

CITY OF WICHITA, KANSAS 2016 FEDERAL AGENDA



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WATER SUPPLY – EQUUS BEDS AQUIFER RECHARGE, STORAGE, AND RECOVERY (ASR) PROGRAM

EXTEND the authorization of the Wichita Project Equus Beds Division Authorization Act (via S. 2488; H.R. 4440) for an additional 10 years and **SEEK** funding from the Bureau of Reclamation for the Equus Beds ASR Program.

- The Bureau of Reclamation (BOR) is authorized under Public Law 109-299 to assist the City of Wichita in funding and implementation of the Equus Beds Aquifer Recharge, Storage and Recovery (ASR) component of the City's Integrated Local Water Supply Plan (ILWSP). The authorization expires on October 5, 2016 and must be extended.
- Senators Jerry Moran and Pat Roberts, and Representative Mike Pompeo have introduced legislation (S. 2488, H.R. 4440) to extend the federal funding authorization for the Equus Beds Aquifer Recharge and Recovery Project by 10 years.
- In 1993, master planning determined that the City's water supplies would be unable to meet demands by the year 2015 if growth in population and water use continued to grow at a consistent rate. At the same time, the Equus Beds Groundwater Management District, the USGS and the Bureau of Reclamation completed an evaluation of the impacts of salt-water contamination on the Equus Beds aquifer and the existing City of Wichita water wellfield. That study determined that because of excess pumping from the aquifer to meet irrigation and municipal demand that a salt water plume created by oil field brine near the Burrton area, and salt water coming from the Arkansas River would move into the Wichita wellfield. At this time, the aquifer had been depleted by 65 billion gallons and as much as 40 feet in some areas. USGS' projection was that if use of the aquifer continued at the current rate, by 2050 most of the area would have chloride levels in excess of the 250 mg/l drinking water standard.
- To address the water quality threats to its water supplies and to identify water supply resources that could meet its supply needs through the year 2050, the City developed the Integrated Local Water Supply (ILWS) Plan. This plan was formed after evaluating 27 different conventional and non-conventional alternatives. A key component of the Plan is an Aquifer Storage and Recovery (ASR) project in the Equus Beds.
- Wichita's ASR project captures excess flows from the Little Arkansas River, treats it to drinking water quality and recharges it into the Aquifer by means of recharge basins and recharge wells. The ILWS plan included facilities capable of capturing and recharging up to 100 million gallons per day (MGD). The first phase of the project was completed in 2006 using diversion wells and a surface water intake and today is capable of recharging 3 MGD via recharge wells and a basin. The 2nd phase of the project was completed in 2013 and was designed to capture and treat an additional 30 MGD when fully operational. Subsequent phases of the project are needed to consistently recharge the 30 MGD that can be treated with Phase II and to construct additional withdrawal wells to maximize withdrawal of recharge credits as needed.
- Through 2015, we have successfully recharged 2.5 billion gallons to the aquifer with Phases I and II.

- Benefits of the ASR Project for the City:
 - The City gets a water supply source that can help it meet its water supply needs through the year 2060 and provide drought resiliency.
 - The life of the Equus Beds is extended as the volume and quality of the water is protected, allowing future access to the water withdrawn from the City's municipal wells and water rights.
 - New Water Rights are created in an area that is over appropriated.
 - It increases the permitted maximum day yield that can be provided to the City from this water source.
 - It supports the health of the water quality in the Equus Beds by recharging an over appropriated aquifer which also helps reduce the speed at which salt water contamination from the Arkansas River and salt water plumes enters the aquifer.
- The costs for Phase I was approximately \$27 million while the costs for Phase II was \$208 million. Portions of Phase II were constructed to provide the electrical and pipeline transmission backbone of future phases, but also replaced aging infrastructure that was constructed in the early 1940s and mid-1950s. 22% of the total Phase II cost can be attributed to needed infrastructure rehabilitation with additional rehabilitation costs included in projects that also constructed new infrastructure, such as wells.
- Because the Equus Beds is a shared aquifer, the City of Wichita is not the only entity who benefits from the ASR project. The Equus Beds aquifer spans about 900,000 acres, serving irrigators (55 percent of usage), municipalities such as Wichita, Halstead, Newton, Hutchinson, McPherson, Valley Center and others (39 percent), and industry (6 percent). To show the importance of the project to the agricultural community that also depends on the aquifer for irrigation and domestic water supply, the City initially received funding from both the Bureau of Reclamation (BOR) and the Kansas Water Authority (KWA).
- The City's Equus Beds ASR project was authorized at a ~~for~~ 25% federal/75% local cost share with a funding with the BOR with a cap at of \$30 million in 2006 dollars. The total project cost \$24 million (\$6 million federal/\$18 million local) and the City has received \$4.2 million from the BOR to date. BOR is authorized to allocate an additional \$1.8 million toward the project.
- To date, the BOR has only paid \$4.2 million of a \$24 million dollar obligation.

