The background of the slide is a grayscale image of the Western Nevada State Capitol dome. The dome is a large, ornate structure with a central cupola topped by a statue. It features multiple tiers of windows and classical architectural details. The text is overlaid on this image.

WESTERN NEVADA  
SHARED  
FEDERAL  
FRAMEWORK

**One Region. One Voice.**

***Working Draft***

***October 9***

## **Summary**

In an era of unprecedented economic and political change, leaders of the local, regional, state, and not-for-profit agencies in Western Nevada are collaborating with urgency, and a common vision to improve the quality of life and economic prosperity of the region. The combined infrastructure, program, and policy recommendations outlined in this report are critical to building a stronger community. The Shared Federal Framework (SFF) is designed to articulate the federal regulatory, policy, and funding needs and priorities of Northern Nevada.

The initial objectives of the SFF were focused on economic development and infrastructure investments that support short- and long-term job growth. The early champions of the SFF were members of the City of Reno, City of Sparks, and Washoe County.

Current SFF participants are predominantly associated with the Washoe County region and the Lake Tahoe Basin. The SFF is a dynamic group and the number of participating entities is expected to grow over time. It is anticipated that additional county and city governments in Northern Nevada will join the SFF discussions as well as members of the private sector. Participation in the SFF is voluntary and no costs will be incurred by participants unless they desire to do so. This document reflects the federal priorities that have been provided by the following entities:

- City of Reno
- City of Sparks
- County of Washoe
- Desert Research Institute
- Douglas County
- Flood Management Authority
- Regional Transportation Commission of Washoe County
- Reno-Tahoe Airport Authority
- Tahoe Regional Planning Agency

Additional participants in the SFF to date, who may be providing their federal priorities for future editions of this report, include the following:

- Consolidated Municipality of Carson City
- Economic Development Authority of Western Nevada
- Nevada Association of Counties
- Nevada League of Cities
- Office of Nevada Governor Brian Sandoval
- Reno Sparks Convention and Visitors Authority
- Tahoe Transportation District
- Truckee Meadows Community College
- Truckee Meadows Regional Planning Agency
- Truckee Meadows Water Authority

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- University of Nevada, Reno
- Western Nevada Development District

The SFF integrates and builds on the efforts of other regional collaborations, including the following:

- Trans-Sierra Coalition – The Trans-Sierra Coalition recognizes that transportation and mobility improvements have the capacity to positively impact public safety and the local economy. The Coalition supports working with regional partners to pursue a well-funded investment program for transportation infrastructure. Members of the Coalition include the Tahoe Transportation District, Douglas County, Washoe County, and the Regional Transportation Commission of Washoe County.
- Stronger Economies Together (SET) Program through the Western Nevada Development District (WNDD) Comprehensive Economic Development Strategy (CEDS) includes the following nine jurisdictions: Carson City, Churchill County, Douglas County, Humboldt County, Lyon County, Mineral County, Pershing County, Storey County, and Washoe County. Their vision:

*Western Nevada is an innovative, regional economy, rooted in sustainable development and enriched by the area’s abundant natural resources and the collaboration of its independent unique communities. Region-wide, these prosperous communities demonstrate a forward-moving commitment to quality of life and to opportunity for all residents.*

They work to provide opportunities for individuals in rural communities to work collaboratively toward a regional economic development plan. SET has worked to establish targets for multiple sectors in the region including: business services, energy, mining, agriculture, defense, manufacturing, biomedical, transportation and logistics, arts, entertainment, and recreation.

The key priority areas for the SFF are:

- Economic Development and Community Services
- Energy & the Environment
- Federal Lands
- Health & Human Services
- Public Safety
- Transportation

While there are many project priorities in each of these policy areas, some initiatives are expected to be the subject of legislative action within the next year. These most pressing issues are summarized below.

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**Economic Development and Community Services**

Economic Development and Community Services issues are centered on restoring funding of programs to prior levels. The Medicaid issue pertains to inmate care not being allowed in the Affordable Care Act. The Marketplace Fairness Act allows for competitiveness with local businesses that must collect taxes.

<b>Entities</b>	<b>Priorities</b>	<b>Federal entities</b>
<ul style="list-style-type: none"> <li>• City of Sparks</li> <li>• City of Reno</li> <li>• Washoe County</li> <li>• State of Nevada</li> </ul>	<ul style="list-style-type: none"> <li>• Marketplace Fairness Act</li> <li>• Community Assistance Center</li> <li>• Community Development Block Grant</li> <li>• Housing Rehabilitation Deferred Loan Program</li> <li>• Homeless Housing Assistance Grants</li> <li>• Medicaid Eligibility for Incarcerated individuals (\$20 Million)</li> <li>• Child Welfare</li> <li>• Mental Health Funding</li> </ul>	<ul style="list-style-type: none"> <li>• HUD Department Budget</li> <li>• Center for Medicaid Services</li> <li>• Marketplace Fairness Act</li> <li>• HUD Program Funding</li> <li>• HOME Consortium</li> <li>• Federal Title IV-E Funding</li> <li>• Marketplace Fairness Act</li> <li>• Social Security Act – Title XIX</li> <li>• Affordable Care Act</li> </ul>

**Federal Lands**

The Douglas County Lands Bill will facilitate land exchange and conservation easement funding along with tribal land and land usage options in the Tahoe Basin.

