



CITY OF WICHITA, KANSAS

2019 FEDERAL AGENDA



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WICHITA NORTH JUNCTION

SUPPORT funding for the Wichita North Junction.

- The Kansas Department of Transportation (KDOT) completed a concept study in 2015 for the North Junction; where I-135, I-235, K-254, and K-96 meet in North Wichita. The study for this major interchange re-evaluated and built upon the I-135/I-235 Interchange Advance Study of 1998. Since 1998, traffic has increased and many of the bridges need repair or replacement.
- The City applied for a BUILD Grant in 2018 for this project, and the City and County have begun Right of Way acquisition to move the project toward shovel-ready status.
- The Wichita North Junction Concept Study identifies needed improvements at the North Junction. The Study shows the need to rehabilitate and/or replace deficient and obsolete bridges. The Study lays out a plan to improve traffic flow at existing bottlenecks, enhance safety, improve roadway geometry, and efficiently accommodate traffic through the year 2050.
- The proposed North Junction Project and phasing plan will achieve the above objectives. The entire North Junction Project is broken into four individual phases, which are:
 - Phase 1, Green Project - Replace bridges and add continuous auxiliary lanes on I-235 combined with improvements to the Broadway Interchange (\$91 Million). This phase will bid in early 2019.
 - Phase 2, Gold & Orange Projects - Alleviate the primary morning and evening traffic congestion (\$89 Million) and provide an improved connection from K-96 to I-135 (\$14 Million)
 - Purple Project (Phase 3) - Complete major infrastructure improvements (\$190 Million)
- The North Junction Project will be implemented in three phases to progressively improve the interchange in a manner that will: (1) Improve infrastructure condition and reduce maintenance costs by rehabilitating or replacing aging bridges and roadways that are in poor condition; (2) Enhance safety by upgrading the interchange to meet current design standards and to address high crash locations within the study area; and (3) Improve traveler mobility by eliminating or reducing existing and future expected areas of congestion.



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.
- 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). Completion of capital cost and revenue analyses are encouraged to further justify expansion.
- 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.



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 2018, the Bureau of Reclamation approved the City's feasibility study, which allowed the City to pursue a Title XVI WaterSmart grant to fund the project. The City is pursuing the grant funding in conjunction with pursuit of the authorization.
- 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.

MUNICIPAL TAXES AND LOCAL CONTROL

ADVANCED REFUNDING BONDS

SUPPORT the reinstatement of the tax-exempt status of advanced refunding (AR) bonds.

- The recent Tax Cut and Jobs Act (P.L. 115-97) eliminated the tax-exempt status of advanced refunding bonds. 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.
- On February 13, 2018, Reps. Randy Hultgren (R-IL) and Dutch Ruppersberger (D-MD), the chair and vice chair of the U.S. House Municipal Finance Caucus, introduced legislation to restore the tax-exempt status of advance refunding (AR) bonds, a financing tool allowing states and local governments to take advantage of favorable interest rates and refinance existing municipal bonds.
- Prior to the repeal of AR bonds in the Tax Cuts and Jobs Act (P.L. 115-97), governmental bonds – including municipal bonds – were permitted one advance refunding during the lifetime of the bond to refinance the bond. This allowed public issuers to take advantage of fluctuations in interest rates to realize considerable savings on debt service, which ultimately benefited taxpayers. The Tax Cuts and Jobs Act made the repeal of AR bonds effective at the end of 2017, meaning cities and counties had only a few days to issue advance refundings for any outstanding bonds that qualified – a process that usually takes months or years.
- The ability to advance refund outstanding bonds provided substantial savings to taxpayers and counties throughout the country. In 2016, the advance refunding of more than \$120 billion of municipal securities saved taxpayers at least \$3 billion, with taxpayers saving nearly \$12 billion from 2012 to 2016.
- The legislation from Reps. Hultgren and Ruppersberger would restore AR bonds and give a needed boost to locally driven infrastructure projects across the country.

PREEMPTION OF LOCAL FEES FOR NEXT-GENERATION WIRELESS

SUPPORT a collaborative approach that would incentivize established best practices for siting of wireless facilities. Monitor litigation and legislation pertaining to the Federal Communications Commission's (FCC) Declaratory Ruling regarding state and local governance of the siting of small cell wireless infrastructure.

- The City supports the deployment of new technology, but not at the expense of local control over land use decisions and publicly owned infrastructure. We have successfully negotiated multiple agreements with wireless communication and infrastructure providers since 2015 for deployment of small cell facilities across the city. This has resulted in the installation of communication devices and associated appurtenances at more than 100 locations throughout Wichita, with well over 200 more planned for the near future. The City worked closely with the initial providers to develop a common fee structure and overall policy for placement within existing rights-of-way, including an emphasis on co-location and utilization of existing facilities. This competitively neutral process has been embraced by a handful of providers now (Zayo, Mobilitie, Verizon, ATT, Cox), with additional inquires received.
- Legislation passed by the State of Kansas in late 2016 allows communities to follow home rule as long as competitive neutrality is maintained, and the City has found consistency to be appealing to providers. While the same legislation provides a shot clock for processing of applications, the City has found that providers are very slow to move forward with placement, even after agreement approval. While City staff stands ready to respond as needed, the true actions of the majority have been less than expeditious. Regardless, the City's established practices and response time have been met with concurrence by all to-date.
- The City supports the position of FCC Commissioner Jessica Rosenworcel and recommends a collaborative approach that would incentivize established best practices for siting of wireless facilities. We have a proven record and successful plan in place to allow small cell deployment to continue far into the future.

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 direct 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.

- A South Carolina District Court ruling overturned the Trump administration's attempted delay of the Obama administration's Waters of the U.S. (WOTUS) rule for failing to offer the public a proper opportunity to comment. The injunction targets the Trump administration's February order suspending the WOTUS rule while the Environmental Protection Agency (EPA) and the Army Corps of Engineers worked up a new version. The Southern Environmental Law Center sued on behalf of several environmental groups, saying the administration rushed the rulemaking and violated the Administrative Procedure Act.
- Because of the South Carolina ruling, the 2015 rule is now officially on the books in 26 states, but not in Kansas.
- The Justice Department is reviewing the decision, and an appeal is expected. The EPA and Corps "will review the order as the agencies work to determine next steps." But the fate of the delay rule could ultimately become moot if the federal district judge in Texas grants a nationwide injunction request. The U.S. District Court for the Southern District of Texas is also considering legal challenges to WOTUS. Louisiana, Mississippi and Texas, along with farm industry groups, have asked the judge in that case to halt the rule nationwide, meaning the Obama-era rule could be stayed in still more states.
- 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 2020 FEDERAL APPROPRIATIONS

SUPPORT federal programs in FY 2020 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

- **Bureau of Reclamation Title XVI program** – The grant program funds water reclamation projects and the City’s Aquifer Recharge, Storage and Recovery project is eligible for funding.
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- **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, as well as Infrastructure Legislation

- **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)** – additional funding to construct new public transit systems, improve the condition of transit assets, expand access, and increase transit safety
- **Public/Private Partnerships** that include state and federal government sponsors to increase monies and benefits to the private sector
- **Fuel Taxes** that are specifically designated to public transit operations to reduce congestion and air pollution.

- **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.