

CITY OF WICHITA, KANSAS

2018 FEDERAL AGENDA



- WATER SUPPLY – EQUUS BEDS P. 1
- AIRPORT & AVIATION INDUSTRY P. 3
- AMTRAK EXTENSION P. 5
- TRANSPORTATION INFRASTRUCTURE & TRANSIT P. 6
- ECONOMIC DEVELOPMENT P. 8
- ENERGY & ENVIRONMENT P. 9
- FEDERAL FUNDING FOR CITY SERVICES P. 12
- MUNICIPAL & BUSINESS TAXES P. 17

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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 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 expired on October 5, 2016 and must be extended.
- In the 115th Congress, Senators Jerry Moran and Pat Roberts introduced legislation (S. 703,) to extend the federal funding authorization for the Equus Beds Aquifer Recharge and Recovery Project by 10 years. The legislation was approved by the Energy and Natural Resources Committee.
- 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 25% federal/75% local cost share. The total project cost was \$97,904,728 million (\$24,476,182 federal/\$73,428,546 local). The City has received \$4,323,267 from the BOR to date. BOR is authorized to allocate an additional \$20,152,915 toward the project.

AIRPORT & AVIATION INDUSTRY

FEDERAL AVIATION ADMINISTRATION AUTHORIZATION

PURSUE discretionary grant funding of approximately \$20 million under the FAA's Airport Improvement Program for reconstruction of the Eisenhower National Airport general aviation ramp pavement.

EXTEND the authorization of the Federal Aviation Administration, but oppose the privatization of the Air Traffic Control System. Current FAA law (H.R. 3823), has been extended through March 2018.

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;
- 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.
- Current law includes a provision that would prohibit the closing of the contract weather observer (CWO) service until a report is issued that outlines the safety risks, hazard effects, and operational effects that could result from the loss of the CWO service.

TRANSPORTATION SECURITY ADMINISTRATION PERSONNEL

- Continue the TSA Law Enforcement Officer (LEO) reimbursement program for security checkpoints.
- Continue the TSA Exit Lane funding program for monitoring of checkpoints with federal personnel.

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

SUPPORT efforts to boost investments in infrastructure and **MONITOR** implementation of the Fixing America's Surface Transportation (FAST) Act.

- The FAST Act was signed into law on December 4, 2015. 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 efforts that accelerate 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.
 - Expand trade agreements that result in improved foreign direct investment and increased access to foreign markets.
 - 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 City of Wichita is making progress toward a two-step strategy to better inform ozone reductions, with the end goal being an outcomes-based approach to regulatory enforcement. A critical step is the development of a sophisticated decision support tool to understand the true impact that local parties have on the region's ozone design value. It will build on a comprehensive emissions inventory completed in 2017, and will factor in the effect of weather and emissions sources from outside the region.
- The model and emissions inventory will be used to inform the second step of the ozone reduction strategy: public outreach. The City is using the inventory data to optimize its investment in ozone reduction marketing, targeting local parties with the greatest contribution to the region's emissions.
- These two steps will work best if EPA enforcement follows an outcomes-based approach to enforcement, whereby jurisdictions are evaluated only on the emissions over which they have control, not weather or other uncontrollable factors. The City supports any pending or future legislation that changes enforcement to be based on elements under local control, as well as inclusion of economic and technological feasibility as factors in deciding enforcement actions.
- Part of the second step in reducing ozone emissions is voluntary participation in the EPA Ozone Advance program. 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 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.

WATERS OF THE U.S.

SUPPORT a revised rule that provides a balanced regulatory approach to protecting our waters without inflicting unnecessary damage to the economy.

- The Environmental Protection Agency (EPA) and the Army Corps of Engineers sent to the White House a proposed rule on November 3, 2017, delaying the effective date of the Waters of the United States regulation (i.e. Clean Water Rule) to give the Administration more time to craft a new version of rule.
- In June, EPA proposed a repeal of the rule, which aimed to clarify which waters fall under federal jurisdiction. The comment period closed in September, 2017, with 190,000 comments filed.
- The original rule, proposed by the Obama Administration, revised 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.
- This original rule would impact City-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 would likely 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 2019 FEDERAL APPROPRIATIONS

SUPPORT federal programs in FY 2019 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.
- **E-rate Program** - continuation of the Universal Service (E-rate) discount program, which is administered by the Universal Service Administrative Company (USAC) under the direction of the Federal Communications Commission (FCC), provides the majority of funding support for our public computing services. Based upon the number of children in USD259 who qualify for free and reduced lunches, Wichita Public Library is able to receive subsidies averaging 80 cents on each dollar we spend for the eligible technology resources. Without this funding, we would be looking to the need to increase general fund spending or to reduce technology services to the community.
- **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) and Water Infrastructure Finance and Innovation Act (WIFIA)** – 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

Homeland Security

- **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

- **Employment and Training Administration Programs** - to support job training programs to improve the employment prospects of adults, youth and dislocated workers.
- **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.
- **Institute of Museum and Library Services** – to support funding via the Library Services and Technology Act (LSTA), which funds database subscriptions, Talking Book services for the blind, and competitive grant programs for city libraries.