AIRPORT ~~AND~~ AVIATION INDUSTRY

EXTEND the authorization of the Federal Aviation Administration, but oppose the privatization of the Air Traffic Control System.

- The House Transportation and Infrastructure Committee and Senate Commerce, Science and Transportation Committee did not finish their work on a Federal Aviation Administration reauthorization bill. The current bill expires on March 31, 2016.

SUPPORT sufficient funding levels for airport operations, including:

- Modernizing the Passenger Facility Charge (PFC) and lift the current cap on the amount that an airport may collect to \$8.50;
- Higher Airport Improvement Program (AIP) authorization levels;
- Reimbursement of the airport's installation of in-line explosive detection (EDS) screening systems for checked baggage;
- Making permanent the exemption to the Alternative Minimum Tax (AMT) as it pertains to Private Activity Bonds; and
- Increased Customs and Border Protection (CBP) staffing and technology deployment that reduces wait times.

OPPOSE Privatization of the Air Traffic Control System

- The FAA reauthorization bill will likely propose privatization of the air traffic control system, funded by user fees on general aviation that would disproportionately hurt general aviation. General aviation includes all civil flights, except scheduled airlines, including agricultural aviation, flight training, corporate and business aviation, emergency and patrol services, construction and surveying operations, and tourism and recreational flights.
- General aviation in the U.S. has always contributed to the aviation system through fuel taxes that are easily collected and efficiently administered, and should continue to do so. A user fee system, as opposed to the fuel tax system, would place an unfair funding burden on general aviation, whose aircraft take up a large share of flights in America but who use significantly less fuel than the major airlines. The existing fuel-based fee is the most fair and accurate way to distinguish between heavy and light users of the system.
- There are only 500 or so cities in the United States that have scheduled airline service. But there are more than 5,000 small towns in the U.S. with airports that provide access to general aviation, including business aviation. Access to airports, and to the nation's airspace, creates jobs, generates economic activity and helps make America's aviation system work for all Americans.
- In Wichita, general aviation is critical to the proper functioning of our airspace and is a key driver of economic growth, innovation, and job creation. Non-commercial general aviation flights serve as a lifeline to thousands of communities where airlines do not fly, while contributing a fraction of total U.S. air traffic congestion.

- In Kansas, general aviation supports over 42,000 jobs and contributes \$2.8 billion in labor income and \$8.3 billion to the state's total economic output. Nationwide, general aviation is a \$219 billion industry that contributes more than 1 percent to our GDP and employs 1.1 million workers who make a living building, developing, operating, and servicing the world's leading aircraft.
- Privatizing our air traffic control system could jeopardize jobs and economic activity in Wichita.

CONTRACT WEATHER OBSERVER PERSONNEL

OPPOSE the Federal Aviation Administration's plan to eliminate the existing contract weather observer personnel and function at Wichita Dwight D. Eisenhower National Airport.

- The FAA has proposed a plan to eliminate the existing contract weather observer personnel and function at Wichita Dwight D. Eisenhower National Airport and 56 other airports around the country, and transition the function to the Air Traffic Controllers in the tower and to automated equipment.
- There is significant concern being expressed by a variety of users that this will create a major safety concern for aircraft operators. Limitations of the automated sensors that the FAA relies upon will require the air traffic controllers to continually augment the observations during a variety of weather conditions, and that will take the controllers outside of the control tower, which causes a safety issue with respect to monitoring and controlling aircraft. Moreover, there will be a large number of critical weather observations that will no longer be provided to pilots as a result of this plan.
- If the FAA moves forward with the plan, it could jeopardize airline service and/or operations at Eisenhower.

