposed that Transportation and Infrastructure Protection grants reduce its

funding by a dramatic \$312 million. Interoperable Emergency Communications grants were also decreased by \$20 million. Funding was terminated for Emergency Operations Center grants.

Emergency Management Performance grants, Regional Catastrophic Planning grants and the Citizen Corps mirrored FY 2009 and received flat funding of \$325 million, \$35 million and \$15 million respectively. The Flood Map Modernization Fund also remained at the same FY 2009 level of \$220 million.

State Homeland Security grants and the Pre-Disaster Mitigation Program both received a \$60 million increase. The Disaster Relief Fund and the Urban Area Security Initiative asked for an increase of \$600 million and \$50 million respectively. Additionally, the National Flood Insurance Fund was also increased by \$50.9 million.

Despite the budget request's increase for FEMA funds, Senator Joe Lieberman (CT-I), Chairman of the Senate Homeland Security Committee, issued a statement asserting that while "the Department of Homeland Security is proposing a 6.6 increase in its 2010 budget, which in this tough economic environment is good news," FEMA received "essentially flat funding . . . [which] could impair its steady transformation into an agency capable of responding to catastrophes."

Administration budget proposes slight increase for most transportation programs

The Obama Administration's budget recommendations for the U.S. Department of Transportation, released May 7 as part of a detailed fiscal year 2010 budget for all federal

programs, assume a slight 1 percent increase in the baseline for most transportation programs.

The budget requests \$41 billion for highways, up slightly from the \$40.7 billion allocated prior to enactment of the economic stimulus package, which brought total funding to \$69 billion. The request allows for \$36 billion to be made available to the highway program from the general fund to maintain the requested program funding level. The Highway Trust Fund is likely to be depleted of cash by next fiscal year.

The budget recommends \$10.3 billion for public transportation and \$3.5 billion for the Airport Improvement Program. It also includes \$1 billion for high speed rail and \$1.5 billion for Amtrak. The budget notes that it is a placeholder and subject to revision based on decisions made under a new surface transportation authorization.

Bills would allow states to keep Trust Fund contributions

Senator Kay Bailey Hutchison (R-TX), ranking member of the Commerce, Science and Transportation Committee, introduced a bill allowing states to "opt-out" of the federal highway program and keep all contributions to the trust fund in the state. The Highway Fairness and Reform Act (S. 903) is co-sponsored by Senators Martinez (R-FL), Cornyn (R-TX) and Kyl (R-AZ). Rep. Jeff Flake (R-AZ) has introduced a companion bill in the House (HR 2144). Both bills have been referred to Committee for consideration.

House surface transportation authorization bill expected within weeks

With SAFETEA-LU due to expire Sept. 30, 2009, House Transportation and Infrastructure Committee Chairman James Oberstar (D-MN) intends to have a bill out of his Committee and voted on by the full House by June. Oberstar, who said he supports a six-year authorization totaling \$400-\$450 billion, has circulated an outline for lawmakers' review. Oberstar's bill is not expected to include specific mechanisms for funding and financing transportation programs but is expected to consolidate the number of programs and include a reorganization of some areas of the Department of Transportation. Financing provisions are expected to be drafted by the House Ways and Means Committee.

Work is also underway in the Senate, where the Environment and Public Works Committee is developing highway-related provisions, and the Banking, Housing and Urban Affairs Committee is working on the transit provisions. The Obama Administration currently has a set of principles under review.



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

Administration releases plan for high-speed passenger rail

Last month the Obama Administration announced a new strategic plan to create high-speed rail lines. The plan identifies \$8 billion provided in the American Recovery and Reinvestment Act (ARRA) passed earlier this year and \$1 billion a year for five years requested in the recently-released federal budget. The strategic plan will be followed by detailed guidance for state and local applicants. By late summer, the Federal Railroad Administration will begin awarding the first round of grants. Additional funding for long-term planning and development is expected from legislation authorizing federal surface transportation programs.

The plan identifies two types of projects for funding. One would create new corridors for world-class high-speed rail like the kind found in Europe and Japan. Another would involve making train service along existing rail lines incrementally faster. Under the plan, high-speed rail development will advance along three funding tracks:

- Individual Projects:

Providing grants to complete individual projects that are “ready to go” with completed environmental and preliminary engineering work – with an emphasis on near-term job creation. Eligible projects include acquisition, construction of or improvements to infrastructure, facilities and equipment.

- Corridor programs:

Developing entire phases or geographic sections of high-speed rail corridors that have completed corridor plans, environmental documentation and have a prioritized list of projects to help meet the corridor objectives.

- Planning:

Entering into cooperative agreements for planning activities (including development of corridor plans and state rail plans) using non-ARRA appropriations funds. This approach is intended to help establish a structured mechanism and funding stream for future corridor development activities.

For more information, visit: <http://www.fra.dot.gov/us/content/31>.

