

APWA Washington REPORT

TRANSPORTATION

June 2003

TEA-21 Reauthorization

\$247 BILLION 'SAFETEA' UNVEILED; LAWMAKERS CRITICIZE FUNDING LEVELS

Emphasizing its focus on improving safety and a record funding level of \$247 billion, the Bush Administration released its much-anticipated proposal to reauthorize the nation's federal surface transportation programs.

Overall, the Administration's plan provides \$201 billion for highways, bridges and safety programs over six years and \$45 billion for public transportation programs.

Most surface transportation programs under the proposal would be cut in 2004 from current levels.

The Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2003, SAFETEA, is the administration's successor to the \$218-billion Transportation Equity Act for the 21st Century, TEA-21, which expires on September 30, 2003.

At a series of hearings in the House and Senate following SAFETEA's May 14, 2003 release, lawmakers voiced sharp criticism of the proposal's funding levels, charging that they were inadequate and insufficient, given the existing needs.

House Transportation and Infrastructure Committee Chairman Don Young (R-AK), who will write the House legislation, supports a \$375-billion, six year bill. Senate Committee leaders, including Environment and Public Works Committee Chairman James Inhofe (R-OK), who will write the Senate's highway component, and Banking, Housing and Urban Affairs Committee Chairman Richard Shelby (R-AL), who will write the transit component, support at least \$311 billion over six years.

Funding

SAFETEA extends TEA-21's funding guarantees which link highway funding to receipts generated by transportation excise taxes, but it includes no provisions to raise federal motor fuel taxes or to index them. It does include a modification to improve TEA-21's Revenue Aligned Budget Authority (RABA) mechanism, which was established to ensure all gas tax receipts in excess of TEA-21 estimates were distributed to the highway program. RABA has been criticized recently for producing wide swings in annual highway funding. Under SAFETEA, RABA calculations are more dependent upon levels of actual receipts.

The proposal maintains TEA-21's current equity formula, assuring each state a minimum return of 90.5 percent of its share of contributions to the Highway Trust Fund. It redirects 2.5 cents per gallon of the gasohol tax currently deposited in the general fund to the highway account of the Highway Trust Fund and dedicates \$1 billion of Highway Trust Fund dollars beyond estimated receipts to improve highway infrastructure.

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Improvement Program and is designed to provide states with funds to reduce fatalities and injuries on highways. In addition, SAFETEA creates a new safety belt incentive program to encourage states to enact safety belt laws and achieve higher safety belt usage rates.

Safety

As expected, SAFETEA retains much of the structure of TEA-21, but it does create a new core-funding category dedicated to safety within the federal-aid highway program. The new \$7.5 billion program is called Highway Safety

Environmental Streamlining

The Administration's proposal also addresses procedures governing environmental review and project delivery processes. SAFETEA provides for improved linkage between the transportation planning and project development processes, and it strengthens the provisions of current law that establish time frames for resource agencies to conduct environmental reviews and make decisions on permits. Moreover, it establishes a six-month statute of limitations for appeals on the adequacy of projects' environmental impact statements and other environmental documents.

Block Grant Pilot Program

SAFETEA establishes a new pilot program under which states, working with the U. S. Department of Transportation to develop and meet specific system performance measures, could manage their core program funds as a block grant, excluding the Congestion Mitigation and Air Quality Improvement (CMAQ) and the Transportation Enhancements programs, as well as the new Infrastructure Performance and Maintenance Program, a \$1 billion annual program designed to fund projects which preserve existing highway facilities or alleviate traffic chokepoints.

Transit Program Changes

SAFETEA restructures Federal Transit Administration (FTA) programs into three major areas: Urbanized Area Formula Grants, Major Capital Investments, and State-Administered Programs. In addition, it provides an increase in funding for rural transit programs and creates a new RABA mechanism for transit. However, contrary to TEA-21, it does not extend the funding guarantees to authorizations derived from the federal general fund, and in addition it increases the local match for the New Starts Program from 20 percent to 50 percent. These changes have prompted criticism from lawmakers and others.

Highway Program Changes

SAFETEA makes revisions to the CMAQ program, which it funds at \$8.8 billion, an increase of \$700 million from TEA-21, including changes to the apportionment formula to include non-attainment and maintenance areas for new standards for ozone and fine particulate matter.