AMTRAK EXTENSION

SUPPORT the extension of Amtrak service from Oklahoma City, Oklahoma into Newton, Kansas.

- The Heartland Flyer connects Oklahoma City, OK to Fort Worth, TX. At Fort Worth, connections are available to Dallas, Chicago and San Antonio via the Texas Eagle. As seen on the map below, a 200 mile service gap exist between Oklahoma City, serviced by the Heartland Flyer, and Newton, serviced by the Southwest Chief, which runs from Chicago, IL to Los Angeles, CA.
- Amtrak has expressed support for extending the Heartland Flyer north, known as the Northern Flyer, through Wichita and on to Newton to connect these two major routes. Home to several million people, the proposed passenger rail corridor from Oklahoma City to Newton would in effect connect the economic, manufacturing and transportation centers along the I-35 Corridor Megaregion (Central Plains) with the shipping centers in Chicago and energy production centers in Texas. Through strengthened connections a more prosperous economy will develop from Chicago to San Antonio.
- Previous plans to date for the Northern Flyer include a Feasibility Study completed in 2009, which was fully funded by the State of Kansas. A new State Rail Plan was completed in 2010 that included a large section dedicated to passenger rail, and in 2011 the Kansas Department of Transportation (KDOT) and the Oklahoma Department of Transportation (ODOT) jointly completed a Service Development Plan. A NEPA analysis is needed prior to construction.
- Connecting the Northern Flyer would be relatively low in cost due primarily to the well maintained tracks owned by BNSF. Moreover, ridership along this corridor is expected to be high enough to make this “a very successful train”, according to Michael Franke, Assistant Vice President for Policy and Development, for Amtrak (Press Conference, Topeka, KS, March 2010).
- By closing the 200 mile Service Gap, KDOT, ODOT and the City of Wichita are partnering to improve the region’s manufacturing base, worker productivity, commerce, trade, connectivity and economic mobility, and reconnect the significant rural areas to the region’s metropolitan centers.



TRANSPORTATION INFRASTRUCTURE & TRANSIT

MONITOR implementation of the Fixing America's Surface Transportation (FAST) Act.

- On December 4, 2015, the President signed into law a five-year surface transportation authorization bill, The Fixing America's Surface Transportation Act (FAST Act, H.R. 22). Within the FAST Act's \$305 billion in authorized spending over the five-year period, approximately \$225.2 billion in Highway Trust Fund (HTF) contract authority is provided for Federal-aid highway programs and \$61.1 billion is provided for transit programs.
- From a policy standpoint, the bill makes modifications to several of the program structures previously authorized by MAP-21, as well as establishes additional programs of interest. Below is list of several key components of the FAST Act that we will continue to monitor as they are implemented:
 - **Transportation Alternatives Program (TAP):** The bill reclassifies TAP as the "STP Set-Aside" within the broader Surface Transportation Block Grant Program (STBGP) and provides fixed amounts of \$835 million per year for the first two years, and then \$850 million per year for the duration of the bill; this represents a modest increase over the funding levels authorized by MAP-21, wherein the program had received 2 percent of overall apportionments (approximately \$820 million in FY 2015). The final bill maintains the state/local sub-allocation of TAP funds (by population) at 50 percent of the total amount, but gives additional flexibility to MPOs representing larger urbanized areas with populations over 200,000 by allowing them to use up to 50 percent of their allocated TAP funds on any STP-eligible project. Finally, the bill maintains the requirement that states obligate funding for recreational trails (equal to the amount required in 2009), although states can opt out of this requirement.
 - **Transportation Infrastructure Finance and Innovation Act (TIFIA) Loans:** The bill expands eligibility under TIFIA to include transit-oriented development (TOD) projects and local infrastructure projects. While TIFIA is typically reserved for large projects with costs of at least \$50 million, the threshold is lowered to \$10 million for TOD and local infrastructure projects.
 - **Nationally Significant Freight and Highway Projects (NSFHP):** A new competitive grant program is authorized to provide grants of at least \$25 million to larger projects with overall costs of at least \$100 million. Projects include freight, highway or bridge projects on the National Highway System, intermodal or rail freight projects on the National Multimodal Freight Network, and railway-highway grade crossings or grade separations. The bill authorizes funding levels of \$800 million in FY 2016; \$850 million in FY 2017; \$900 million in FY 2018; \$950 in FY 2019; and \$1 billion in FY 2020. Within those annual allocations, 25 percent is reserved for rural projects and 10 percent is to be used for grants of at least \$5 million for smaller projects. Furthermore, no more than \$500 million over the course of the bill can be used on freight or intermodal projects.
 - **Bus and Bus Facility Grants:** The bill would establish a new bus and bus facility discretionary grant program and authorizes the following amounts for competitive grants: \$268 million for FY 2016; \$283 million for FY 2017; \$301 million for FY 2018; \$322 million for FY 2019; and \$344 for FY 2020. While funding under this program would be used to replace, rehabilitate, and purchase buses

