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TRANSPORTATION

TEA-21 Reauthorization

FIVE MONTH EXTENSION AVERTS FUNDING CUTOFF AS TEA-21 EXPIRES

In time before a shutdown of federal transportation programs would have taken effect, President Bush signed into law a five-month extension of the Transportation Equity Act for the 21st Century (TEA-21), allowing federal funding for state and local transportation plans, programs and projects to continue flowing until February 29, 2004, and giving Congress more time to complete a multi-year authorization.

TEA-21 expired on September 30, 2003, the same day that President Bush signed the temporary extension into law. The temporary extension maintains TEA-21's program structures and authorizes \$14.7 billion for the federal highway program, \$3 billion for the transit program and \$266 million for safety programs. Funding is a prorated level based on amounts budgeted for fiscal year 2004.

With pressure growing for quick action on an extension before TEA-21 expired, the House of Representatives and the Senate reached an agreement the week of September 22, 2003 to approve the same bill (H.R. 3087), eliminating the need to reconcile two bills in a conference committee.

House leaders agreed to drop a so-called "dimmer switch" provision (permitting the use of some obligation authority three months after the extension expired); the Senate, in turn, took up the House bill rather than its own bill.

INSIDE YOU'LL FIND

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The Senate's extension bill was expected to have included directing a portion of the gasohol tax (2.5 cents per gallon) from the general fund to the Highway Trust Fund; eliminating the ethanol partial tax exemption; and making other changes to the way ethanol taxes are collected.

Committees have drafted most of the legislation, but differences among lawmakers and the President over funding and financing issues, including whether to raise the federal motor fuels tax, index it or to use bond financing to increase funding, have delayed action. Senate authorizers support a \$311 billion bill; the House supports a \$375 billion bill. The Bush Administration opposes increasing or indexing motor fuel taxes. It released its \$247-billion reauthorization proposal, the *Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2003* (SAFETEA) in May 2003.

DOT Appropriations

HOUSE OVERWHELMINGLY VOTES TO RESTORE ENHANCEMENTS

Soon after returning from the August Recess, the House of Representatives voted to amend the \$89.6 billion fiscal year 2004 Transportation/Treasury Appropriations bill (HR 2989) to restore the Transportation Enhancements (TE) Program set-aside. By a vote of 327-90, the House overwhelmingly approved the bipartisan Petri-Oliver amendment, reinstating the TEA-21 requirement that states spend 10 percent of Surface Transportation Program funds on TE programs, which include restoration of historic transportation facilities and bike and pedestrian trails.

The bill had reached the floor with the mandatory set-aside removed. APWA issued an alert asking members to contact their Representatives to support the TE program. APWA advocacy priorities call for protecting the framework of TEA-21, and APWA's TEA-21 policy on reauthorization supports continuation of the TE set-aside.

As passed by the House, the Transportation/Treasury Appropriations bill includes \$33.4 billion for the federal highway program and \$7.2 billion for the federal transit program. The \$90 billion Senate bill (S 1589), approved in Committee, provides \$33.8 billion for highways and \$7.3 billion for transit. The Senate bill has not been scheduled for a floor vote.

AIR-21 Reauthorization

PRIVATIZATION MEASURES CONTINUE TO STALL FINAL BILL PASSAGE

Legislation to reauthorize Federal Aviation Administration (FAA) programs remains stalled in Congress due to provisions, added late in conference, to permit privatizing air traffic control functions. Procedural attempts in the House to send the legislation back to a conference committee for a compromise have been postponed indefinitely.

Congress this year has been working on legislation to reauthorize the Aviation Investment and Reform Act for the 21st Century, AIR-21, which expired on September 30, 2003. A Continuing Resolution (CR) is funding certain FAA programs and operations until October 31, 2003, when the CR expires.

Bills passed earlier this year by the House and Senate had included prohibitions against traffic control privatization, which drew veto threats from the White House. The conference report was changed to prohibit privatization of air traffic control jobs only until 2007, but to allow support services to be privatized immediately. The change prompted protests from some lawmakers and threats to defeat the conference report.

The legislation (H.R. 2115) provides \$62 billion over four years for FAA programs, including the Airport Improvement Program (AIP), reauthorized at \$3.4 billion in 2004 and increasing by \$100 million annually through 2007. It limits the amount of AIP funding available for capital projects intended to make security upgrades and authorizes a \$500 million fund for security projects.