Finally, SAFETEA establishes a National Highway System (NHS) set-aside to fund highway connections between the NHS and intermodal freight facilities. It also continues the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, lowers the program's project threshold from \$100 million to \$50 million, and expands it by allowing rail freight projects to qualify for credit assistance. SAFETEA would also create a new category of tax-exempt private activity bonds to finance highway projects and freight transfer facilities.

SAFETEA has been introduced in the House of Representatives as H.R. 2088. House and Senate Committee chairmen plan to mark up their own reauthorization bills in the coming weeks. TEA-21 reauthorization is an APWA priority. Log onto APWA's government affairs webpage, <http://www.apwa.net/GovtAffairs/>, for information about APWA's reauthorization recommendations.

A copy of the Administration's proposal, section-by-section analysis and funding tables and other information about SAFETEA are available at <http://www.fhwa.dot.gov/reauthorization/safetea.htm>.

AIR-21 Reauthorization

HOUSE COMMITTEE APPROVES \$59 BILLION AVIATION BILL

Members of the House Transportation and Infrastructure Committee gave voice vote approval to a \$59 billion measure to reauthorize federal aviation programs, which are due to expire September 30, 2003. The bill would extend aviation

programs through 2007 and increase funding for the Airport Improvement Program (AIP) to \$14.8 billion over three years. AIP provides grants to airports for construction improvements.

The Flight 100-Century of Aviation Reauthorization Act, Flight-100 (H.R. 2115) also includes \$31.3 billion for Federal Aviation Administration (FAA) programs and \$12 billion for FAA air traffic control system enhancements. The legislation would replace the Aviation Investment and Reform Act for the 21st Century, AIR-21. The bill has provisions to streamline airport project approvals and makes changes to the Essential Air Service Program (EAS) by phasing in a requirement that communities contribute a local match and by permitting small communities to apply for block grants to manage their own service.

The bill includes adding 12 new slots for long-haul flights at Ronald Reagan Washington National Airport in Washington, DC and eight new slots for flights within its 1,250 mile perimeter. The bill was approved May 21, 2003.

The Senate Commerce, Science and Transportation Committee earlier in May approved its own version, a three-year bill, the Investment and Revitalization Vision Act (AIR-Vision), S.824, which authorizes a total of \$43.5 billion. It increases funding for AIP from its current level of \$3.4 billion to \$3.6 billion by 2007, for a total \$10.5 billion over three years. It also provides \$23.2 billion for FAA operations, \$8.9 billion for FAA air traffic control systems and \$900 million for research, engineering and development.

AIR-Vision includes provisions for streamlining the process for approving and constructing airport capacity improvements; contains a \$500 million grant mechanism, the Aviation Security Capital Fund, for funding costs to implement security at airports; and funds the Essential Air Service program at \$125 million annually.

In addition, the Senate bill reauthorizes the Small Community Air Service Development Pilot Program for \$27.5 million annually, a program designed to assist certain small communities to enhance air service. The bill doubles from 12 to 24 the number of long-haul slots at Washington Reagan National Airport.

Highway Funding Equity

‘DONOR’ STATES BACK BILL TO RAISE STATE MINIMUM RETURN TO 95 PERCENT

A coalition of lawmakers representing ‘donor’ states has introduced bipartisan legislation in the House of Representatives and in the Senate to increase to 95 percent the minimum return on the share of contributions each state makes to the Highway Trust Fund. Currently each state is guaranteed a minimum return of 90.5 percent under TEA-21, the current surface transportation law.

The coalition, the States’ Highway Alliance for Real Equity (SHARE), represents 17 states known as ‘donor’ states, those which contribute more in highway funds than they receive for their highways. The SHARE proposal would also provide sparsely populated states, those with fewer than 50 people per square mile, a minimum share which could exceed 95 percent. SHARE proponents argue that current funding formulas date back to the 1950s and were intended to help western states construct the Interstate system.

The SHARE proposal was introduced by Senators. George Voinovich (R-OH) and Carl Levin (D-MI) and House Majority Leader Tom Delay (R-TX) and Rep. Baron Hill (D-IN). The SHARE proposal is cosponsored by 20 Senators and 123 House members representing Arizona, Colorado, Florida, Georgia, Indiana, Kentucky, Louisiana, Michigan, Mississippi, New Jersey, North Carolina, Ohio, Oklahoma, South Carolina, Tennessee, Texas and Virginia.