and related equipment, and to construct bus-related facilities, the program does include a set-aside of \$55 million annually for low or no emission vehicles, which includes eligibility for the construction, rehabilitation or improvement of public transportation facilities to accommodate low or no emission vehicles.

- **Congestion Mitigation and Air Quality Improvement (CMAQ):** Project eligibility is expanded to include using CMAQ funds for port-related freight operations and the installation of “vehicle-to-infrastructure communication equipment.”
- **Bridges:** The FAST Act expands project eligibility under the National Highway Performance Program (NHPP) to include on-system bridges not on the National Highway System (NHS). The bill also maintains the 15 percent funding set-aside for off-system bridges, providing approximately \$777 million per year.
- **Design Standards:** Allows for the use of the National Association of City Transportation Officials (NACTO) “Urban Street Design Guide” along with the Federal Highway Administration (FHWA) and American Association of State Highway and Transportation Officials (AASHTO) engineering manuals. The NACTO guide includes designs that are more fitting for city streets, including engineering designs that consider bicycling and walking concerns. The bill also allows local governments, when they are direct recipients of federal funds, to use their own design standards even if they differ from those used by the State, although they must still be recognized by FHWA and adhere to all other applicable federal laws.
- **Surface Transportation System Funding Alternative Program:** The bill would establish a new grant program that would provide funding to States to demonstrate “user-based alternative revenue mechanisms that utilize a user fee structure to maintain the long-term solvency of the Highway Trust Fund.” Funding in FY 2016 would be \$15 million, and then \$20 million for each of fiscal years 2017 – 2021 with the federal share no more than 50 percent. Projects would address the “implementation, interoperability, public acceptance, and other potential hurdles” in the adoption of a user-based mechanism, while also addressing issues like protecting personal privacy and the reliability and security of any technology utilized.

ECONOMIC DEVELOPMENT

SUPPORT the City's ~~economic growth through effort~~efforts to expand its export economy in the Wichita region that accelerates job growth, ~~foreign direct investment, diversifies~~ exports and improves global competitiveness and fluency.

- The Wichita region examined policy issues that may affect export performance and the implementation of the region's export plan. ~~Through this analysis, the region created the Blueprint for Regional Growth (BREG) that focused on eight industry clusters, workforce development and export efforts.~~ To support export expansion, the region's leading organizations are seeking favorable policy toward trade-related items.
- Financial commitment to ~~foreign direction investment (FDI) and~~ export support services, investment in infrastructure, regulatory simplification and increased market access are key areas to ~~increase FDI and~~ export performance. Initial policy recommendations for federal, state and local policy makers to advance ~~FDI and~~ export growth include:
 - Invest in infrastructure related to transportation, ~~telecommunication, technology~~ and skilled workforce~~s~~.
 - Expand ~~free~~ trade agreements ~~that result in and improved foreign direct investment and increased access to foreign~~ease market~~market~~s access.
 - Simplify ~~foreign direct investment and~~ export regulations.
 - Permanently fund ~~foreign direct investment and~~ export support and growth programs.
 - Promote visa reform.
 - Provide metro-level and services ~~FDI and~~ export data at more frequent intervals.
 - Continue export finance programs and push for innovative export finance solutions.
 - Align and coordinate support for ~~foreign direct investment and~~ exports amongst government levels.

