Unified Government Clerk's Office

Bridgette D. Cobbins
Unified Government Clerk

701 North 7th Street, Suite 323
Kansas City, Kansas 66101-3070

Phone: 913-573-5260
Fax: 913-573-5299
http://www.wycokck.org

NOTICE OF SPECIAL MEETING

To the Members of the Governing Body of the
Unified Government of Wyandotte County/Kansas City, Kansas:

You are hereby notified that I have called a Special Session of the Unified Government of Wyandotte County/Kansas City, Kansas, to be held Thursday, June 13, 2019, at 5:00 p.m., in the 5th floor conference room (Suite 515), 701 North 7th Street, Kansas City, Kansas, for a stormwater rate update and the Federal Legislative Program.

Dated this 10th day of June 2019

ATTESTED

Bridgette D. Cobbins
Unified Government Clerk

David Alvey
Mayor/CEO

CONSENT TO MEETING

We, the undersigned, being all the members of the governing body of Wyandotte County/Kansas City, Kansas, hereby accept service of the foregoing notice, waiving all and any irregularities in such service and in such notice, and consent and agree that we, the governing body, shall meet at the time and place therein specified and for the purpose therein stated.

Dated this 10th day of June 2019

UNIFIED GOVERNMENT OF WYANDOTTE COUNTY & KANSAS CITY, KANSAS

2019 FEDERAL AGENDA

Thorn Run Partners, 100 M St. SE – Ste. 750 | Washington D.C. 20003
(202) 849-8528 | jdavenport@thornrun.com

This Legislative Program is based on the principle that Federal, State and Local Governments are all partners in the effort to make Kansas and its communities great places for people to live, work and play.

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TRANSPORTATION: HIGHWAYS, TRANSIT AND RAIL

HIGHWAYS

SUPPORT funding, including infrastructure legislation and the reauthorization of the FAST Act, to assist with needed improvements to the I-70/I-435 interchange near Village West.

Growth in central and western Wyandotte County is exploding. Village West draws more than 12-million visitors a year to shop, dine and attend major sporting events. The Sporting KC Major League Soccer team has experienced more than 100 consecutive sell-out games at Children's Mercy Park, with each game attracting more than 20,000 fans. The Kansas Speedway regularly draws more than 80,000 NASCAR racing enthusiasts to its Spring and Fall races. In addition, plans are underway to build a new American Royal complex and hotel convention center in Village West. Village West is also home to 3,000 employees at the Cerner Continuous Campus. The City of Edwardsville has just announced a new Hard Rock Hotel and Convention Center at I-70/110th Street.

The I-70/I-435 corridor, including I-435/State Avenue and State Avenue/Village West Parkway, is outdated and unable to efficiently, effectively or safely handle all the vehicles which regularly travel to the area.

- **I-435 Corridor – I-435 and I-70**
  - Traffic Volume (ADT): 62,800
  - Estimated Project Costs: $25,232,325
  - Regional/State Benefits: This improvement will increase safety and access to the biggest tourism district in Kansas.
  - Past Studies that have been done: - I-435/I-70/Village West Regional Transportation Study, 2010

- **I-435 Corridor – I-435 and State and State Avenue/Village West Parkway**
  - Traffic Volume (ADT): 51,700
  - Estimated Project Costs: $10,740,698/$23,411,970
  - Regional/State Benefits: The area of Village West continues to grow as an economic engine for Kansas. The American Royals is current developing design plans for new facilities in the area. In addition, the Unified Government is frequently receiving plans for new commercial and residential developments. The City of Edwardsville announced new development agreements for hotel and convention center. With the completion of this project, existing off-peak congestion issues and operational deficiencies would be resolved. Additionally, major entertainment and sporting event traffic handling operations would be greatly enhanced by this improvement, and continuous traffic access across State Avenue during peak traffic events would be maintained.
  - Past Studies that have been done: - I-435/I-70/Village West Regional Transportation Study, 2010