The Bush Administration’s surface transportation reauthorization proposal, SAFETEA, retains TEA-21’s 90.5 percent minimum share.

APWA Reauthorization Testimony

APWA PRESIDENT STRESSES PUBLIC WORKS’ PRIORITIES FOR TEA-21 REWRITE

Increasing federal investment, maintaining the integrity of the highway trust fund and streamlining the project delivery process were among the key priorities APWA President Martin J. Manning, P. E. presented in testimony on behalf of APWA, which was submitted for the record to the House Highways, Transit and Pipelines Subcommittee.

The testimony expressed support for the goals, programs and core structure of the current surface transportation law, TEA-21, and stressed that new legislation must address the following five priority areas set forth in APWA's reauthorization policy:

- Increase federal investment in highways, bridges and public transportation to enhance safety, security and mobility;
- Maintain the integrity of the Federal Highway Trust Fund by preserving guaranteed funding and retaining a funding firewall mechanism;
- Streamline the regulatory and project delivery process;
- Enhance flexibility to address local and regional transportation priorities and needs; and
- Be enacted in a timely manner.

The testimony for the record was submitted May 7, 2003 for a hearing on state and local highway and transit needs, held by Subcommittee Chairman Tom Petri (R-WI). APWA's TEA-21 Reauthorization Task Force developed APWA's reauthorization policy and priorities statement, which is posted on APWA's government affairs webpage, <http://www.apwa.net/GovtAffairs/>.

Transit Financing

SENATORS OBJECT TO TRANSIT BONDING PLAN IN REAUTHORIZATION

Leaders of the Senate Banking Committee, which will rewrite federal transit programs as part of TEA-21 reauthorization, sent a letter to Senate Finance Committee Chairman Charles Grassley (R-IA) and ranking member Sen. Max Baucus (D-MT), expressing objections to a plan being developed in the Finance Committee to fund the federal transit program through a federal bonding initiative.

Although there is nothing in writing, the Finance Committee is reportedly working on a proposal which would increase funding for a reauthorized federal transportation program by changing the programmatic distribution of the gasoline tax and adding a bonding program to finance transit needs.

The plan as reported would reduce the transit program share of the gasoline tax from 2.86 cents per gallon to 0.5 cents per gallon, with revenues from the remaining 2.36 cents redirected to the highway account of the Highway Trust Fund. Revenues from the half cent would be deposited in the transit account and would provide about \$1 billion annually for rural and small urban transit program. Total funding for transit needs would double by 2009 through issuance of tax-credit bonds whose revenues would be deposited into the transit account of the Highway Trust Fund. Proceeds would fund transit programs like gas tax revenue.

Banking, Housing and Urban Affairs Committee Chairman Richard Shelby (R-AL) and ranking member Paul Sarbanes (D-MD) were joined in the letter by Housing and Transportation Subcommittee Chairman Wayne Allard (R-CO) and ranking member Jack Reed (D-RI). They questioned the feasibility of the bonding plan and said they would oppose any changes in financing that undermine the long-term stability of the transit program.

Build America Bonds

NEW BILL WOULD AUTHORIZE \$50 BILLION TO FUND TRANSPORTATION PROJECTS

Legislation has been introduced to authorize a one-time federal bonding program totaling \$50 billion in new transportation infrastructure funds to enable states and local governments to complete significant infrastructure projects across all modes of transportation, including roads, rail, transit, aviation, water, and for other purposes.

The Build America Bonds Act, S. 1109, was introduced by Sen. Jim Talent (R-MO) and cosponsored by Sen. Ron Wyden (D-OR). The legislation would establish a federally chartered, non-profit corporation to issue tax-exempt bonds. Under the proposal, grant recipients would be required to provide matching funds.

Rural Road Safety

NEW HIGHWAY SAFETY TOOL FOR RURAL ROADS NOW AVAILABLE

The Federal Highway Administration (FHWA) has released the 2003 version of the Interactive Highway Safety Design Model (IHSDM), a new computer software program to help improve safety by providing state and local transportation officials with better information on the effects of design decisions they make for two-lane rural roads.