The legislation restructures the Essential Air Service (EAS) Program to permit small communities to apply for grants, rather than to provide subsidies to airlines for service, and it creates a pilot program where up to 10 communities within 100 miles of a hub airport would have to provide a 10 percent match on EAS funding.

USDOT Strategic Plan

STRATEGIC GOALS INCLUDE SAFETY, GLOBAL CONNECTIVITY

The US Department of Transportation (USDOT) released a new five-year (2003 through 2008) strategic plan that retains four previous objectives and adds a new objective aimed at promoting global transportation connectivity.

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The strategic plan specifies how USDOT will pursue five core strategic objectives for safety, mobility, global connectivity, environmental stewardship and security. It includes performance measures to assess progress in each of these areas. The new global connectivity objective highlights the importance of transportation systems to move goods and people around the world; thus providing improved access to the global economy. The new strategic plan will guide the Department in allocating budgetary resources among the five objectives.

All federal agencies are required to develop strategic and performance plans. Annually, agencies are required to report to Congress on their performance. The USDOT strategic plan is on the department's website at <http://www.dot.gov>.

Bridge Inspection Standards

FHWA ISSUES REQUEST FOR COMMENTS ON PROPOSED REVISIONS

The Federal Highway Administration (FHWA) is requesting comments on proposed revisions to its National Bridge Inspection Standards (NBIS). The changes are proposed to clarify the NBIS language, reorganize the NBIS into a more logical sequence and make the regulation easier to read and understand, not only by field inspectors and those administering the highway bridge inspection programs at the State and Federal agency level.

Comments must be received on or before November 10, 2003. For more information contact Wade F. Casey, P.E. (202) 366-9486 or visit *the Federal Register* online at <http://www.gpoaccess.gov/index.html>. The notice appeared September 9, 2003.

Highway Specifications

NEW WEBSITE OFFERS ONE PLACE TO FIND SPECIFICATIONS FROM 50 STATES

The Federal Highway Administration (FHWA) has a new website that makes available to highway agencies, contractors, construction engineers, and researchers all highway construction specifications from the 50 states, the District of Columbia, and Puerto Rico.

The new National Highway Specifications web site, <http://www.specs.fhwa.dot.gov>, is a collaborative effort of FHWA and the American Association of State Highway and Transportation Officials (AASHTO). Web-users can search, review, cross-reference and download current specifications and other specification-related documents. The site also features discussion forums and links to specification-related web sites hosted by highway agencies and others.

Congestion Report

ANNUAL STUDY SHOWS WORSENING TRAFFIC JAMS

A report studying traffic congestion in the nation's urban areas finds that traffic congestion nationwide continues to worsen. A total of 5.7 billion gallons of wasted fuel and 3.5 billion hours of lost productivity resulting from traffic congestion in 2001 cost the nation \$69.5 billion, \$4.5 billion more than the previous year, the study notes. The extra time needed for rush hour travel has tripled over two decades.

The annual *Urban Mobility Report*, published by the Texas Transportation Institute (TTI), also found that traffic congestion would be worse if there were no public transportation service and bus and carpool lanes, and three types of roadway operating efficiencies: traffic signal coordination, freeway incident management and the use of freeway entrance ramp meters. Combinations of all five remedies reduced the total amount of annual congestion delay per commuter from 58 hours to 50.5 hours. Use of all five remedies in all 75 study cities would cut that commute trip delay to 45 hours. Details of the study are available on the TTI website: <http://tti.tamu.edu>.

INTERGOVERNMENTAL

FY04 Appropriations

30 DAY STOPGAP FUNDING BILL KEEPS FEDERAL PROGRAMS RUNNING

The end of fiscal year (FY) 2003 arrived September 30, 2003 with only one appropriations bill, the Legislative Branch Appropriations, enacted into law. To keep federal programs operating in the new fiscal year, Congress sent to President Bush a one-month continuing resolution (CR), which continues funding for those federal programs without an enacted appropriation. The CR extends funding at FY03 levels through October 31, 2003. President Bush signed the bill September 30, 2003.

Since enactment of the CR, two additional appropriations bills have been signed into law, appropriations for the Departments of Defense and Homeland Security. The House has approved all 13 of its Appropriations bills. The Senate has passed seven. Details on specific appropriations appear elsewhere in this issue of *APWA Washington Report*.

The annual appropriations process is behind schedule due to a delay earlier this year in the distribution of allocations to each of the 13 appropriations subcommittees responsible for drafting spending bills. Increasingly, Congress has passed extensions known as Continuing Resolutions to keep federal programs funded when a new fiscal year begins without an approved appropriation. See chart below for the status of the 13 annual appropriations bills.