- **I-435 Corridor – I-435 and Parallel**
    - Traffic Volume (ADT): 42,200
    - Estimated Project Costs: $9,363,435
    - Regional/State Benefits: This interchange is also a major gateway to Village West and the expanding commercial/retail area on the east side of I-435.
    - Past Studies that have been done: - I-435/I-70/Village West Regional Transportation Study, 2010

- The House Transportation and Infrastructure Committee plans to write infrastructure legislation in 2019 and Chairman Pete DeFazio has indicated he is open to including specific projects in the legislation. In addition, the Fixing America's Surface Transportation (FAST) Act is set to expire in 2020. In developing the FAST Act, Congress did not address the need for a long-term, sustainable plan to finance our nation's transportation infrastructure. Fuel taxes, which provide most of the money for surface transportation, do not provide a solid long-term foundation for transportation funding growth and investment, even if Congress were to authorize a modest increase. Instead, the FAST Act relies on various budget gimmicks to fund surface transportation programs, such as surplus money from the Federal Reserve, reducing the amount of interest the Fed pays to banks, and selling off part of the Strategic Petroleum Reserve.

- We urge the 116th Congress to begin work on this legislation and to find a way to address the shortfall in the Highway Trust Fund. This could be accomplished via increasing the gas tax, establishing a new vehicle mile traveled fee, cutting program expenditures, using other revenue, or, most likely, a combination of solutions.

OPPOSE legislation that allows an increase in the length and weight of commercial trucks on our nation's highways.

- Heavier trucks and longer double trucks present multiple issues which lead to a reduction in safety. Heavier, longer trucks lead to increased maintenance needs and costs, which is troublesome with no additional finding linked to these proposals.

TRAILS

SUPPORT multi-modal transportation funding that includes bicycle, pedestrian and recreational trails.

TRANSIT

SUPPORT revisions to federal funding formulas to ensure that underserved areas are receiving equitable funding. **SUPPORT** broadening eligible activities of federal discretionary grants to include operating assistance as well as reducing the local match commitment to secure federal grants.

- While federal transit funding has declined or remained level, labor, equipment & maintenance costs have increased; compelling public providers to increase contributions to meet service demands.

- Unified Government (UG) contributions have increased 30.52% since 2015 while Federal operating grants have decreased 40.38% since 2015.

- Although the Unified Government has been successful in securing federal discretionary grants for capital equipment, our increased spending on operational costs has made committing the required local match problematic.

Rail Yard Development

SUPPORT additional funding for freight rail, including the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program, so that the UG can obtain Federal funding for rail yard and crossing improvements.

- The CRISI program provides a comprehensive solution to leverage private, state and local investments to support safety enhancements and general improvements to infrastructure for both intercity passenger and freight railroads.

- Congress authorized this grant program for the Secretary to invest in a wide range of projects within the United States to improve railroad safety, efficiency, and reliability; mitigate congestion at both intercity passenger and freight rail chokepoints; enhance multi-modal connections; and lead to new or substantially improved Intercity Passenger Rail Transportation corridors. Additionally, the program includes rail safety projects, such as grade crossing enhancements, and rail line relocations and improvements. Applicable work also includes: rail regional and corridor planning, environmental analyses, and research, workforce development, and training.

Railroad Quiet Zones

SUPPORT revising Train Horn Rules. Rules for implementing quiet zones should be less burdensome and allow for differences in community circumstances while continuing to protect public safety. We also request Congress provide federal funds for the purpose of establishing quiet zones and consider new technology which may enhance the safety of quiet zones while minimizing or eliminating train horn noise.

Public Property and Rights of Ways

Local government and the citizens they represent should be allowed to control and manage public lands and right-of-way as they see fit. This includes collecting franchise fees and other revenues from private companies and individuals which use public lands for personal benefit or profit.

COMBINED SEWER OVERFLOWS

SUPPORT flexibility in the Clean Water Act (CWA) that allows for a regulatory approach that prioritizes ratepayer and public investments in a way that will maximize water quality benefits and public health and safety protections. Likewise, **SUPPORT** the establishment of a federal loan assistance program to help pay for the costs of meeting the expensive environmental mandates imposed by the EPA and Department of Justice regarding combined sewer overflows and expected new regulations governing storm water runoff.