Transportation planners can use IHSDM to estimate the frequency and severity of crashes on specific highway segments or measure expected car speed at various points along a road based on design and driver behavior patterns. In the 2003 version of the software, planners can evaluate the safety of two-lane rural highways through five modules that address:

- Policy review -- to ensure roadway design elements, such as cross-section, lane, and curve design, are in compliance with guidelines;
- Crash prediction -- to estimate the number and severity of crashes on specified roadway segments;
- Design consistency -- to assess driver speed behavior in relation to specific design features;
- Intersection review -- to identify potential safety concerns in intersection geometric design and suggest possible remedies; and
- Traffic analysis -- to evaluate roadway traffic operations under current or projected traffic loads through simulation.

To encourage the use of IHSDM, FHWA incorporated mechanisms to exchange IHSDM-related data with commercial roadway design software used by highway agencies and their design consultants.

This version of the IHSDM is a product of the FHWA's Safety Research and Development Program at the Turner-Fairbank Highway Research Center, culminating a multi-year research and development effort.

The 2003 IHSDM software can be downloaded free of charge at <http://www.tfsrc.gov/safety/ihsdm/ihsdm.htm>.

Work Zone Safety

COMMENTS SOUGHT ON PROPOSED CHANGES TO WORK ZONE RULE

The Federal Highway Administration (FHWA) proposes to amend its regulation that governs traffic safety in highway and street work zones. The proposed changes are intended to facilitate consideration of the broader safety and mobility impacts of work zones in a more coordinated and comprehensive manner across project development stages. Comments must be received on or before September 4, 2003.

FHWA is proposing that states and contractors develop and adopt work zone safety and mobility policies and develop transportation management plans. Revisions would affect any project which receives federal funding.

FHWA's notice of proposed rulemaking appeared in the May 7, 2003 *Federal Register*, which can be viewed at <http://www.access.gpo.gov/nara/>. For information contact: Scott Battles, Transportation Operations, 202-366-4372, or Raymond Cuprill, Office of the Chief Counsel, 202-366-0791.

INTERGOVERNMENTAL

National Public Works Week

28 GOVERNORS, 7 PREMIERS AND CANADA'S PRIME MINISTER HONOR PUBLIC WORKS

Governors in twenty-eight states officially proclaimed May 18-24, 2003 as National Public Works Week by signing proclamations recognizing the hard work and efforts of public works officials in their states.
APWA Washington Report, June 2003

Governors in Arkansas, California, Connecticut, Delaware, Florida, Georgia, Hawaii, Illinois, Indiana, Iowa, Maryland, Massachusetts, Missouri, New Hampshire, Nevada, New York, North Carolina, North Dakota, Oklahoma, Oregon, Pennsylvania, South Dakota, Texas, Utah, Vermont, Virginia, Washington, and Wisconsin all celebrated National Public Works Week.

Premiers declared Public Works Week in British Columbia, Manitoba, New Brunswick, Newfoundland and Labrador, Nova Scotia, Prince Edward Island, and Saskatchewan.

APWA also received a message from the Prime Minister of Canada declaring May 18-24, 2003 to be Public Works Week throughout Canada.

APWA worked with Chapter Presidents or Representatives in each of these states to help them receive a proclamation from the Governor or Premier. A special thanks goes to the Arkansas chapter, Atlantic Provinces chapter, British Columbia chapter, Central Pennsylvania chapter, Delaware chapter, Florida chapter, Georgia chapter, Hawaii chapter, Illinois chapter, Indiana chapter, Iowa chapter, Manitoba chapter, Missouri chapter, Nevada chapter, New England chapter, New York chapter, North Carolina chapter, North Dakota chapter, Oklahoma chapter, Oregon chapter, Sacramento chapter, Saskatchewan chapter, South Dakota chapter, Texas chapter, Utah chapter, VA/DC/MD chapter, Washington state chapter and the Wisconsin chapter.

FY 04 Appropriations

HOUSE SUBCOMMITTEES EXPECTED TO HAVE ALLOCATIONS BY MIDDLE OF JUNE

The House Appropriations Committee has announced that it plans to provide each of the 13 House Appropriations Subcommittees with their total spending allocations by the middle of June.

Total discretionary spending levels agreed to in the Congressional budget resolution need to be divided up among the 13 subcommittees before subcommittees can approve legislation setting individual program levels for agencies and departments under subcommittee jurisdiction. Tight discretionary spending levels are said to be delaying the assignment of spending allocations.