<b>Entities</b>	<b>Priorities</b>	<b>Federal entities</b>
<ul style="list-style-type: none"> <li>• Douglas County</li> </ul>	<ul style="list-style-type: none"> <li>• Douglas County Lands Bill</li> <li>• Other federal lands bills as developed at the county level</li> <li>• Sage Grouse Habitat Conservation</li> <li>• Cemetery Project</li> </ul>	<ul style="list-style-type: none"> <li>• Bureau of Land Management</li> <li>• US Forest Service</li> </ul>

**Energy and Environment Priorities**

WRDA is funding that will be governed by the USACE and impacts critical flood control projects in the Truckee Meadows.

The Lake Tahoe Restoration Act (LTRA) will address many of the critical issues surrounding water issues in the Lake Tahoe Basin and Truckee River Watershed.

The Farm Bill allows for certain water and waste water projects as well as funding for rural development

<b>Entities</b>	<b>Priorities</b>	<b>Federal entities</b>
<ul style="list-style-type: none"> <li>• Douglas County</li> <li>• Tahoe Regional Planning Agency</li> <li>• Desert Research Institute</li> <li>• City of Reno</li> <li>• City of Sparks</li> <li>• Truckee River Flood Control</li> </ul>	<ul style="list-style-type: none"> <li>• Water Resources Development Act (WRDA)</li> <li>• Lake Tahoe Restoration Act (\$300 Million)</li> <li>• Catastrophic Wildfire Prevention Act (S. 1479 or HR 1526)</li> <li>• Protecting Lakes Against Quaggas (PLAQ) HR 1823</li> </ul>	<ul style="list-style-type: none"> <li>• Water Resources Development Act</li> <li>• Lake Tahoe Restoration Act</li> <li>• Reauthorization of the Farm Bill</li> <li>• US Army Core of Engineers</li> <li>• US Bureau of Reclamation</li> <li>• USDA Rural Development</li> <li>• US Department of Energy</li> </ul>

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**Public Safety**

Utilizing government funding for local EMS needs  
 Funding for more community officers in the Reno, Sparks and Washoe areas.  
 Healthy forest initiatives for both health and wildfire risk  
 Restoration of funding for Emergency Management and Homeland Security  
 JAG grant program funding  
 SAFER Grant Funding for firefighters – (\$13.5 Million in 2012)  
 Replacement SCUBA Funding - (\$480K)

Entities	Priorities	Federal entities
<ul style="list-style-type: none"> <li>• City of Reno</li> <li>• City of Sparks</li> <li>• Washoe County</li> </ul>	<ul style="list-style-type: none"> <li>• Assistance to Firefighter Grant Program</li> <li>• Community Oriented Policing Strategies</li> <li>• Emergency Management Performance Grant Program</li> <li>• Identification of insect damage, drought, deteriorating forest health conditions along with wildfire risk assessment</li> <li>• Justice Assistance Grant Program</li> <li>• SAFER Program</li> <li>• Sparks Fire Department Self-Contained Breathing Apparatus – Replacement</li> <li>• Wildfire Management and Mitigation</li> </ul>	<ul style="list-style-type: none"> <li>• FEMA</li> <li>• Department of Homeland Security Annual Budget &amp; Consolidated Appropriations Act</li> <li>• US Department of Justice</li> <li>• H.R. 818, the “Healthy Forest Management and Wildfire Prevention Act,”</li> <li>• Emergency Management and Homeland Security programs</li> <li>• Consolidated Appropriations Act</li> <li>• USDA NRCS Emergency Watershed Protection Program (EWPP)</li> <li>• Pre-Disaster Mitigation Grant Program</li> <li>• Fire Management Assistance Grant Program (FMAGP);</li> <li>• Stafford Act</li> </ul>

**Transportation Priorities**

Many transportation issues are focused on CRs and impacts due to sequestration as well as a return to prior year funding levels.

Entities	Priorities	Federal entities
<ul style="list-style-type: none"> <li>• RTC – Washoe County</li> <li>• Reno Tahoe Airport Authority</li> <li>• Carson City</li> <li>• Tahoe Regional Planning Agency</li> </ul>	<ul style="list-style-type: none"> <li>• Transportation Security Administration – Security Exit Lane Staffing (10 TSA staff - \$600K per year)</li> <li>• Sequestration and Continuing Resolutions</li> <li>• Airport Improvement Program (AIP) Funding Program (\$3.5 Million)</li> <li>• Passenger Facility Charge Cap Increase</li> <li>• MAP 21 Reauthorization &amp; associated transportation project priorities</li> </ul>	<ul style="list-style-type: none"> <li>• Federal Highway Administration</li> <li>• Federal Transit Administration</li> <li>• Federal Aviation Administration</li> <li>• Transportation Security Administration</li> </ul>

The federal priorities that have been identified by SFF participants to date are summarized in the list below. The priorities are organized by issue and presented in alphabetical order. The issue

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categories are aligned with the Congressional committees that address the various topics. A project sheet providing more information about each priority is provided later in this report.

**Index of Federal Priorities (in alphabetical order by issue)**

Priority	Requesting Entity	Page Number
<b>Economic Development &amp; Community Services</b>		
Community Development Block Grant	Cities of Reno & Sparks, Washoe County	10
HOME	Cities of Reno & Sparks, Washoe County	
HUD Program Funding (Homeless Housing Assistance grants, Shelter Plus Care, Section 8 housing assistance, Section 108 Loan Guarantee)	Washoe County	
Federal Title IV-E Funding	Washoe County	
Larry D. Johnson Community Center	City of Sparks	
Marketplace Fairness Act	Cities of Reno & Sparks, Washoe County	
Medicaid Eligibility for Incarcerated Individuals	Washoe County	
<b>Energy &amp; Environment</b>		
Carson Valley – Douglas County Water Project	Douglas County	20
Lake Tahoe Restoration Act (LRTA)	Tahoe Regional Planning Agency	
Protecting Lakes Against Quaggas (PLAQ) H.R. 1823	Tahoe Regional Planning Agency	
Quagga Mussel Research	Desert Research Institute	
Lake Tahoe Water Projects – Regional Inter-tie System	Douglas County	
Lake Tahoe Water Projects - Upgrade Fire Flow Capacity	Douglas County	
Truckee Basin Study Results Implementation	Tahoe Regional Planning Agency	
Truckee Meadows Water Reclamation Facility (TMWRF) Environment and Energy Enhancements	City of Reno, City of Sparks, Truckee River Flood Control	
Truckee River Flood Project	City of Reno, City of Sparks, Truckee River Flood Project	
Urban Flood Demonstration Program	Desert Research Institute	
Water Resources Development Act (WRDA)	Tahoe Regional Planning Agency, City of Reno	
<b>Federal Lands</b>		