Status of FY04 Appropriations Bills
(checkmark indicates approval)

Appropriations Bill	House Committee Approval	House Passage	Senate Committee Approval	Senate Passage	House Conference Approval	Senate Conference Approval	Signed into Law
Agriculture	√	√	√				
Commerce/Justice/State/Judiciary	√	√					
Defense	√	√	√	√			
District of Columbia	√	√					
Energy & Water	√	√	√				
Foreign Operations	√	√	√				
Homeland Security	√	√	√	√			
Interior	√	√	√				
Labor/HHS/Education	√	√	√				
Legislative Branch	√	√	√	√			
Military Construction	√	√	√	√			
Transportation/Treasury	√	√					
VA/HUD/Independent Agencies	√	√					

EMERGENCY MANAGEMENT

Pre-disaster Mitigation Testimony

APWA TESTIFIES FOR PRE-DISASTER AND HAZARD MITIGATION FUNDING

Brian Usher, public works director, Zion, IL and Chair of both APWA’s Emergency Management Committee and Homeland Security Task Force urged a House panel to reauthorize the pre-disaster mitigation grant program and restore the Hazard Mitigation Grant Program (HMGP) to its original 15 percent of total disaster costs.

He testified September 24, 2003, before the House Transportation and Infrastructure (T&I) Subcommittee on Economic Development, Public Buildings and Emergency Management. Usher was responding to the Bush Administration’s move to eliminate HMGP funding to more fully funding the pre-disaster mitigation grant program at \$300 million

HMGP is a post-disaster program that provides communities, through the states, with up to 20 percent of total disaster costs for “brick and mortar” type mitigation projects, including relocation efforts, retrofitting structures and building safe houses. Under the Disaster Mitigation Act of 2000 (DMA2000), HMGP was established at 15%, with an additional 5% allowed for those states that have an approved mitigation plan in effect at the time of the disaster.

The House Appropriations Committee cut HMGP funding in half—lowering it to 7.5 percent of total disaster costs instead of the full 15 percent required by the Act.

DMA 2000 also authorized pre-disaster mitigation funding (basically a continuation of Project Impact started by the Clinton Administration) and established a formula under which communities in all states would receive funding. Pre-disaster mitigation efforts were aimed at helping local communities plan and prepare for possible disasters.

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Pre-disaster Mitigation Legislation

SUBCOMMITTEE APPROVES PRE-DISASTER MITIGATION PROGRAM REAUTHORIZATION

The House T&I Subcommittee (see story above) promptly approved reauthorization legislation that incorporated nearly all of APWA's recommendations. Introduced by Subcommittee Chair Representative Steven C. LaTourette (R-OH) and Ranking Member Eleanor Holmes Norton (D-DC) on September 25, 2003, the Pre-disaster Mitigation Program Reauthorization Act of 2003 (H.R. 3181) was passed by the Subcommittee and would:

- Reauthorize the pre-disaster mitigation grant program for three years instead of the six year reauthorization requested by the Administration to allow for the Congressional Budget Office to perform a study that would examine the cost-effectiveness of the program;
- Amend the Stafford Act to grant the Under Secretary of Emergency Preparedness and Response the authority to waive the \$5,000 cap on home repair assistance, in limited circumstances, to accommodate people unable to meet these needs by other means;
- Restore HMGP funding to 15 percent.

Homeland Security Appropriations

PRESIDENT SIGNS HOMELAND SECURITY SPENDING PLAN

President Bush signed the Homeland Security appropriations bill October 1, 2003. The bill made it through conference report September 17, 2003, just as Hurricane Isabel stormed into Washington. Final attempts by House and Senate Democrats led by Senator Robert Byrd (D-WV) failed to add \$1.25 billion in emergency spending to the report.