- The Unified Government and the residents they serve want clean water and want to fix sewer overflow problems that arise during heavy rain events. However more flexibility is needed on the part of Federal agencies. Federal government proposals would cost KCK residents nearly $1-billion. User rates have already been increased substanially in the last decade to begin tackling these issues and will continue to for the foreseeable future. It is imperative the community have financial safeguards. Most residents simply cannot afford what the EPA is demanding.

- The Unified Government urges the Federal government to be more flexible and innovative when working to solve these complex issues. However, at a time when financial resources are increasingly limited, the federal government continues to impose costly federal regulatory requirements to carry out the objectives of the Clean Water Act (CWA) without regard for the efficacy of the regulation or a prioritization scheme. Given the limited pool of financial resources, it is appropriate for local governments and our citizens to insist on a regulatory approach that prioritizes ratepayer and public investments in a way that will maximize water quality benefits and public health and safety protections.

- The Unified Government remains committed to meeting the growing water infrastructure needs in our community. We ask the Federal government to be a full partner in this important endeavor. Because the nation's cities are working to improve aging infrastructure, meet federal regulatory requirements, create and retain jobs, and foster a climate of economic growth in our communities, a federal investment in our nation's infrastructure is essential.

- The Unified Government supports integrated planning approaches and full implementation of the Water Infrastructure Improvement Act.

- The Unified Government supports initiatives that take a realistic approach to community's financial capability so as to more responsibly manage ratepayer and public investments, and the Unified Government supports state control of enforcement actions.

LEVEE PROJECTS

SUPPORT the Army Corps of Engineers ongoing design and construction of Kansas City Levees project which protects the areas of Armourdale, Argentine and CID in Kansas City, KS and Kansas City, MO.

- In FY18 the Kansas City Levees project received full federal funding as part of the Bi Partisan Supplement Budget for Disaster Relief. $453.6 M was allocated for the Kansas Cities Levees as one project that had been previously authorized in two separate projects – Argentine in WRDA 2007 and Armourdale/CID WIIN 2016. However, these authorizations did not reflect the engineer feasibility of doing one segment without the other. It is one single project that had been broken apart to move the project forward through funding phases but not ever intended to be design or constructed separately.

    - On 17 January 2019 the Assistant Secretary of the Army for Civil Works (ASA-CW), Mr. RD James, directed the US Army Corps of Engineers (Corps) to address the Kansas Cities Levees as a single on-going construction project to be fully federally funded under the provisions of Public Law 115–123, enacted February 9, 2018, as the Bipartisan Budget Act of 2018, and including Supplemental Appropriations related to disaster relief. This policy clarification by Mr. James comes after years of advocacy and perseverance to correct the misinterpretation that Phase 1 and Phase 2 were to be treated as separate independent projects, as opposed to a comprehensive levee system. The project was envisioned and developed as a system improvement of the nearly 60-miles of seven levees providing protection to over $20 billion in investments, 94,000 workers, and 20,000 residents.

- Design and construction has commenced for the pump station replacements and levee and floodwall raises on Argentine Unit that are anticipated to be completed by 2022. The contiguous design and construction on CID and Armourdale Units will be underway in August 2019 with work continuing till early 2024.

- The Unified Government is seeking continued Federal support for the region and locally for pedestrian use of the levees by allowing betterments on the levee to facilitate this use.

- The Levees of the Kansas City region protects over 20,000 residents and 100,000 jobs with $20 billion in property investments consisting of more than 5,000 structures. Additionally, the levees protect the busiest railroad hub in the country by tonnage. Five Class One railroads are part of this rail hub – BNSF, Union Pacific, Kansas City Southern, Norfolk Southern, and Canadian Pacific.

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. Because of the South Carolina ruling, the 2015 rule is now officially on the books in 26 states, but not in Kansas.

- 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. The Justice Department is reviewing the decision, and an appeal is expected.