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 transportations 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 & BUSINESS TAXES

TAX REFORM

SUPPORT the capping or elimination of the state and local tax (SALT) deduction. In its current form, the SALT deduction disproportionately benefits high taxing states and places the federal burden often on people with moderate incomes disproportionately. In Kansas, we do not see much of the value of the tax deduction, while states like New York and California claim more than half the value of the deduction. This means that median and lower income state subsidize higher income and higher tax jurisdictions.

OPPOSE the elimination of the current tax treatment of private activity bonds, historic tax credits and advanced refunding, which would make certain public projects in Wichita more costly.

- The elimination of the tax treatment of private activity bonds (PABs) would hinder the City's ability to rehabilitate public housing and its rental assistance demonstration (RAD) program. The City was recently awarded admittance to HUD's RAD program. Through RAD, nearly 600 public housing units are planned to be rehabilitated or rebuilt starting as soon as 2018. Without PABs, the City would have to seek alternative financing and probably only do high rise buildings and delay our single family homes project. The City's housing program was going to facilitate the total rehabilitation of public housing units through a public/private partnership at an estimated cost of \$60 million, and local construction firms would have benefitted from that work.
- The Historic Tax Credit (HTC) program incentivizes the redevelopment of older and often abandoned buildings, and is an important tool in both restoring important architectural buildings as well as spurring investment in blighted areas. The federal program provides a 20 percent tax credit that is paid out over a five year period after a project is completed. The HTC has been instrumental to the revitalization effort underway in Downtown Wichita. But not for this program, many of the City's historic properties would not have been renovated into the successful developments they are today. Unfortunately, there are many additional historic properties that will require this program in order for them to be put back into active commerce. In addition to developments being profitable, this program allows the City to maintain the historic character and authenticity of our community, which also represents our rich architectural history in Wichita.
- Oppose the elimination of advanced refunding. While it is difficult to predict future market conditions that may result in favorable outcomes related to the refinancing of outstanding long-term debt of the City, the ability to refinance debt issued by the City is of great benefit not only to the City but its taxpayers as well. The City's ongoing refinancing program and evaluation of refunding opportunities has resulted in significant savings over the last eight years. Between 2009 and 2016, Wichita completed 18 refinancing which provided savings of over \$57.6 million. Of this amount, savings of \$33.2 million pertain to Water and Sewer Utility revenue bonds and the remaining savings of \$24.4 million are associated with general obligation bonds.

OPPOSE the imposition of a new tax on state and local government retirement systems, which would occur by overturning a 40-year-old position by the IRS to not apply unrelated business income tax (UBIT) to public pension trusts. State agencies are constitutionally exempt from taxation, and application of UBIT to public pension plans erodes the immunity states and the federal government each enjoy from taxation by the other. Unlike nearly all other jurisdictions in the state of Kansas, the City of Wichita administers its own single-employer civilian and public safety pensions plans with investments totaling over \$1.2 billion as of December 31, 2016. If Congress wants public pension funds to exit the types of investments that would be subject to UBIT, they should, at a minimum, apply UBIT to new investments only, not ones that were entered into in good faith based on the long-standing understanding that UBIT did not expressly apply. Existing public plan investments will be treated far worse than private investments that use a corporate blocker, which under tax reform would give them a nearly 20 percent lower tax rate than trusts that do not have such blockers in place.

MARKET PLACE FAIRNESS ACT

SUPPORT the Marketplace Fairness Act of 2017, introduced by Senator Mike Enzi (R-WY). If enacted, the legislation would authorize states meeting certain requirements to require remote sellers that do not meet a "small seller exception" to collect their state and local sales and use taxes. The small seller exception is set at \$1 million of remote sales annually.

Additional legislation proposed by Congress, known as the Remote Transactions Parity Act (RTPA) (H.R. 2193), would also create sales and use tax collection obligations for remote sellers, but has some differences and additional provisions. Some key differences from the Marketplace Fairness Act include a different definition of a small seller. The RTPA has a phased in threshold starting at \$10million in year one, then \$5million, then \$1million. In year 4, there is no threshold. In addition to the monetary thresholds, any seller that sells on an electronic marketplace is considered a small seller.

PREEMPTION OF LOCAL FEES FOR NEXT-GENERATION WIRELESS

OPPOSE legislation to preempt localities from collecting right of way compensation from telecom companies for the build-out of 5G wireless networks on City property. Pre-emption legislation simply rewards multi-billion dollar corporations for existing behavior at the expense of the City's constituent businesses and residents who will have no say over the placement of 5G equipment or the benefits this technology should have in their communities.