The conference report's funding level of \$29.4 billion is an increase of approximately \$1 billion over the President's request and \$536 million above fiscal 2003. It supports the new 100 agency combination organization. Under the legislation, the Office for Domestic Preparedness (ODP), firefighters, and emergency management receives \$4.2 billion; this is \$541 million above the amounts proposed by the President. The APWA-supported Hazard Mitigation Grant program was funded at 7.5 percent, less than the authorized "up to 20 percent" of total disaster costs. APWA will continue its efforts to restore funding to the authorized level. Specifically, the bill includes:

- \$8.7 billion for border protection and enforcement;
- \$4.6 billion for the Transportation Security Administration;
- \$1.8 billion for disaster relief;
- \$750 million for firefighter assistance grants;
- \$725 million for high-threat urban areas;
- \$500 million for state and local law enforcement terrorism prevention grants;
- \$200 million for floodmap modernization activities;
- \$890 million for the biodefense countermeasures
- \$60 million for Urban Search and Rescue;
- \$60 million for Competitive Training Grants;
- \$50 million for the Metropolitan Medical Response System;
- \$839 million for protection of the nation's critical infrastructure and assets, \$10 million above Bush's request;
- \$81 million for intelligence and warnings to develop timely, integrated, and accurate assessments of terrorist threats;
- \$570 million for reducing the nation's vulnerability to physical and cyber attacks, minimizing damage, and assisting in recovery from terrorist acts; and
- \$188 million for management and administration and outreach activities with federal, State, and local governments, and with the private sector which owns and operates 85 percent of the nation's infrastructure.

Pre-disaster Grant Programs

HOMELAND SECURITY SPENDING INCLUDES MITIGATION AND PREPAREDNESS GRANTS

Some grant programs included in the Homeland Security funding package and available through the Offices of Domestic Preparedness, Emergency Preparedness and Response and the Transportation Security Administration are briefly described below:

STATE HOMELAND SECURITY GRANT (SHSGP)-Basic Formula Based Grant: Subject to the submission of an updated State plan; 80 percent of the funds made available to the state shall be made available to the localities within 60 days of the state receiving the funds; purpose is training, procuring equipment and conducting emergency response

exercises. Authorized at \$1.7 billion.

STATE AND LOCAL LAW ENFORCEMENT TERRORISM PREVENTION – New Formula Based Grant: Provided to support activities to establish and enhance State and local efforts to prevent and deter terrorist attacks domestically; however, states may allocate additional funding for this purpose if their strategic priorities determine additional funds are required; 80 percent of the funds made available to the state shall be made available to the localities within 60 days of the state receiving the fund. Authorized at \$500 million.

HIGH THREAT URBAN AREAS – Discretionary grant: May be used for operational costs, to include personnel and overtime, certified training as needed; 80 percent of the funds made available to the state shall be made available to the localities within 60 days of the state receiving the funds; in administering these grants, the Congress has directed the Secretary to take into consideration credible threat, presence of critical infrastructure, population, vulnerability, cooperation of multiple jurisdictions in preparing domestic preparedness plans, and the identified needs of public agencies when determining the allocation of these funds. Authorized at \$725 million.

CITIZEN CORPS: Previously funded under Emergency Preparedness and Response Directorate; drives local citizen participation by coordinating Citizen Corps programs, developing community action plans, assessing possible threats and identifying local resources; CERT is part of Citizen Corps; promotes a partnership between community members and local government, emergency management and response agencies. Authorized at \$40 million.

COMPETITIVE TRAINING GRANTS--New program for terrorism prevention and response, specific disaster response such as railroad and nuclear power plant disasters, as well as distance learning training projects and regional training centers; competitive solicitation to provide additional opportunities for participation by a wide variety of interested participants. Authorized at \$60 million.

EMERGENCY MANAGEMENT PERFORMANCE GRANTS--Increase \$15 million over the \$165 million funded in 2003; supports the nations all hazards emergency management system and helps build state and local emergency management capability; helps reduce the risk of future damage in hazard areas and ultimately reduce the need for disaster assistance; available for personnel and other emergency management-related expenses; total administrative costs shall not exceed 3 percent of total appropriation. Authorized at \$180 million.

FIREFIGHTER ASSISTANCE GRANTS--One-year grants awarded directly to fire departments to enhance their abilities with respect to fire and fire-related hazards; seeks to identify departments that lack the basic tools and resources necessary to protect the health and safety of the public and their firefighting personnel. Authorized at \$750 million

NATIONAL PRE-DISASTER MITIGATION FUND--Awarded on a competitive basis; HMGP funded at 7.5 percent. Authorized at \$150 million.

COUNTERTERRORISM FUND--Additional funding for necessary expenses as determined by the Secretary of the Department of Homeland Security (DHS); to reimburse the DHS for costs of providing support or prevent, counter, investigate, respond to or prosecute unexpected threats or acts of terrorism. Authorized at \$10 million.