Tax Legislation

RELIEF FUNDS TO LOCAL GOVERNMENTS DROPPED FROM FINAL TAX-CUT BILL

The \$350-billion tax cut bill, passed by Congress and signed into law, does not include funding for local governments. As enacted, the Jobs and Growth Tax Relief Reconciliation Act of 2003 reduces federal tax revenues by \$320 billion and increases expenditures by \$30 billion through 2013. The law provides states \$20 billion in 2003 and 2004, including \$10 billion for a fiscal relief fund to be used for general services and \$10 billion for Medicaid.

The Senate version of the bill had included \$20 billion in fiscal relief for state and local governments to be divided into \$10 billion for Medicaid, \$6 billion for general services and \$4 billion in direct funding for local government services. The Senate provision was altered in conference committee.

The new tax law implements the third largest tax cut in history. It includes reductions in dividend taxes and capital gains taxes and makes changes in individual tax rates and business depreciation and expensing rules. The legislation cleared Congress May 23, 2003. President Bush signed the bill into law May 28, 2003.

APWA 2003 Priorities

BOARD ACCEPTS REFINED POLICY PROCESS, UPDATED ADVOCACY GOALS

The APWA Board of Directors accepted a plan to streamline APWA's policy process and approved a revised set of advocacy priorities for 2003. The priorities were revised to address specific policy issues current at the national level.

The policy process plan was developed by a subcommittee of the Government Affairs Committee (GAC) and approved by GAC at its spring meeting in Washington, DC in April. The plan includes definitions for various statements and refines the process for developing, reviewing and approving association policy statements.

The updated 2003 advocacy priorities include the addition of a fourth overarching principle: support for streamlining government oversight. This was added to the existing set: support for adequate investment in public infrastructure;

respect for local authority; and reasonable regulations and protection from unfunded mandates. The principles serve to guide APWA's policy advocacy objectives.

The 2003 advocacy priorities are:

- **Reauthorization of the Surface Transportation Act and Full-Funding for Transportation Programs --** Objective: Increase federal investment in transportation infrastructure and programs; protect the integrity of transportation trust funds and the framework of TEA-21.
- **Wastewater and Drinking Water Infrastructure Funding --** Objective: Increase the federal investment in clean water and drinking water infrastructure.

- **Comprehensive Stormwater Management and Funding** -- Objectives: Support solutions that promote a comprehensive approach to stormwater management that recognizes the quality of life benefits associated with such actions. Support funding for the research pilot projects that support the development of best management practices.
- **Federal Emergency Relief Funding** -- Objective: Achieve increased funding for local agencies, more rapid disbursement of funding and quicker response in pre- and post disaster events.
- **Air Quality Standards** -- Objective: Support solutions that protect air quality and promote the efficient and cost-effective delivery of public works services.
- **Local Control of Public Rights-of-Way** -- Objective: Protect local control over public rights-of-way.
- **Security of Public Works Facilities and Systems** -- Objective: Support implementation of security measures necessary to protect the public with required funding.

The 2003 advocacy priorities and policy process were approved May 24, 2003 and are posted on APWA's government affairs webpage, <http://www.apwa.net/GovtAffairs/>.

State Advocacy

WASHINGTON STATE GOVERNOR INCREASES STATE GASOLINE TAX

Gov. Gary Locke (D) May 19 signed legislation that raises Washington's gasoline tax by 5 cents per gallon and increases the vehicle sales tax to help fund \$4.2 billion in transportation projects across the state.

The legislation imposes 3 percent sales and use tax on sales of new and used motor vehicles and a 15 percent surcharge on gross weight fees for vehicles weighing 10,000 pounds or more.

The gas tax increase will take place July 1, 2003, and will boost the state's gasoline tax to 28 cents per gallon. The gas tax increase will expire when bonds sold to pay for the list of 2003 transportation projects are retired.

The tax on new vehicles also will take place July 1, 2003. Farm vehicles are exempt from the tax. The gross weight fee increase begins on August 1, 2003, and effects trucks, tractors, buses and motor homes.

ENVIRONMENT

Whitman Resignation

EPA ADMINISTRATOR WHITMAN STEPS DOWN FROM POST

US Environmental Protection Agency (US EPA) Administrator Christie Todd Whitman May 21 announced her resignation from the Agency effective June 27, 2003. She cited personal reasons for ending her tenure as EPA's head.

An acting administrator has not been named but likely to be considered is Linda Fisher, EPA's current deputy administrator. No decision has been made or a timeline set for hiring a replacement.