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Priority	Requesting Entity	Page Number
Cemetery Project	City of Sparks	
<b>Public Safety</b>		
Assistance to Firefighters Grant Program	City of Reno	36
Community Oriented Policing Strategies	Cities of Reno & Sparks	
Emergency Hazardous Fuels Reduction Projects	Washoe County	
Emergency Management Performance Grant program	Washoe County	
Justice Assistance Grant Program (JAG)	City of Reno	
SAFER Program	City of Reno	
Sparks Fire Department Self-Contained Breathing Apparatus (SCBA) Replacement	City of Sparks	
Wildfire Management and Mitigation	Washoe County	
<b>Transportation</b>		
4 <sup>th</sup> Street/Prater Way BRT & Complete Street Project	Regional Transportation Commission of Washoe County	45
Airport Improvement Program (AIP) Funding Protection	Reno-Tahoe Airport Authority	
Bus Maintenance Facility & Alternative Fuels Program	Regional Transportation Commission of Washoe County	
Carson City Freeway	Carson City	
I-11	Regional Transportation Commission of Washoe County	
I-80 Corridor Investment Plan Improvements	Regional Transportation Commission of Washoe County	
Moving Ahead for Progress in the 21 <sup>st</sup> Century (MAP-21) Reauthorization	Regional Transportation Commission, Tahoe Transportation District, etc...	
National Bus and Bus Facilities Program	Regional Transportation Commission of Washoe County	
Passenger Facility Charge (PFC) Cap Increase	Reno-Tahoe Airport Authority	
Pyramid Highway/US 395 Connector	City of Sparks, Regional Transportation Commission of Washoe County	
RAPID Extension to UNR	Regional Transportation Commission of Washoe County	
Sequestration and Continuing Resolutions	Reno-Tahoe Airport Authority	
Transportation Security Administration (TSA) Security Exit Lane Staffing	Reno-Tahoe Airport Authority	
US 395 Widening north of I-80	Regional Transportation Commission of Washoe County	

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# Economic Development & Community Services Priorities

Priority	Requesting Entity	Page Number
<b>Economic Development &amp; Community Services</b>		
Community Development Block Grant	Cities of Reno & Sparks, Washoe County	10
HOME	Cities of Reno & Sparks, Washoe County	
HUD Program Funding (Homeless Housing Assistance grants, Shelter Plus Care, Section 8 housing assistance, Section 108 Loan Guarantee)	Washoe County	
Federal Title IV-E Funding	Washoe County	
Larry D. Johnson Community Center	City of Sparks	
Marketplace Fairness Act	Cities of Reno & Sparks, Washoe County	
Medicaid Eligibility for Incarcerated Individuals	Washoe County	

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<b>Requesting Entity</b>	<b>City of Reno, City of Sparks, Washoe County</b>
<b>Project/Policy Name</b>	<b>Community Development Block Grant (CDBG)</b>
Location	Cities of Reno & Sparks, Washoe County, Nevada
Federal Agency:	Department of Housing and Urban Development (HUD) Annual Budget
Project/Policy Description	The Community Development Block Grant (CDBG) provides funding and control to communities to meet local needs for economic development, housing, and public services. CDBG's eligible activities include funding economic development programs, mitigating blight, creating jobs, providing housing, and funding public services that benefit low- to low-moderate income individuals.
Regional Significance	<p>Reno uses its CDBGs to fund infrastructure improvements that benefit eligible neighborhoods; housing programs for low-income individuals; and public services for very-low income individuals and households that facilitate recovery from homelessness. In FY 12/13, Reno's CDBGs supported services for &gt;5,000 individuals, provided &gt; 60 units of housing, and preserved/created 6 jobs.</p> <p>Sparks utilizes CDBG funds with Reno and Washoe County to finance Continuum of Care, the Silver State Fair Housing Council, and the Community Assistance Center in Reno. Sparks designates a share of its CDBG funding for the rehabilitation of homes owned and occupied by low and moderate-income households. The Housing Rehabilitation Deferred Loan Program assists single-family homeowners with zero percent interest deferred loans up to \$20,000. The Emergency Repair Grant Program provides single-family homeowners with a one-time grant up to \$2,500 for life safety emergencies and ADA modifications.</p> <p>CDBG funding is additionally used to upgrade aging infrastructure in older, low, and moderate income neighborhoods. Sparks plans for investments over \$500,000 for improvements in sidewalks, curbs, and gutters along 5<sup>th</sup> Street in FY 2013/2014.</p>
Amount request by Fiscal Year:	Maintain current funding levels
Congressional District and Members:	<p>2<sup>nd</sup> Congressional District</p> <p>Honorable Harry Reid, Majority Leader, United States Senate</p> <p>Honorable Dean Heller, United States Senate</p>