- In December 2018, the EPA and Corps issued a revised rule that would roll-back many of the Obama administration’s proposals. Excluded under the new rules would be ephemeral streams (defined as having water in them only immediately after it rains) and most ditches, along with lakes, ponds, and wetlands that do not abut or do not have a direct hydrological connection to jurisdictional waters.

- 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.

National Flood Insurance Program

SUPPORT efforts to improve the National Flood Insurance Program, which expires in May 2019, for the benefit of all participants, including the 165,000 residents within Wyandotte County.

- In 1968, Congress established the National Flood Insurance Program (NFIP) to address the nation's flood exposure. Until 2005, the NFIP was self-supporting, as policy premiums and fees covered expenses and claim payments. Today, the program is roughly $25 billion in debt due to several large storms.

- In mid-2012, Congress passed, and President Obama signed, the Biggert-Waters Flood Insurance Act (BW12), a 5-year reauthorization of the NFIP that attempted to restore the program to firmer financial footing by making several changes to the program that impacts the County's residents. Then, in early 2014, the Homeowner Flood Insurance Affordability Act (HFIAA) was enacted to address some of the so-called unintended consequences of BW12. While HFIAA delayed many of the premium increases implemented by BW12, in the long run, the only real difference between rate increases envisioned by the two bills is that HFIAA reinstated grandfathering.

- The UG supports reauthorization of the National Flood Insurance Program (NFIP) with legislative, policy and programmatic modifications to improve the affordability and transparency of the program through reforms in the following areas:

  1) Affordability/Rate Structure
     a. Maintain a focus on affordability; however, if rates must rise, provide a more reasonable glide path for all properties
     b. Ensure rates are consistent for all properties, including second homes and businesses
     c. Ensure NFIP rates are not excessive or unfair by making the rate-setting process more transparent to the public

  2) Programmatic Modifications to Enhance NFIP's Financial Sustainability
     a. Consider Write-Your-Own reforms including reducing commissions while further incentivizing NFIP policy sales efforts
     b. Encourage greater participation by those outside of the 100-year floodplain via expanded use of the Preferred Risk Policy
     c. Further strengthen enforcement responsibilities to ensure those in the 100-year floodplain have and maintain flood insurance

  3) Mitigation
     a. Increase funding for existing flood mitigation programs
     b. Establish tax credits for mitigation efforts
     c. Consider voucher/loan programs to further emphasize mitigation, particularly for lower-income participants

INFANT MORTALITY

The Unified Government **SUPPORTS** the Mothers Offspring Mortality Morbidity Awareness Act or HR 1897 MOMMA Act.

- This Act will improve Federal efforts in the prevention of maternal mortality by providing funding to programs proven to decrease the risk factors related to maternal mortality.

- This funding would include extending Medicaid and CHIP coverage for pregnant and postpartum women, creation of Maternal Mortality Review projects and State/Local Perinatal Quality Collaboratives. The intent would be to utilize quality improvement principles to improve maternal and infant health outcomes.

- This act would be funded through an increase in the Federal cigarette and tobacco excise tax.

OPIOID ADDICTION SUPPORT AND PREVENTION

SUPPORT appropriations activities to fund programs in CARA and the 21st Century Cures Act to help the UG fight opioid addiction.

- Over 47,000 people died of opioid overdoses in the United States in 2017. Congress has taken several major steps on opioid addiction. First was the Comprehensive Addiction and Recovery Act (CARA) passed in July 2016. This bill authorized a variety of activities across many federal agencies to combat opioid addiction. This includes pharmaceutical research and development, law enforcement tools, addiction recovery programs, and the like. However, CARA does not provide any funding for these activities, leaving the funding levels for each of the authorized activities subject to annual appropriations.

- The 21st Century Cures Act, passed in December 2016, also addresses opioid abuse. Section 1003 of the bill provides $1 billion to the states to address opioid abuse. The $1 billion is to be provided over a two-year period, and the first $500 million was appropriated in the FY 2017 Continuing Resolution in December 2016. The Administration stated that they plan to continue to allocate opioid epidemic funding based on a state's population, rather than considering need.