Wastewater Treatment

SENATE EPW COMMITTEE PASSES WASTEWATER TREATMENT WORKS ACT OF 2003

The Wastewater Treatment Works Security Act of 2003 (S 1039) passed the Senate Environment and Public Works Committee (EPW) May 15, 2003. The companion bill in the House, HR 866, passed last week.

.The Senate bill authorizes \$220 million over five years for wastewater treatment plants to conduct voluntary vulnerability assessments and improve security at sewage treatment facilities.

The committee rejected an amendment by Senator James M. Jeffords (I-VT) to make vulnerability assessments mandatory, and have them sent to the Department of Homeland Security. EPW also rejected a Jeffords' amendment that would have removed requirements forcing localities to share in the cost of the vulnerability assessments. The bill does contain language that keeps vulnerability assessment reports from being accessible to the public.

A vote by the full Senate has not yet been scheduled. The bill is available on APWA's Legislative Action Center: <http://capwiz.com/apwa/issues/bills/?bill=2200621>.

Water Quality

NATIONAL FORUM ON WATER QUALITY TRADING JULY 22-23, 2003

A two-day event to provide information about market innovations to restore watersheds and meet water quality goals with greater efficiency, the National Forum on Water Quality Trading, will be offered at the Courtyard by Marriott in Downtown Chicago on July 22-23, 2003.

The program will include trading state-of-the-art from practitioners and leaders in the agricultural community, state environmental agencies, municipal and industrial dischargers, and other watershed interests. Interactive sessions will answer questions on water quality trading's potential benefits, implementation challenges and solutions, and what's next for this innovative approach. Designed to offer the latest information in trading implementation, the program will provide opportunities for dialogue with peers and experts in the field.

The forum is sponsored by the U.S. EPA, U.S. Department of Agriculture Natural Resources Conservation Service, and the Water Environment Federation. Registration for the Forum is FREE. Email your name, title, organization, telephone and fax number, and your email address to wynn.lynda@epa.gov. Hotel reservations can be made by calling 312-329-2500. A block of rooms is available at a conference rate of \$155.00; mention the "EPA Water Quality" Forum.

CSOs and SSOs Study

COMBINED SEWER (CSOS) AND SANITARY SEWER OVERFLOWS (SSOS) REPORT

Stakeholders will have an opportunity to discuss the U.S. Environmental Protection Agency (EPA) upcoming report on CSOs and SSOs at a meeting June 24 -25, 2003, at the Renaissance Hotel, Washington, D.C. and July 8, 2003, in Huntington Beach, CA at the Huntington Public Library. There is no cost to attend.

EPA's 2003 Report to Congress on the Impacts and Control of Combined Sewer Overflows (CSOs) and Sanitary Sewer Overflows (SSOs) is due in December 2003. It will investigate environmental and human health impacts of CSOs and SSOs, resources spent by municipalities to control these impacts, and technologies for controlling these impacts. *For additional information, please contact Tara Van Atta at 703-247-4070 or email Tara.VanAtta@sra.com.*

Go to http://www.epa.gov/npdes/outreach_files/cso_rtc_agenda_5-27-03.pdf for the tentative agenda.

Brownfields Conference

ICMA TO HOST 2003 NATIONAL MEETING IN PORTLAND

The eighth annual brownfields conference, Brownfields 2003: Growing a Greener America, will take place in Portland, Oregon, October 27-29, 2003. Registration for the event is free.

Co-sponsored by the International City Management Association (ICMA) and US EPA, the event will include educational sessions, mobile workshops, roundtable discussion and exhibits. Conference topics will include examples of solutions to the challenges encountered in brownfields cleanup and redevelopment, lessons learned from successful projects and new opportunities presented by recently signed federal legislation. ICMA has co-sponsored this annual event since 1996.

For more information and to participate in the Brownfields 2003 Call for Ideas which generates suggestions for topics, forums, and possible speakers for conference sessions go to www.brownfields2003.org.

Brownfields are abandoned, idled, or underused industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination. Environmental and health issues, as well as liability concerns, create challenges for those trying to remediate brownfields. Successful reclamation initiatives have yielded industrial, commercial, residential, and/or recreational development that has a positive impact on community life.