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	Honorable Mark Amodei, U.S. House of Representatives
DC Contact	<p>Reno: Carolyn Chaney/Chris Giglio (<a href="mailto:chaney@capitaleedge.com">chaney@capitaleedge.com</a> and <a href="mailto:giglio@capitaleedge.com">giglio@capitaleedge.com</a>)</p> <p>1212 New York Avenue NW, Suite 250</p> <p>Washington, D.C. 20005-3953</p> <p>(202) 842-4930</p> <p>Sparks: Anja Graves, 1660 L Street NW, 501, Washington, DC 20036, 202-969-2090, <a href="mailto:anjagraves@chgassociates.com">anjagraves@chgassociates.com</a></p>
Local Agency Contact	<p>Reno: Maureen McKissick, Strategic Development Administrator, (775) 334-2253</p> <p>Megan Salcido, Government Affairs Coordinator, (775) 334-4618</p> <p>Sparks: Adam Mayberry, 431 Prater Way, Sparks, NV 89431, 775-353-7894, <a href="mailto:amayberry@cityofsparks.us">amayberry@cityofsparks.us</a></p> <p>Washoe County: Marcus Faust (<a href="mailto:marcusfaust@msn.com">marcusfaust@msn.com</a>)/Olivia Sanford (<a href="mailto:omsanford@msn.com">omsanford@msn.com</a>) 332 Constitution Avenue, NE Washington, DC 20002 (202) 547-5400</p>

<b>Requesting Entity</b>	<b>City of Reno, City of Sparks, Washoe County</b>
<b>Policy Name</b>	<b>HOME Investment</b>
Location	Cities of Reno & Sparks, Washoe County, Nevada
Federal Agency	Department of Housing and Urban Development (HUD) Annual Budget
Project Description	HOME provides formula grants to states and local governments to create affordable housing for low-income households. HOME's eligible activities include providing financing assistance to eligible homeowners for rehabilitation and to new homebuyers for home purchase. HOME funds may also be used to build or rehabilitate housing for rent or ownership by low-income individuals.
Regional Significance	The City of Reno, the City of Sparks and Washoe County comprise the Washoe County HOME Consortium (WCHC), which receives and administers HOME funds in Reno, Sparks and unincorporated Washoe County. These funds can be utilized for pre-development, development, construction, acquisition, preservation and substantial rehabilitation of affordable, permanent or transitional, housing units. WCHC's primary goal is to help low-income persons obtain affordable housing. WCHC additionally allocates funds for deposit and rental assistance to homeless families who meet certain qualifying criteria. In FY12/13, the WCHC developed and/or rehabilitated approximately 100 rental units that are affordable to

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	<p>households earning no more than 50 percent of the area median income (AMI), as well as provided deposit and rental assistance to approximately 50 renter households. Significantly, in FY12/13, HOME funds expended by the WCHC for completed rental projects leveraged approximately \$18,635,039 in private and state resources.</p> <p>HOME Consortium and the Low Income Housing Tax Credit have provided much needed development in low and medium income neighborhoods. The recent construction of a 43-unit housing development in the Oddie Boulevard corridor is just one example of this program's success. The affordable housing developments in Sparks are accredited to HOME and the Low Income Housing Tax Credit.</p> <p>The HOME Consortium is a Housing and Urban Development funded program focused on affordable housing. This program combined with the Low Income Housing Tax Credit has encouraged investments in Sparks' Oddie Boulevard corridor. These programs are currently threatened due to a <u>tax reform proposal set to eliminate "all special provisions in the form of exclusions, deductions, and credits and other preferences" unless they have support from Senators.</u></p>
Amount request by Fiscal Year:	Maintain current funding levels
Congressional District and Members	<p>2<sup>nd</sup> Congressional District                  Honorable Harry Reid, Majority Leader, United States Senate                  Honorable Dean Heller, United States Senate                  Honorable Mark Amodei, U.S. House of Representatives</p>
DC Contact	<p>Reno: Carolyn Chaney/Chris Giglio (<a href="mailto:chaney@capitaledge.com">chaney@capitaledge.com</a> and <a href="mailto:giglio@capitaledge.com">giglio@capitaledge.com</a>)                  1212 New York Avenue NW, Suite 250, Washington, D.C. 20005-3953, (202) 842-4930                  Sparks: Anja Graves, 1660 L Street NW, 501, Washington, DC 20036, 202-969-2090, <a href="mailto:anjagraves@chgassociates.com">anjagraves@chgassociates.com</a></p>
Local Agency Contact	<p>Reno: Maureen McKissick, Strategic Development Administrator, (775) 334-2253                  Megan Salcido, Government Affairs Coordinator, (775) 334-4618                  Sparks: Adam Mayberry, 431 Prater Way, Sparks, NV 89431, 775-353-7894, <a href="mailto:amayberry@cityofsparks.us">amayberry@cityofsparks.us</a>                  Washoe County: Marcus Faust (<a href="mailto:marcusfaust@msn.com">marcusfaust@msn.com</a>)/Olivia Sanford (<a href="mailto:omsanford@msn.com">omsanford@msn.com</a>) 332 Constitution Avenue, NE Washington, DC 20002 (202) 547-5400</p>