- The 115th Congress pursued several avenues for addressing the opioid crisis, ultimately passing the Substance Use–Disorder Prevention that Promotes Opioid Recovery and Treatment for Patients and Communities Act, or the SUPPORT for Patients and Communities Act in October of 2018. All parties agree that this legislation is simply a first step in addressing the crisis and will not solve the problem on its own, but it shows significant progress and a commitment by Congress to get something done to address this issue in a difficult political environment. Among other things, the bill has a significant impact on increasing Medicaid coverage for substance use disorders. The bill will temporarily allow states to use federal Medicaid funds for coverage of institutional treatment of all substance abuse disorders for up to 30 days. Currently, federal law prohibits the use of Medicaid funds for treatment in facilities with more than 16 beds. This should assist those in need to be able to access care and enable facilities to increase the number of treatment beds they offer.

- SUPPORT for Patients and Communities Act will also require providers to check prescription drug monitoring databases (PDMP) prior to prescribing a controlled substance and facilitate access to PDMPs for state Medicaid agencies, Medicaid providers and managed care plans. Finally, the bill creates a number of small grant programs for providers to support implementation of voluntary programs for care and treatment of individuals after a drug overdose, to support treatment for individuals with a substance abuse disorder at comprehensive opioid recovery centers, and for hospitals and emergency departments to develop, implement, enhance, or study alternatives to opioids for pain management. Each of these programs is authorized at $10 million per year, for the next five years.

PUBLIC SAFETY AND CRIME PREVENTION

SUPPORT the reauthorization of the Violence Against Women Act (H.R. 1585), originally enacted in 1994, which passed the House on April 4, 2019. The VAWA creates opportunities for sexual assault and domestic violence survivors to participate in legal programs that may result in the expungement of criminal convictions.

- The bill reauthorizes the use of the STOP Grants and expands grant funding for programs focused on increasing survivor, law enforcement, community safety, and legal assistance for dependent children in appropriate circumstances.
- The bill directs grant monies to ensure the lawful recovery and storage of dangerous weapons by law enforcement agencies.
- Directs grants to States and local governmental entities that discourage compelling victim testimony
- Reauthorizes grants to improve the criminal justice system response by strengthening effective law enforcement and prosecution strategies to combat violent crimes against women and to develop and strengthen victim services
- Reauthorizes funding for legal assistance for victims and extends this assistance to dependents of victims when necessary for the safety of the victim
- Reauthorizes grants to support families in the justice system and directs grant monies to develop and implement laws, policies procedures, or training to ensure the lawful recovery and storage of dangerous weapons by law enforcement agencies from an adjudicated perpetrator of any offense of domestic violence, dating violence, sexual assault, or stalking ("the VAWA crimes"), and the return of such weapons when appropriate
- Reauthorizes grants for outreach and services to underserved populations
- Increases authorized funding for Rape Prevention and Education grants and expands them to cover sexual violence and sexual harassment
- Increases authorized funding for Creating Hope through Outreach, Options, Services, and Education (CHOOSE) grants for children and youth expanding them to address sex trafficking or bullying as part of a comprehensive program addressing the four VAWA crimes
- Expands programming to cover youth in underserved populations
- Increases funding for grants to combat violent crimes on campuses and allocates funding to train campus health centers to recognize and respond to the VAWA crimes
- Increases funding for Saving Money and Reducing Tragedies (SMART) prevention programming to include the unmet needs of underserved populations
- Reauthorizes funding for grants to strengthen the healthcare system's response to the VAWA crimes, to include improving the capacity of early childhood programs to address the VAWA crimes among the families they serve, to incorporate addressing labor and sex trafficking as part of a broader focus on training programs, to develop State-level pilot programs to address the response of substance use disorder treatment programs to the VAWA crimes, and to improve data-collection

Tax and Finance

Opportunity Zones

SUPPORT investment in the six Opportunity Zones designated within Kansas City/Wyandotte County, KS.