A link to the region's ~~BREG initiative and~~ export plan is here:

<http://www.kansasglobal.org/user/file/Wichita%20Regional%20Export%20Plan%20-%20FINAL.compressed.pdf>

<http://www.bregsck.com/>

ENERGY & ENVIRONMENT

OZONE PRECURSOR CREDITS

SUPPORT federal initiatives that would provide credits or favorable treatment to municipal governments that are taking active steps to reduce ozone precursors.

- The Wichita Metropolitan Statistical Area (MSA) is taking proactive steps to avoid exceeding the 8-hour ozone standard and protect the physical health of residents by participating in the voluntary EPA program called Ozone Advance. This collaborative effort between EPA, the Kansas Department of Health and Environment (KDHE) and the Wichita MSA encourages expeditious reductions in ozone levels in order to ensure protection of human health, remain in attainment of the federal ozone standard and efficiently direct resources towards actions that address ozone precursors.
- The Ozone Advance program may assist an area with efforts aimed at (1) reducing air pollution, (2) ensuring continued healthy air quality levels, (3) avoiding violations of the National Ambient Air Quality Standards (NAAQS) that could potentially lead to a nonattainment designation and associated requirements, and (4) increasing public awareness about ground-level ozone as an air pollutant.
- The Wichita MSA, represented by the South Central Kansas Air Quality Improvement Task Force (AQITF), submits an Ozone Advance Path Forward Update annually as a report to the EPA and the public on the actions being taken in the region to reduce ozone forming emissions. The Wichita MSA includes Butler, Harvey, Sedgwick and Sumner Counties. The Path Forward is a living document that will result in ozone reductions while increasing community awareness of air quality issues and continuing to meet the needs of health, environment and the economy.
- The AQITF is a regional partnership whose mission is to develop strategies that improve air quality and reduce ozone by advising and encouraging agencies and businesses to voluntarily implement projects that reduce air pollution to benefit the health of the people, economy, and environment of South Central Kansas.
- The AQITF has been providing the region with information about ozone issues and is promoting that local governments and businesses in the region submit organizational Ozone Action Plans that list projects, activities or programs that the business, agency or organization is currently or will to decrease the emissions that form ozone.
- Current Ozone Action Plan projects to improve air quality in the Wichita MSA include:
 - Ozone Alert Day Education Program - Education and outreach campaigns for Ozone Alert Days throughout the Wichita MSA.
 - Ozone Outreach to MSA Stakeholders – Engaging local government and business stakeholders throughout the Wichita MSA or South Central Kansas is key to region-wide awareness and implementing as many ozone reduction projects as possible to keep ozone levels low and the region in attainment.
 - Clean Air Car Clinics –Personal vehicle emissions and gas cap testing. Information provided on car emission performance and air quality.

- Free Fares Week & Free Fares on Ozone Alert Days - Increase awareness and use of Wichita Transit with a week of Free Fares, and the Free Fares on Ozone Alert Days. Free Fares provide incentives to reduce on-road traffic on potentially high ozone days. Travel Trainings provide knowledge so new riders can easily participate in Free Fares opportunities.
- Wichita Bicycle Master Plan - The Wichita Bicycle Master Plan guides City of Wichita projects to make it easier, safer and more convenient to get around on a bicycle. The plan guides the provision of bicycle related infrastructure, policies and programs.
- Campaigns for No Idling –Promote and establish no idling policies and educational programs for local governments, businesses, school districts, individuals and agriculture.
- Fleet Improvements– Fleet updates of newer, hybrid or alternative fuel vehicles increase fuel efficiency and decrease ozone forming emissions.
- Vanpool Plan Study - Assess the feasibility, cost effectiveness and potential participation for a regional employer vanpool program for Wichita Transit.
- Alternative Fuel Vehicle Facilities – Alternative fuel vehicles and facilities to support the purchase and use of these vehicles reduce the NOx and VOC emissions from traditional gasoline and diesel vehicles.
- Small- to Medium-Sized Business VOC Reduction Education Project - The Air Emission Reduction Opportunity (AERO) program through the Kansas Small Business Environmental Assistance Program (SBEAP), promotes VOC reduction strategies to area small and medium-sized businesses that use solvents and coating in their process.
- VOC and NOx Reduction Devices – Installation of air pollution control devices that reduce VOC and NOx emissions.
- Open Burn Education and Restrictions - Provide information and education regarding regulations and air quality Best Management Practices for open burning. Burn restrictions are put into place to off-set large scale pasture burning in the early spring.
- Water Wise Plant Education - Low water landscape & drought tolerant tree education for homeowners & landscapers.
- Water Conservation Programs – water conservation leads to reduced energy consumption and fewer ozone forming emissions.