**Comment [AG1]:** One "ask" may be to stop the elimination of the special provision?

<b>Requesting Entity</b>	<b>Washoe County, Nevada</b>
<b>Project/Policy Name</b>	<b>Department of Housing and Urban Development (HUD) program funding</b>
Location	Washoe County, Nevada
Project/Policy Description:	<p>Support for FY 2013 and FY 2014 appropriations for the U.S. Department of Housing and Urban Development (HUD): including</p> <ul style="list-style-type: none"> <li>• funding for core HUD in the final FY 2013 and FY 2014 appropriations bills;</li> <li>• \$1.9 billion for Homeless Housing Assistance grants, including an amount to fully fund expiring supportive housing and Shelter Plus Care rent subsidy contracts;</li> <li>• full funding for existing Section 8 project-based and tenant-based contracts;</li> <li>• funding for homebuyer education;</li> <li>• and \$275 million in Section 108 Loan Guarantee authority.</li> </ul> <p>This would restore funding for CDBG and HOME to their FY 2011 levels.</p>

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<b>Requesting Entity</b>	<b>Washoe County, Nevada</b>
<b>Project/Policy Name</b>	<b>Department of Housing and Urban Development (HUD) program funding</b>
Regional Significance	
Congressional District(s) and Member(s)	Honorable Harry Reid, Majority Leader, United States Senate Honorable Dean Heller, United States Senate Honorable Mark Amodei, U.S. House of Representatives, Nevada 2nd Congressional District
DC Contact	Marcus G. Faust/Olivia Sanford 332 Constitution Avenue, N.E. Washington, D.C. 2002 (202) 547-5400 MarcusFaust@msn.com/omsanford@msn.com
Local Agency Contact	John Slaughter Acting Assistant County Manager 775-328-3607 jslaughter@washoecounty.us

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<b>Requesting Entity</b>	<b>Washoe County, Nevada</b>
<b>Project/Policy Name</b>	<b>Federal Title IV-E Funding</b>
Location	Washoe County, Nevada
Federal Agency and Program	Health and Human Services Federal Title IV-E funding
Project/Policy Description:	<ul style="list-style-type: none"> <li>o Maintain current levels of Federal Title IV-E funding (approximately \$13.3 million annually) to ensure the safety and protection of children;</li> <li>o Expand of Federal Title IV-E funding to support placement prevention services to insure the safety and protection of children;</li> <li>o Continue to allow child welfare agencies to claim targeted case management through the Center for Medicaid Services. This program currently provides support in Washoe County in the annual amount of \$2.5 million;</li> <li>o Continue funding of federal grants to include the Department of Housing and Urban Development to support community based housing efforts given demands have increased dramatically for the children, families, and adults we serve, and the Permanency Innovations Initiative (PII) Grant currently in year 4 of 5.</li> <li>o Support New Funding Streams for County/Community-Based Mental Health Programs: Support the continuous and increased use of federal funds to improve early intervention community-based mental health programs, in coordination with local human services and law enforcement.</li> </ul>
Regional Significance	Identified areas are critical to meeting the needs of the vulnerable children, families, and adults in our region.
Congressional District(s) and Member(s)	Honorable Harry Reid, Majority Leader, United States Senate Honorable Dean Heller, United States Senate Honorable Mark Amodei, U.S. House of Representatives, Nevada 2nd Congressional District
DC Contact	Marcus G. Faust/Olivia Sanford 332 Constitution Avenue, N.E. Washington, D.C. 2002 (202) 547-5400 MarcusFaust@msn.com/omsanford@msn.com
Local Agency Contact	John Slaughter Acting Assistant County Manager 775-328-3607 jslaughter@washoecounty.us

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<b>Requesting Entity</b>	<b>City of Sparks</b>
<b>Project/Policy Name</b>	<b>Larry D. Johnson Community Center</b>
Location	Sparks, Washoe County, Nevada
Federal Agency & Program	HUD/ Economic Development Initiative
Project Description	This project will finish construction of a multi-purpose community center. Phase I was partially funded by an Economic Development Initiative grant. Phase II will include a larger main entry, additional class and meeting rooms on multiple levels. Phase III will include a gymnasium in addition to expanded recreation, education, and community meeting facilities serving the neighborhoods of West Sparks.
Regional Significance	The Larry D. Johnson Community Center will serve the neighborhoods of Western Sparks. These neighborhoods feature some of the lowest income households and at-risk children in the city. The Center plans on hosting English as a Second Language classes for all ages.
Total project cost	\$5 million
Prior Federal funding	\$1.25 million
Congressional District	2 <sup>nd</sup> Congressional District  Honorable Harry Reid, Majority Leader, United States Senate  Honorable Dean Heller, United States Senate  Honorable Mark Amodei, U.S. House of Representatives,
DC Contact	Anja Graves, 1660 L Street NW, 501, Washington, DC 20036, 202-969-2090, anjagraves@chgassociates.com
Local Agency Contact	Adam Mayberry, 775-353-7894, amayberry@cityofsparks.us