ITS and work zone management resource available

The Federal Highway Administration collaborated with the U.S. Department of Transportation’s (DOT) Intelligent Transportation Systems (ITS) Joint Program Office to develop a short white paper – *Coordinating, Planning, and Managing the Effects of Roadway Construction with Technology*. The paper is intended to inform public agencies about how ITS can be used to improve work zone operations.

Managing work zone impacts is especially important with the large number of work zones expected as a result of funding from the American Reinvestment and Recovery Act (ARRA), and the paper shares ideas of how ITS can help. The paper contains information about examples of ITS

applications and their benefits in work zones. A number of resources are also referenced. The white paper provides information and does not reflect a DOT policy position.

The paper is available at www.fhwa.dot.gov/workzones.

EPA issues ARRA “Buy American” guidance

The Environmental Protection Agency’s (EPA) Office of Water recently provided guidance to assist regional water management division directors in implementing the American Recovery and Reinvestment Act (ARRA) requirements for the clean water and drinking water state revolving funds receiving Recovery Act funds. The memorandum provides guidance on interpreting and implementing the “Buy American” provisions of ARRA, including how these provisions relate to the use of American-made iron, steel and manufactured goods in ARRA funded projects.

According to EPA, its “foremost expectation is that assistance recipients will use American iron, steel and manufactured goods throughout their ARRA-funded projects.” However, the agency recognizes this may not always be feasible so they have set forth those circumstances under which the agency may waive the “Buy American” requirements. Pursuant to ARRA, a waiver may be provided if EPA determines that (1) applying these requirements would be inconsistent with the public interest; (2) iron, steel and the relevant manufactured goods are not produced in the U.S. in sufficient and reasonably available quantities and of

a satisfactory quality; or (3) inclusion of iron, steel and manufactured goods produced in the U.S. will increase the cost of the overall project by more than 25 percent.

The new guidance includes instructions and requirements for applying for a waiver, along with worksheets for such waivers, and foreign and domestic construction materials price comparisons. The memorandum also provides an explanation of the process EPA will use to issue national waivers, sample "Buy American" contract language and certification requirements.

To download a copy of the guidance memorandum, visit http://www.epa.gov/water/eparecovery/docs/04-29-2009_BA_Waiver_Process_final.pdf.

Senate EPW Committee introduces Water Infrastructure Financing Act

Senate Environment and Public Works Committee (EPW) leadership introduced water infrastructure financing legislation that will reauthorize the state revolving fund (SRF) programs and increase funding for clean water and drinking water state revolving funds.

The bipartisan bill increases clean water SRF funding to \$20 billion over five years and the drinking water SRF to \$14.7 billion over five years. The bill also expands eligibility to include stormwater management, water conservation and efficiency, and reuse and recycling projects. In addition, the legislation establishes grant programs that would provide \$1.85 billion to address combined sewer

overflows over five years, \$60 million annually to states and municipalities to reduce lead in drinking water and a one-time \$50 million nationwide grant program to address agriculture-related water quality issues.

The legislation provides new incentives for green infrastructure projects and provides additional flexibility in clean water SRF program funds to help low-income communities utilize SRF funds. The bill also includes an increased focus on research and development of "innovative and alternative technologies" to improve water quality, drinking water or water use efficiency and conservation. EPA's WaterSense program will receive \$45 million. The bill includes a reused funding formula that is based primarily on EPA's 2004 needs survey and will result in all states getting an increase in the SRF allocation to their states.

The House Transportation and Infrastructure Committee passed H.R. 1262 – Water Quality Investment Act of 2009 – in March which authorized \$13.8 billion over five years for the clean water SRF. The House Energy and Commerce Committee, which has jurisdiction over the drinking water SRF, has not yet announced plans to take up a drinking water infrastructure funding bill.

To view the legislation, visit www.apwa.net/advocacy.



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

Effective Utility Management Collaborating Associations release case studies document

The Effective Utility Management (EUM) Collaborating Associations recently released *Effective Water & Wastewater Utility Management Case Studies*, to provide concrete examples and practical assistance on utilizing the EUM framework.

The utilities profiled in the case studies are Columbus Water Works (Georgia), Green Bay Metropolitan Sewerage District (Wisconsin), Gwinnett County Department of Water Resources (Georgia), and Massachusetts Water Resources Authority (Massachusetts). Each of the profiled utilities faced a range of challenges in their management improvement efforts, and each found the *Primer* concepts and tools very helpful. Overall, the experiences of the profiled utilities indicate that the *Primer* provides a highly cost-effective and easy-to-implement set of tools and concepts for undertaking and improving upon existing utility management improvement efforts.

The case studies, the *Primer* (available in PDF and as an interactive tool) and a resource toolbox, are available at no cost from the www.watereum.org.

EPA releases Drinking Water Infrastructure Needs Survey and Assessment

The Environmental Protection Agency (EPA) recently released the Drinking Water Infrastructure Needs Survey and Assessment, which is done every four years, reflecting data collected in 2007 from states. According to the survey results, the nation's water utilities will need to invest an estimated \$334.8 billion over the next 20 years to deal with aging infrastructure.