SUPPORT legislation (i.e. H.R. 594, S. 1140) that provides a balanced regulatory approach to protecting our waters without inflicting unnecessary damage to the economy.

- The Environmental Protection Agency (EPA) and U.S. Army Corps of Engineers (USACE) have proposed a rule to revise the existing regulatory definition of “waters of the U.S.” consistent with Supreme Court rulings and science concerning the interconnectedness of tributaries, wetlands, and other waters to downstream waters and effects of these connections on the chemical, physical, and biological integrity of downstream waters. Waters that are “jurisdictional” are subject to the multiple regulatory requirements of the Clean Water Act (CWA): standards, discharge limitations, permits, and enforcement.
- This rule will impact County-owned and maintained infrastructure such as roadside ditches and flood-control channels. Waters that would be jurisdictional under the rule include:
 - Waters susceptible to interstate commerce, known as traditional navigable waters (no change from current rules);
 - All interstate waters, including interstate wetlands (no change from current rules);
 - The territorial seas (no change from current rules);
 - Impoundments of the above waters or a tributary, as defined in the rule (no change from current rules);
 - Tributaries of the above waters (more inclusive than current rules because “tributary” is newly and broadly defined); and
 - All waters, including wetlands, adjacent to a water identified in the above categories (by including all adjacent waters—not simply adjacent wetlands—the proposal is more inclusive than current rules; these waters are considered jurisdictional under the rule because they have a *significant nexus* to a traditional navigable water, interstate water, or the territorial seas).
- Costs to regulated entities and state and local governments are likely to increase as a result of additional permit application expenses, administration and processing of permits, and compensatory mitigation requirements for permit impacts.
- The agencies estimate that incremental costs associated with the rule range from \$162 million to \$279 million per year on a national scale.

FUNDING FOR CITY SERVICES: FY 2017 FEDERAL APPROPRIATIONS

SUPPORT federal programs in FY 2017 appropriations legislation that enhance City services, provide formula funding and fund competitive federal grants, such as:

Agriculture

- **Women, Infant, and Children (WIC) Program** - to serve the nutritional needs of low-income pregnant and postpartum women, infants, and children

- **Water and Waste Disposal Program** - to develop clean and reliable drinking water systems, sanitary sewage disposal, sanitary solid waste disposal, and storm water drainage in rural areas
- **Community Facilities Program** - to develop essential community facilities in rural areas.

Commerce, Justice & Science

- **Economic Development Administration** - for innovative economic development planning, regional capacity building, and capital projects
- **Community Oriented Policing Services** - to increase the number of officers available for targeted patrol and other proven strategies to prevent and reduce crime.
- **Byrne Justice Assistance Grants (JAG)** - to support law enforcement, prosecution and courts, crime prevention, corrections, drug treatment and other important initiatives.
- **Byrne Criminal Justice Innovation Program** - to work with local leadership in high-poverty communities to invest and engage more intensely to create jobs, leverage private investment, reduce violence and expand educational opportunities
- **Drug Court Programs** - to support mental health courts and adult and juvenile collaboration program grants
- **Residential Substance Abuse Treatment (RSAT)** - to develop and implement residential substance abuse treatment programs and create and maintain community-based aftercare services for offenders
- **Second Chance Act/Offender Reentry Programs** - to provide employment assistance, substance abuse treatment, housing, family programming, mentoring, victims support, and other services that can help reduce re-offending and violations of probation and parole
- **State Criminal Alien Assistance Program** - for federal payments to states and local governments to reimburse correctional officer salary costs incurred for incarcerating undocumented criminal aliens
- **Juvenile Justice Formula Grants** - to support state and local efforts to develop and implement comprehensive state juvenile justice plans, as well as provide training and technical assistance
- **Juvenile Delinquency Prevention Initiatives** - to support delinquency prevention programs and activities to benefit youth who are at risk of having contact with the juvenile justice system
- **Youth Mentoring Program** - to enhance and expand existing community-based mentoring strategies and programs, and develop, implement, and pilot test mentoring strategies and programs designed for youth in the juvenile justice, reentry, and foster care systems