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<b>Requesting Entity</b>	<b>Cities of Reno &amp; Sparks, Washoe County</b>
<b>Project/Policy Name</b>	<b>Marketplace Fairness Act</b>
Location	Cities of Reno & Sparks, Washoe County, Nevada
Federal Agency & Program:	New Legislation
Policy Description:	Under current law, Main Street merchants are required to collect state and local sales taxes while internet and mail-order retailers are not subject to the same requirements. The Marketplace Fairness Act would remove the unfair competitive advantage that internet retailers have over our Main Street merchants.
Regional Significance	The Marketplace Fairness Act is not a new tax, but instead a way of leveling the playing field. It will provide substantial funding to state and local governments without increasing the federal deficit. According to the National Conference of State Legislatures, state and local governments lose an estimated \$23.3 billion annually to uncollected taxes on remote sales. The bill would greatly assist our city by providing a much needed source of revenue as we continue to struggle out of the recession.
Total project cost:	
Prior Federal funding:	
Congressional District(s) and Member(s)	2 <sup>nd</sup> Congressional District Honorable Harry Reid, Majority Leader, United States Senate Honorable Dean Heller, United States Senate Honorable Mark Amodei, U.S. House of Representatives
DC Contact	Reno: Carolyn Chaney/Chris Giglio ( <a href="mailto:chaney@capitaledge.com">chaney@capitaledge.com</a> and <a href="mailto:giglio@capitaledge.com">giglio@capitaledge.com</a> ) 1212 New York Avenue NW, Suite 250, Washington, D.C. 20005-3953, (202) 842-4930  Anja Graves, 1660 L Street NW, 501, Washington, DC 20036, 202-969-2090, <a href="mailto:anjagraves@chgassociates.com">anjagraves@chgassociates.com</a>  Washoe County: Marcus Faust ( <a href="mailto:marcusfaust@msn.com">marcusfaust@msn.com</a> )/Olivia Sanford ( <a href="mailto:omsanford@msn.com">omsanford@msn.com</a> ) 332 Constitution Avenue, NE Washington, DC 20002 (202) 547-5400
Local Agency Contact	Adam Mayberry, 775-353-7894, <a href="mailto:amayberry@cityofsparks.us">amayberry@cityofsparks.us</a>



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<b>Requesting Entity</b>	<b>Washoe County, Nevada</b>
<b>Project/Policy Name</b>	<b>Medicaid eligibility for incarcerated individuals</b>
Location	Washoe County, Nevada
Federal Agency/Account:	Center for Medicaid Services (CMS)
Program Description:	<p>Currently Title XIX of the Social Security Act, which governs the Medicaid Program, prohibits Federal Financial Participation (FFP) for services provided to inmates even if they are eligible and already enrolled in Medicaid. Additionally, because the State of Nevada does not assume the federal share of providing Medicaid services to eligible persons in county custody, inmates lose eligibility which results in the entire cost of inmate’s care to fall on the county.</p> <p>A conflict with Medicaid regulations resulted with the passage of the Affordable Care Act (ACA), which requires Qualified Health Plans (QHP) offered through Insurance Exchanges to cover inmates pending disposition of charges which would maintain their coverage. To date, the Centers for Medicare and Medicaid Services have declined to issue revised regulations which would harmonize the definition of “inmate of a public institution” with the ACA. Without this reconciliation of the regulations, inmates enrolled under QHPs would be eligible to receive services from that plan but those who are Medicaid eligible would not be covered. In fact, many in-custody QHP eligible individuals will lose their income and become Medicaid eligible. Clearly the administration of both programs will be much more complicated without changes to the regulations.</p>
Regional Significance	<p>The Washoe County Sheriff’s Office currently has responsibility for operations and funding for incarceration; the Washoe County Department of Social Services coordinates with the WCSO to provide health care assistance to indigent clients with a total budget of over \$20 million annually expended on indigent health care. A change supporting continuation or even suspension of benefits while incarcerated will ensure eligible clients remain within the current health care system and ensure efficiencies for funding at a Federal, State, and County level. At a larger level, benefit qualified jail inmates under the ACA would provide new revenues for counties to provide more comprehensive services, particularly substance abuse treatment. Such treatment generally results in measureable savings in the overall cost of health care</p>
Congressional District(s) and Member(s):	<p>2<sup>nd</sup> Congressional District  Honorable Harry Reid, Majority Leader, United States Senate  Honorable Dean Heller, United States Senate  Honorable Mark Amodei, U.S. House of Representatives</p>
DC Contact	<p>Marcus G. Faust/Olivia Sanford  332 Constitution Avenue, N.E.  Washington, D.C. 2002  (202) 547-5400  MarcusFaust@msn.com/omsanford@msn.com</p>
Local Agency Contact	<p>John Slaughter  Acting Assistant County Manager  775-328-3607  jslaughter@washoecounty.us</p>

## Energy & Environment Priorities

The energy and environment priorities reflect the needs of the entities that are interconnected parts of the Truckee River Basin, ranging from Lake Tahoe through the Truckee Meadows and beyond to Pyramid Lake. In addition to the same river system, these entities share common regional infrastructure like the Reno/Tahoe International Airport. For example, preventing new aquatic invasive species from entering Lake Tahoe also protects the Truckee Meadows water treatment and distribution system, while the management of flooding in the Truckee Meadows will protect the airport serving Reno, Sparks, Washoe County, Carson City, Douglas County and Lake Tahoe.



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The energy and environment priorities are divided into those that require legislation, and those that require funding through existing programs within the Presidential Budget.

Legislation Priorities (highest to lowest)	Requesting Entity(ies)	Page Number(s)	Delegation Ask
<p><b>Water Resources Development Act</b></p> <p>a. Funding under Section 5013 in Senate Bill related to Nevada projects is important (e.g., Truckee River Flood Project and Carson Valley-Douglas County Nevada Water Project) and</p> <p>b. Sec 2055 in Senate Bill is important to the Truckee River Flood Project</p> <p>c. The expansion of aquatic invasive species provisions and funding beyond Columbia River Basin to entire country</p> <p>d. Continued funding of research and demonstration of urban flood and stream restoration in arid and semi-arid watersheds. (i.e., Urban Flood Demonstration Program)</p>	<p>Truckee River Flood Management Authority, City of Reno, City of Sparks, Tahoe Regional Planning Agency, Truckee Meadows Water Authority, Desert Research Institute</p>	<p>24, 25 &amp; 26</p>	<p>Please keep these as priorities in the house bill and in conference.</p> <p>Or thanks for keeping these priorities in mind.</p>
<p><b>Lake Tahoe Restoration Act</b></p> <p>This would include important water supply and fire protection projects (e.g., Douglas County intertie and fire flow projects)</p>	<p>Tahoe Regional Planning Agency, Douglas County</p>	<p>16, 20 &amp; 21</p>	<p>Please continue to support the LTRA as introduced in the senate and support once introduced in the house.</p>

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Legislation Priorities (highest to lowest)	Requesting Entity(ies)	Page Number(s)	Delegation Ask
<b>Catastrophic Wildfire Prevention Act (s.1479 or HR1526)</b> The provisions in s.1479 and H.R. 1526 title II are important to prevent catastrophic wildfire	Washoe County	31	Please support the provisions in these bills related to expansion of the Healthy Forest Restoration Act
Protecting Lakes Against Quaggas (PLAQ) H.R. 1823	Tahoe Regional Planning Agency	14	Thank you for your support in the effort to list this species as injurious.