- On December 12, 2018, President Trump signed an "Executive Order (EO) on Establishing the White House Opportunity and Revitalization Council," which builds off a provision in the *Tax Cut and Jobs Act* (P.L. 115-97) that created tax incentives for investment in areas designated as "opportunity zones" by the U.S. Department of the Treasury. A second round of rules for investors was released on April 17, 2019.

- The EO supplements the tax bill provision by establishing the White House Opportunity and Revitalization Council, which will streamline resources across 13 different federal agencies for opportunity zones, including grant funding, loan guarantees for investors and infrastructure spending. The council will be led by U.S. Department of Housing and Urban Development Secretary Ben Carson and convene state, local and tribal stakeholders to coordinate economic development strategies for opportunity zones.

- The program's tax benefits can be substantial: People can defer the capital gains taxes that would have been owed with the sale of an asset if that money is put into an opportunity zone. They can then get a 15 percent discount on those taxes if they hold the investment for at least seven years. On top of that, they can skip capital gains taxes altogether on the Opportunity Zone investment itself if they hang onto it for at least 10 years.

Protect Municipal Bonds

SUPPORT the current tax exemption on municipal bonds. Municipal bonds are critical for local governments to finance public infrastructure that supports everyday life. Removing the tax exemption will increase the cost of building streets, bridges, sewers and other municipal projects, greatly increasing the cost for local taxpayers.

- The issue of the deductibility of municipal bonds was not included in the comprehensive tax reform legislation signed into law at the end of 2017, however it may continue to be an issue in the future.

- If the deduction was eliminated in the future, it is estimated that the difference in the rate of earnings the UG and other local governments would need to offer prospective buyers for their taxable bonds would depend on the market, but typically would range from 1.5 to 2 percent more for those offerings. On $1 million borrowed, this would likely cost $20,000 more in interest per year. Taking this further, if the UG were to amortize a $100 million loan over 30 years at taxable bond rates two percent higher than if the bonds were tax-exempt, the additional cost to taxpayers over those 30 years could be roughly $30 million.

FY 2020 Federal Funding for City/County Services

SUPPORT federal programs in FY 2020 appropriations legislation that enhance City/County services.

- The Trump Administration has proposed drastic cuts to and eliminations of several domestic spending programs. The budget proposals included cuts to or the elimination of several programs of importance to the Unified Government. Likewise, sequestration poses another threat to Federal discretionary spending.

- The Budget Control Act (passed in 2011) established budgetary caps in law for discretionary spending – one cap for defense accounts and another for non-defense accounts – through FY 2021. The penalty for spending over the caps is a sequestration of funds through a percentage-based cut to every account, program and project funded by discretionary spending, to ensure spending is in line with the budgetary caps. In February of 2018 Congress passed legislation to raise the budget caps for both defense and non-defense accounts for two fiscal years, avoiding the threat of sequestration for that time period. Budget caps will return in Fiscal Year 2020, meaning that appropriations bills considered by Congress in early 2019 will have to abide by the limitations of the Budget Control Act unless Congress devises a new workaround.

- The UG supports funding the following programs in FY 2020 Appropriations legislation"

  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 programs** - to support law enforcement, prosecution and courts, crime prevention, corrections, drug treatment and other important initiatives and 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

- **Opioid Abuse** – to support grants to state and local governments (authorized under the "Comprehensive Addiction and Recovery Act" (S. 524)) to provide services relating to opioid abuse, including first-responder training for opioid overdose reversal drugs and treatment alternatives to incarceration programs.

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

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.
- **Port Security Grant Program** – to support increased port-wide risk management and protect critical surface transportation infrastructure from acts of terrorism, major disasters, and other emergencies.

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

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
- **Transportation Alternatives Program** - to increase transportation choices and access to transportations services
- **BUILD 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
- **Homeless Assistance Grants** – to support new permanent housing units to quickly rehouse homeless individuals and families
- **Emergency Solutions Grant (ESG) –** to assist communities with reducing homelessness and by providing funding for street outreach, emergency shelters, homelessness prevention, and rapid rehousing
- **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
- **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.