PORT SECURITY GRANTS--For security planning and projects to improve dockside and perimeter security at the nation's ports; latest round of grants awarded to state and local governments and private companies that contribute to important security upgrades like new harbor patrol boats, surveillance equipment at roads and bridges and the construction of new command and control facilities. Authorized at \$125 million.

OPERATION SAFE COMMERCE--Combines 2002 pilot project funding and 2003 into one grant cycled; purpose is to improve security for the movement of cargo through the supply chain and to expand and apply to other ports the efficiencies learned in '02; to execute grants, contracts and interagency agreements for deploying Operation Safe Commerce. Authorized at \$17 million.

MARITIME AND LAND SECURITY - INTERCITY BUS SECURITY GRANTS--Eligibility limited to private operators of over-the-road buses (regular route, charter, tour, etc., bus associations, other associations affiliated with bus association. No government agencies may apply. Authorized at \$10 million;

HIGHWAY AND TRUCKING SECURITY PROGRAMS--_For trucking security. Authorized at \$22 million.
For more information, contact Kristina Tanasichuk in APWA's Washington Office at 202-408-9541 or ktanasichuk@apwa.net.

Pipeline Safety

APWA MEMBER MEETS WITH NATIONAL PANEL CONDUCTING STUDY

A Congressionally-mandated study is underway to examine ways to minimize hazards associated with encroachment on pipeline rights-of-way. A committee of the Transportation Research Board (TRB) of the National Academies is conducting the national study for the US Department of Transportation's Office of Pipeline Safety. Expected to take 10 months, the study will examine current land use practices, zoning ordinances and other practices designed to minimize or mitigate hazards associated with encroachment on pipeline rights-of-way.

APWA member Roger Buell, Right-of-Way Manager-Section Engineer, City of Charlotte, NC and member of APWA's Utilities and Public-Rights-of-Way Committee, met with TRB committee members September 16, 2003 and offered his expertise and managing local rights-of-way. Stakeholders from government and industry also participated.

Trade Center Funding

KEY PROJECTS IN NEW YORK CITY EXPEDITED AND \$8.8 BILLION APPROPRIATED

The Federal Emergency Management Agency (FEMA) has obligated the full \$8.8 billion (part of \$20 billion the president committed to New York in response to the September 11, 2001, Trade Center attacks) appropriated to the agency. The money has been used to fund human services programs, public assistance projects and mission assignments to other federal agencies to help New York recover

Congress provided the authority in the fiscal year 2003 Consolidated Appropriations Bill that allowed FEMA to expediently work toward a date to complete its phase of the New York City recovery effort and transfer all unspent funding over to the city and the state.

Communications Grants

FIRE/LAW ENFORCEMENT/EMERGENCY MEDICAL SERVICES DEMO GRANTS AWARDED

Competitive grants totaling \$79.6 million to help 17 communities develop interoperable communications systems have been awarded. Administered by the Federal Emergency Management Agency (FEMA), and the Department of Justice's Office of Community Oriented Policing Services (COPS), the grants have been awarded to:

Conway, AR (\$2,082,385); Rehoboth Beach, DE (\$2,406,284); St. Clair County, IL (\$6,000,000); Woodbury County, IA (\$5,995,822); Worcester County, MD (\$5,629,013); Monroe County, MI (\$6,000,000); Ramsey County, MN (\$6,000,000); Independence, MO (\$5,496,750); Lewis and Clark County, MT (\$4,475,916); Grafton County, NH (\$2,176,168); Erie County, NY (\$6,000,000); Tulsa, OK(\$846,263); Westmoreland County, PA (\$5,964,973); Narragansett, RI (\$3,041,942); Charlottesville-Albemarle County-University of Virginia, VA (\$6,000,000); Clallam County, WA (\$5,765,100); Harrison County, WV (\$5,689,684)

ENVIRONMENT

Water Infrastructure

IMPACT STUDY OF WATER INFRASTRUCTURE SPENDING REQUIRED IN APPROPRIATIONS

Sen. Barbara Mikulski (D-MD), ranking Democrat on the VA-HUD appropriations subcommittee, which has jurisdiction over the Environmental Protection Agency's (EPA) budget, has included report language in EPA's 2004 fiscal year budget that calls on EPA to contract with an independent research group to conduct a study on "jobs created by water infrastructure funding." The study must occur within 60 days of passage of the bill.

The language has bipartisan support in the Senate including the backing of Sen. George Voinovich (R-OH), who earlier

in the year introduced S. 170, a bill that would boost water infrastructure funding. The Water Infrastructure Network (WIN), of which APWA is a member, has documented that 45,000 jobs could be created for every \$1 billion invested in water infrastructure.