Presidential Budget Priorities (not in priority order)	Requesting Entity	Page Number	Administration Ask
Truckee Meadows Water Reclamation Facility (TMWRF) Environment and Energy Enhancements	City of Reno, City of Sparks, Truckee River Flood	20	DOE -
Creation of Water Research and Education Center	UNR	-	
Quagga Mussel Research	Desert Research Institute	15	BOR -
Truckee Basin Study Results Implementation	Tahoe Regional Planning Agency, Truckee Meadows Water Authority, Truckee River Flood Management Authority	22	BOR -


**WORKING DRAFT**

<b>Requesting Entity</b>	<b>Douglas County Nevada</b>
<b>Project/Policy Name</b>	<b>Carson Valley – Douglas County Nevada Water Project</b>
Location	Carson City, Carson Valley, Nevada
Potential Legislative Vehicle/Federal Agency/Account:	
Project/Policy Description:	This is a regional project that interties the east and west portion of the Carson Valley and provides a back-up for water to Carson City.
Regional Significance	<p>On the west side of the valley there are failed wells and failed systems that need to be tied into the main source of water on the east side of the valley. The east side also needs a back and redundancy for providing water for Carson City.</p> <p>As the water table in certain aquifers are drawn down water users and systems are having to drill deeper. This solution will provide for economic benefits for the entire Carson Valley as well as Carson City who owns water rights in Douglas County. This project looks at how Douglas County can be a water provider for more parts of Nevada.</p>
Total project cost/Federal share/Local Share (amount and percentage):	\$10 Million
Amount request by Fiscal Year:	2014-2015 \$4 Million 2015-2016 \$4 Million 2016-2017 \$2 Million
Prior Federal funding:	No
Congressional District(s) and Member(s):	Mark Amodei (R) Nevada 2 <sup>nd</sup> Congressional District
DC Contact (address, phone, email – include congressional staff/committees and lobbyists)	Marcus G. Faust/Olivia Sanford 332 Constitution Avenue, N.E. Washington, D.C. 2002 (202) 547-5400 MarcusFaust@msn.com/omsanford@msn.com
Local Agency Contact	Commissioner Lee Bonner 775.901.2619, lbonner@co.douglas.nv.us

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<b>Requesting Entity</b>	<b>Tahoe Regional Planning Agency (TRPA), Douglas County</b>
<b>Project/Policy Name</b>	<b>Lake Tahoe Restoration Act (LTRA)</b>
Location	Lake Tahoe Basin
Potential Legislative Action:	Reauthorization of the Lake Tahoe Restoration Act
Project/Policy Description:	<p>LTRA is crucial to continuing the vital Environmental Improvement Program (EIP) at Lake Tahoe. The creation of the EIP spawned from the need to make more progress toward achieving the environmental threshold standards as directed in the Bi-State Compact. Following the Compact amendment in 1980, TRPA adopted nine environmental threshold carrying capacities which set environmental standards for the Lake Tahoe Basin. The nine threshold categories are water quality, soil conservation, air quality, vegetation, wildlife, fisheries, scenic resources, noise, and recreation. The thresholds serve as our benchmarks of success for the health of the Tahoe Basin and many of the standards will take generations to achieve.</p> <p>Priorities for funding would include stormwater/water quality, hazardous fuels reduction, and invasive species management and prevention. Continuing funding for other important initiatives is included in the areas of science, special species such as the Lahontan cutthroat trout, and watershed restoration. The bill protects the Tahoe Basin from future mining claims.</p>
Regional Significance	More than \$1.6 billion has been invested over the last 15 years in environmental restoration projects and scientific evidence shows the loss of clarity is slowing in Lake Tahoe. In 2012, lake clarity was the best it's been in 10 years. This news has inspired a renewed commitment to continuing Tahoe Basin restoration efforts and we believe our collective energy and tremendous investment of resources is making a positive difference. The key to the success of the EIP is the partnership approach to leveraging funds. By having commitments from the federal, state and local governments along with the private sector, EIP dollars are used cost effectively and for maximum benefit. This partnership approach sets Tahoe apart from other large-scale restoration programs in the United States which rely more heavily on federal and state funding.
Bill/Report language request (if applicable):	10 year authorization for \$300 million.
Prior Federal funding:	Authorized under 2000 LTRA
Congressional District(s) and Member(s): Local contact (address, phone, email):	
DC Contact	Douglas County: Marcus Faust ( <a href="mailto:marcusfaust@msn.com">marcusfaust@msn.com</a> )/Olivia Sanford ( <a href="mailto:omsanford@msn.com">omsanford@msn.com</a> ) 332 Constitution Avenue, NE Washington, DC 20002 (202) 547-5400
Local Agency Contact	Julie Regan Chief, External Affairs Tahoe Regional Planning Agency 775-589-5237