The results of the survey are based on the 20-year capital investment needs, including anticipated costs for repairs and replacement of transmission and distribution pipes, storage and treatment equipment and projects necessary to deliver safe supplies of water, and public water systems eligible to receive assistance from the Drinking Water State Revolving Fund (DWSRF) loan program. EPA uses the results from the assessment to develop a formula to distribute the agency's annual DWSRF grants.

According to the survey, the category with the greatest need was \$200.8 billion for water transmission and distribution infrastructure. EPA determined that only 16 percent, or \$52 billion, of the overall investment is needed to achieve regulatory compliance. The cost of complying with federal regulations is broken down as follows: \$45 billion for compliance with existing regulations; \$7 billion for compliance with new and/or proposed rules; \$2.2 billion for the Long Term 2 Enhanced Surface Water Treatment Rule; \$1 billion for the Stage 2 Disinfectants/Disinfection By-Products Rule; \$10.4 billion for the Ground Water Rule and \$3.3 billion for the Radon Rule.

The Needs Survey and Assessment is available at <http://www.epa.gov/safewater/needsurvey>.

EPA announces plans to survey drinking water utilities for emerging contaminants

The Environmental Protection Agency (EPA) announced plans to obtain water samples from approximately 25 utilities this summer to help the agency evaluate the prevalence and extent of about 200 emerging contaminants in the nation's drinking water supplies. The samples will enable EPA to survey for unregulated contaminants such as pharmaceuticals, personal care products, detergents and hormones. Selected water utilities will have to take samples from both source water and finished water. The new survey will expand upon sampling done in 2007 and the results will help the Office of Water monitor for contaminants and possibly lead to new regulations by the Agency.

EPA FY10 budget sees 34 percent increase from FY09

President Obama's fiscal year 2010 (FY10) budget proposal includes a total of \$10.5 billion for the Environmental Protection Agency (EPA), a 34 percent increase over the agency's fiscal year 2009 (FY09) budget. The budget expands on the investment of the American Recovery & Reinvestment Act and demonstrates the Administration's commitment to creating new jobs and finding solutions to the current economic crisis.

The budget request provides \$2.4 billion for the clean water state revolving fund (CWSRF) and \$1.4 billion for the drinking water state revolving fund (DWSRF). This funding will support efforts to build and renovate an estimated 1,000 clean water and 700 drinking water infrastructure projects, support green infrastructure deployment and create

thousands of new jobs. Funding also will be available to help communities repair and upgrade the aging network of drinking water and wastewater pipes that are overwhelmed and breaking down.

The budget includes \$475 million for an inter-agency Great Lakes initiative and efforts to protect, maintain and restore the Chesapeake Bay, Anacostia River, Puget Sound, San Francisco Bay, Lake Champlain and other large water bodies. The budget proposal also proposes new funding to support development of nutrient water quality criteria by the states and increases funding for research and enforcement programs.

The budget request includes \$17 million for a greenhouse gas registry, including funds for data reporting and implementation efforts, data management system, guidance and materials for the regulated community and source measurement technologies. The budget proposal eliminates funding for EPA watershed protection and flood prevention

grants, the Brownfields Economic Development Initiative and Local Government Climate Change grants. To view the budget overview, visit <http://www.whitehouse.gov/omb/budget/overview>.

Corps of Engineers FY10 budget proposal sees cuts from FY09

President Obama's fiscal year 2010 (FY10) Budget Proposal for the Army Corps of Engineers (Corps) cuts funding to the agency by \$300 million, from \$5.4 billion in fiscal year 2009 (FY09) to \$5.1 billion in FY10.

The Corps construction programs are hardest hit in the budget proposal, while funding for operation and maintenance would see an increase. The construction program will see a drop in funding from \$2.2 billion in FY09 to \$1.6 billion in FY10. The proposal also cuts funding for flood damage reduction projects in the Mississippi River Valley from \$384 million in FY09 to \$284 million FY10. The investigations program, which funds studies related to Corps projects, will fall from \$168 million to \$100 million, while funding for disaster preparedness remains flat at \$55 million.

Winners in the budget proposal include the Everglades restoration projects, other ecosystem restoration work in South Florida, commercial and harbor maintenance programs, the locks and dams maintenance program, Corps regulatory programs, and construction related to hurricane recovery and flood control and coastal emergencies related to Hurricane Katrina.

Finally, the budget proposal would eliminate funding for environmental infrastructure projects, asserting that these projects are outside the Corps core mission areas of commercial navigation, flood and storm reduction and ecosystem restoration.

View the budget over by visiting <http://www.whitehouse.gov/omb/budget/overview>.

Contributors include Julia Anastasio, Laura Berkey, Jim Fahey and Maggie Oldham. Becky Wickstrom is editor. Meg Cunningham produced the Report.