- **Juvenile Justice Realignment Incentive Grants** - to assist states that use Juvenile Accountability Block Grants funds for evidence-based juvenile justice system realignment to foster better outcomes for system involved youth, less costly use of incarceration, and increased public safety
- **Office of Violence Against Women** - to provide communities with the opportunity to combat sexual assault and violence against women
- **Asset Forfeiture Program & Equitable Sharing** – The Bipartisan Budget Act of 2015 and the 2016 Omnibus Appropriations Bill included a combined \$1.2 billion reduction of Asset Forfeiture Program Funds, including equitable sharing. As a result, in order to maintain the financial solvency of the program, DOJ has begun implementing cost reduction measures to absorb the combined \$1.2 billion rescission and is deferring all equitable sharing payments to state, local, and tribal partners and transfers of any items for official use.

Energy & Water Development

- **Energy Efficiency & Renewable Energy (EERE)** - to fund projects that increase the use of renewable energy and energy efficiency technologies

Interior & Environment

- **EPA Clean Water/Drinking Water State Revolving Funds (SRF)** – to finance infrastructure improvements projects for wastewater treatment, nonpoint source pollution control, watershed and estuary management, and public drinking water systems
- **Brownfields Program** - to assist in the clean-up and redevelopment of properties, which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant
- **Land & Water Conservation Fund** - to conserve lands in or around national parks public lands, refuges, and forests

- **State Homeland Security Grant Program** – to enhance the state and local levels' ability to prevent, prepare for, protect against, and respond to natural disasters, acts of terrorism, and other man-made disasters
- **Firefighter Assistance Grants** - to help firefighters and other first responders to obtain critically needed equipment, protective gear, emergency vehicles, training, and other resources needed to protect the public and emergency personnel from fire and related hazards
- **Staffing for Adequate Fire and Emergency Response (SAFER) Program** - to help fire departments and volunteer firefighter interest organizations increase the number of trained, "front line" firefighters available in their communities
- **Fire Prevention & Safety (FP&S) Program** - to support projects that enhance the safety of the public and firefighters from fire and related hazards.

Labor, Health and Human Services, and Education

- **Workforce Innovation Fund** - to support innovative approaches to the design and delivery of employment and training services for the public workforce system
- **Substance Abuse and Mental Health Service Administration (SAMHSA)** - to enhance health and reduce the adverse impact of substance abuse and mental illness
- **Community Health Centers** - for capital development grants to improving access to health care services for people who are uninsured, isolated, or medically vulnerable
- **Office of Community Services, Community Economic Development** – to Community Development Corporations (CDC) for well-planned, financially viable, and innovative projects to enhance job creation and business development for low-income individuals.

Transportation & Housing and Urban Development

- **Federal Highway Administration (FHWA)** - to invest in our Nation's highway and bridge infrastructure. Transportation
- **Surface Transportation Program** - to provide transportation agencies the ability to target funds toward State and local priorities
- **Congestion Mitigation and Air Quality Improvement (CMAQ) Program** - to help States and local governments reduce highway congestion and harmful emissions
- **Transportation Infrastructure Finance and Innovation Act (TIFIA) Program** - to provide Federal credit assistance funding to support nationally or regionally significant transportation projects