Water Security Training

FREE WATER SECURITY TRAINING NOW OPEN TO SMALL AND MEDIUM-SIZED SYSTEMS

The International City/County Management Association (ICMA) and the Water Environment Federation (WEF) are conducting free vulnerability assessment and emergency response planning training and technical assistance. These trainings are now open to small and medium-sized community water systems (CWSs) (those serving up to 100,000 people). For more information, click on the following URL: <http://www.lgean.org/html/whatsnew.cfm?id=630>.

Public-Private Partnerships For Water Systems

BOOK READY ON SUCCESSFUL WATER AND WASTEWATER PUBLIC-PRIVATE PARTNERSHIPS

The Water Partnership Council (WPC) has released a handbook, "Establishing Public-Private Partnerships for Water and Wastewater Systems: A Blueprint for Success," that offers guidance to communities considering whether to partner with the private sector. For more information, go to www.lgean.org/html/whatsnew.cfm?id=643

Solid Waste Shipments

HOUSE PASSES AMENDMENT TO ENFORCE US-CANADIAN WASTE TREATY

An amendment offered and written by Michigan lawmakers—Representatives Fred Upton (R), Bart Stupak (D), Mike Rogers (R) and John Dingell (D) calls on the Environmental Protection Agency to enforce a U.S.- Canadian treaty governing waste imports into the U.S. The amendment was offered as part of the VA-HUD appropriations bill (HR 2861) and was approved by the House of Representatives in August. The amendment takes \$1 million from EPA's media relations budget to aid the enforcement. The treaty (first signed in 1986 and amended in 1992) requires the Canadian environmental department to notify the EPA before each shipment of waste enters the United States. EPA then has 30 days to object or accept it.

State Environmental Action

CALIFORNIA REACHES E-WASTE DEAL

Recently recalled Governor Gray Davis signed The California Electronics Waste Recycling Act of 2003. The bill, SB 20, requires a recycling fee to be assessed on the sale of all televisions, and computers at the time of purchase to fund collection and recycling of e-waste when the items are no longer needed or wanted.

The initial fee is between \$6-\$10, effective April 1, 2004, and is based on the size of the recyclable item. The bill also prohibits the export of toxic e-waste to developing nations; and requires manufacturers to document and report on efforts to redesign their products to reduce toxic materials and use of recycled materials.

Clean Water Needs Survey

EPA ESTIMATES COST OF CLEAN WATER NEEDS TO BE \$181 BILLION

The Environmental Protection Agency has released its Clean Watersheds Needs Survey 2000. The survey estimates that \$181 billion is needed to meet the objectives of the Clean Water Act. The projects include wastewater collection and treatment, reductions in sewer overflows, stormwater management, and nonpoint source controls.

Under the Clean Water Act, EPA is required every four years to inform Congress of the estimated cost of infrastructure and projects to meet the goals of the Clean Water Act. The 2000 report is based on information between April 2000 and January 2002. It reports an increase of \$26.6 billion from the last survey in January 1996.

The top needs portrayed by the 2000 report include: \$50.6 billion for combined sewer overflows, and \$36.8 billion for secondary wastewater treatment. An estimated \$13.8 billion is needed for nonpoint source pollution control. The report is available on EPA's website at <http://www.epa.gov/owm/mtb/cwns/index.htm>.

Water Resources Projects

HOUSE APPROVES WRDA; AUTHORIZES \$4.5 BILLION IN WATER PROJECTS

The House of Representatives has approved the Water Resources Development Act (WRDA) of 2003 by a vote of 412-8. Introduced by Representatives Don Young (R-AK), James Oberstar (D-MN), John Duncan, Jr. (R-TN) and Jerry Costello (D-IL), H.R. 2557 authorizes \$4.5 billion over two years for water resources projects that will support improved navigation, flood control, and environmental restoration. The House Transportation and Infrastructure Committee included numerous provisions to provide more accountability for projects done by the US Army Corps of Engineers. The Senate Environment and Public Works Committee has jurisdiction over WRDA but is not expected to consider it until 2004. APWA's Legislative Action Center at: <http://capwiz.com/apwa/issues/bills/?bill=3542816> has the bill text.

Contributors to this month's APWA Washington Report are: Beth Denniston, Jim Fahey, Kristina Tanasichuk and Heather McTavish Doucet. The APWA Washington Report is edited by Beth Denniston

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