EMERGENCY MANAGEMENT/ DISASTER MITIGATION

Homeland Security

DEPARTMENT OF HOMELAND SECURITY ANNOUNCES \$1.5 BILLION FOR STATES

Secretary of Homeland Security Tom Ridge announced April 30, 2003, that nearly \$1.5 billion in grants is now available for states, localities and U.S. territories through the Office of Domestic Preparedness (ODP). These funds will

assist communities and help pay for planning, training, equipment and exercises associated with enhanced security measures that occur during heightened threat periods. Of the total \$1.5 billion, \$200 million is for reimbursement to states and cities for costs incurred during heightened threat periods. Each state is required to pass 50 percent of their allocated funds to localities.

Applications are due May 30. The forms are online at: <http://www.ojp.usdoj.gov/fundopps.htm>.

Urban Security

\$700 MILLION FOR SECURITY MEASURES IN DENSE POPULATIONS ANNOUNCED

The Department of Homeland Security (DHS) has announced the following allocation of \$700 million dollars from the FY '03 Supplemental Budget to enhance the security of urban areas with high density populations and critical infrastructure:

- \$500 million will be provided through the states to 30 cities and their contiguous counties and mutual aid partners. The cities have been determined based on a formula developed by the Department of Homeland Security that takes into account, threat information, critical infrastructure, and population density. Funding allocations among the cities, contiguous counties and mutual aid partners will be based on an urban area assessment and preparedness plan.
- \$65 million will be provided through the States to the highest risk transit systems in the country. States could use 20 percent of the award for each transportation agency to complement state assets at those sites. Allowable uses of funds would include:
 - Operational activities conducted during the heightened alert level from January 2003 through April 2003, critical infrastructure security, training, exercises, equipment, and information sharing.
 - Installation of physical barricades,
 - Area monitoring systems such as; video surveillance, motion detectors, thermal/IR imagery and chemical/radiological material detection systems,
 - Integrated communications systems,
 - Prevention planning, training and exercises,
 - Operational activities conducted during ORANGE alert from January 2003 through April 2003 (overtime, limited to 10 percent of the gross award). If not

already completed, each transit system would be required to conduct an assessment and preparedness plan on which to base resource allocations.

- \$35 million will be used for grants to implement a radiological defensive system in the New York/New Jersey Metropolitan Area (\$30 million), and the Charleston, South Carolina Metropolitan Area (\$5 million). The proposed \$35 million in funding would be part of the Radiological Dispersion Device/Improvised Nuclear Device Project run out of Border and Transportation Security within DHS. (This program is to enhance the radiological detection capabilities of these areas and begin the process of establishing a layered and linked system of fixed radiological sensors around the heart of each region. It would work with Federal, state and local partners to improve detection, prevention, response, mitigation, and recovery through training, equipping, and coordinating from a broad perspective.)
- \$15 million will be made available through a discretionary grant program for the development of projects that would affect high density urban areas, high-threat areas, and for the protection of critical infrastructure.
- \$10 million dollars would be allocated to provide technical assistance to those State and local jurisdictions receiving funding under this program. This assistance would be in the form of direct services.

Citizen Response Teams

DHS GRANTS AVAILABLE TO TRAIN LOCAL COMMUNITY EMERGENCY RESPONSE TEAMS

Michael D. Brown, Under Secretary of Homeland Security for Emergency Preparedness and Response, announced May 29 availability of \$19 million in grant money to train citizens to be better prepared to respond to emergency situations in their communities through local Community Emergency Response Teams (CERTs). Brown made the announcement at a meeting with CERT members from the city of Olathe, Kan., who assisted first responders after tornadoes devastated areas of Kansas earlier this month.

Each CERT member completes 20 hours of training on disaster preparedness, basic disaster medical operations, fire safety, light search and rescue, and other essential topics. The training also includes a disaster simulation in which participants practice skills they learned throughout the course. In the event of an emergency, CERT members can provide immediate assistance to victims, assist in organizing spontaneous volunteers at a disaster site and provide critical support to first responders.

The grant money represents the FY 03 funds made available to expand the CERT program, and is in addition to \$17 million distributed through the FY 02 supplemental appropriation. The Federal Emergency Management Agency (FEMA) will distribute the funds for state and local level CERT programs to each state and territory according to the formula developed through the Patriot Act. FEMA has a goal of training 400,000 citizens through the CERT program during the next two years.

For more information on the CERT program, go to <http://www.fema.gov>.

Contributors to this month's Washington Report were: Beth Denniston, Jim Fahey and Heather McTavish.
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