- **Metropolitan Transportation Planning Program** - to provide resources for the improvement of metropolitan and statewide transportation planning processes
- **Transportation Alternatives Program** - to increase transportation choices and access to transportation services
- **TIGER Grants** - to fund infrastructure projects of national and regional significance, planning grants, and award and oversight expenses
- **Federal Transit Administration (FTA)** - to construct new public transit systems, improve the condition of transit assets, expand access, and increase transit safety
- **Community Development Block Grant programs (CDBG)** - to ensure access to decent affordable housing, to provide services to the most vulnerable in our communities, and to create jobs through the expansion and retention of businesses
- **Housing Opportunities for Persons with AIDS (HOPWA), for the Elderly and for People with Disabilities** – to support projects that benefit low-income persons living with HIV/AIDS and their families, housing for the elderly and for persons with disabilities
- **Homeless Assistance Grants** – to support new permanent housing units to quickly rehouse homeless individuals and families
- **Housing Counseling Assistance** – to provide counseling to consumers on seeking, financing, maintaining, renting, or owning a home. The program also addresses homelessness through counseling and assists homeowners in need of foreclosure assistance
- **Tenant-Based Rental Assistance/Housing Choice Vouchers and Project Based Rental Assistance** – to assist very low-income families, the elderly, and the disabled to afford decent housing in the private market, and to provide rental subsidies for families residing in newly constructed, rehabilitated and existing rental and cooperative apartment projects
- **Public Housing Capital/Operating Funds** - for the operation, management, and maintenance of publicly owned affordable rental housing
- **The Choice Neighborhoods Initiative** - to fund the transformation, rehabilitation and replacement of distressed public and/or HUD assisted housing and will support communities working to revitalize neighborhoods of concentrated poverty
- **HOME Investment Partnership** - to fund a wide range of activities including building, buying, and/or rehabilitating affordable housing for rent or homeownership or providing direct rental assistance to low-income people
- **Rental Assistance Demonstration (RAD) Program** – give public housing authorities (PHAs) a powerful tool to preserve and improve public housing properties and address the \$26 billion dollar nationwide backlog of deferred maintenance.

MUNICIPAL ~~AND~~ & BUSINESS TAXES

MUNICIPAL BONDS

SUPPORT the current tax-exempt status of municipal bonds.

- Businesses need quality infrastructure to grow and thrive that is provided through tax-exempt financing of capital projects, such as airports, roads, electricity distribution and generation, water and sewer facilities, and flood control projects. Retaining tax-exempt financing for state and municipal governments will encourage continued local investment in these types of capital projects.
- Tax-exempt bonds are a well-established financing tool issued by state and local governments for governmental infrastructure and capital needs purposes. The debt issued for capital projects help governments pay for public projects, such as the construction or improvement of schools, streets, highways, hospitals, bridges, water and sewer systems, ports, airports and other public works.
- Recent budget requests by the Obama Administration have called for a 28 percent cap on the benefit of the exemption. Similar proposals have continued to surface in the ongoing debate on tax reform in the Senate Finance Committee and House Ways and Means Committee. These recommendations would have the effect of imposing an income tax on otherwise tax-exempt interest earned by investors.
- Without the tax-exemption, counties would pay more to raise capital, a cost that would ultimately be borne by the taxpayers, through means such as reduced spending on the roads and bridges that counties are responsible for, decreased economic development, higher taxes or higher user fees.

MARKET PLACE FAIRNESS ACT

SUPPORT the Marketplace Fairness Act that grants states the authority to compel online and catalog retailers ("remote sellers"), no matter where they are located, to collect sales tax at the time of a transaction - exactly like local retailers are already required to do.

- Recent legislation (i.e. Marketplace Fairness Act of 2014, S. 2609) sought to grant state and local governments the authority to collect taxes on remote sales, which generally are sales that are conducted through any means other than in a physical store.
- The Senate-passed legislation, if it were enacted, would have created two systems to facilitate multistate sales tax collection: (the Streamlined Sales and Use Tax Agreement and an alternative where states would collect after adopting minimum simplification requirements for their sales tax laws and administration. The Streamlined Sales and Use Tax Agreement is a multistate compact that seeks to reduce the complexity of state and local sales and use tax laws and would permit the collection of sales and use taxes from remote sellers.