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<b>Requesting Entity</b>	<b>Tahoe Regional Planning Agency (TRPA)</b>
<b>Project/Policy Name</b>	<b>Protecting Lakes Against Quaggas (PLAQ), HR 1823</b>
Location	<p>Nation-wide implementation and benefits. Lake Tahoe and Truckee Basin are currently threatened by the quagga mussel. These invasive freshwater mollusks were first introduced to the U.S. in 1986 and are currently found in inland waterways across the U.S., particularly in the southwest and Great Lakes region.</p> 
Potential Legislative Vehicle	Protecting Lakes Against Quaggas, HR 1823
Policy Description	Add quagga mussels to the national list of invasive species as defined under the Lacey Act. It would allow for better-directed inspections of boats crossing state lines or entering federal lands to help prevent further spread of quagga mussels. This important first step will help stop the spread of these pests and could potentially save billions of dollars in future maintenance costs.
Regional Significance	The sharp shells of the quagga mussels have serious adverse impacts on boats, water infrastructure, and native wildlife. They wreak havoc on the water bodies they invade by multiplying at an alarming rate, concentrating pollutants, clogging pipes, and lining shorelines with razor-sharp shells. One established, quaggas are extremely expensive and difficult to remove.
Congressional District(s) and Member(s):	Nation-wide
DC Contact (address, phone, email – include congressional staff/committees and lobbyists)	Kristin Maxwell in Rep. Joe Heck’s office at <a href="mailto:Kristin.Maxwell@mail.house.gov">Kristin.Maxwell@mail.house.gov</a> ; Jason Riederer in Rep. Mark Amodei’s office at <a href="mailto:Jason.Riederer@mail.house.gov">Jason.Riederer@mail.house.gov</a>
Local Agency Contact	John B. Hester, AICP Planning Director Tahoe Regional Planning Agency 775-589-5219 <a href="mailto:jhester@trpa.org">jhester@trpa.org</a>

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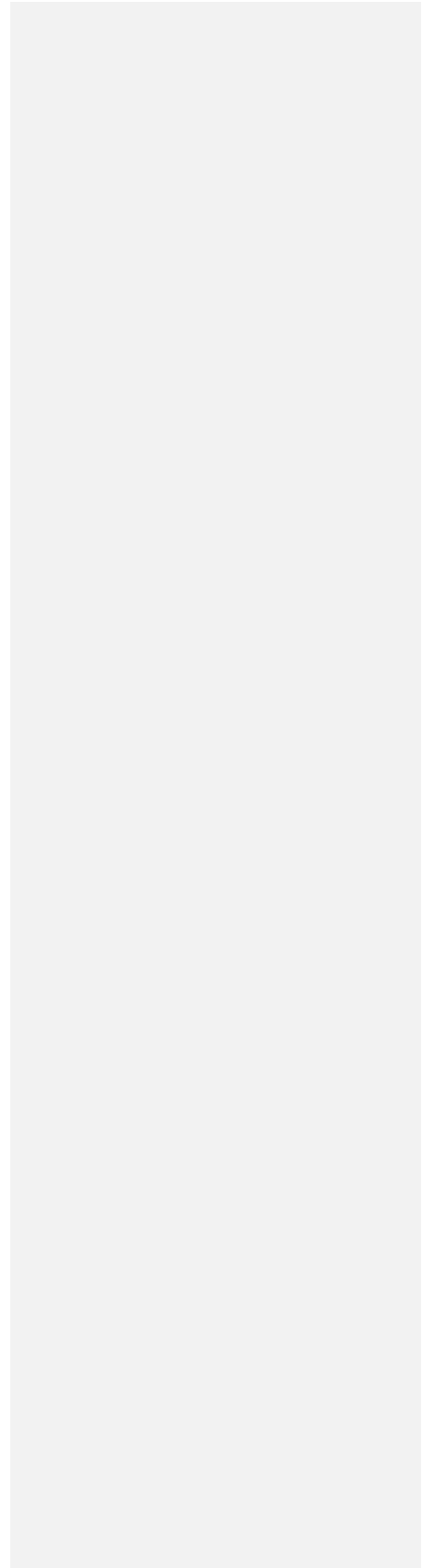
<b>Requesting Entity</b>	<b>Desert Research Institute</b>
<b>Project/Policy Name</b>	<b>Quagga mussel research</b>
Location	Lake Tahoe Basin
Potential Legislative Vehicle/Federal Agency/Account:	US Army Corps of Engineers, US Bureau of Reclamation
Project/Policy Description:	<p>Quagga mussels are establishing with great densities in the Colorado Aqueduct system, and Lake Mead, NV-AZ-CA in particular. This invasion is already having profound ecological and economic impacts. When quagga mussel establish, they can dominate and alter the ecology of lakes. Survival from the veliger stage to adult stage is key in the establishment of mussels in any water body—this indicates the ability for species establishment after introduction. The proposed research will directly assess the habitat suitability of Lake Tahoe and its watershed to support the establishment of quagga mussel. Possible management options in the unfortunate event of mussel introduction and spread in Lake Tahoe will also be addressed. There is an urgent need to finalize answers to the question of whether quagga could be established with reproductively viable populations that increase over time. This is a particularly critical question given the more strict control and management strategies have been adopted by the Tahoe Regional Planning Agency, particularly with respect to boat inspection and washing programs at the lake. Decisions related to future investments in costly inspection activities would clearly benefit from a better understanding as to whether quagga can survive and reproduce in Lake Tahoe.</p>
Regional Significance of Project/Policy – describe current project status	<p>Recent findings from other western aquatic ecosystems indicate that quagga mussels survival can occur under variable and lower calcium concentrations than previously reported. While Lake Tahoe has been categorized as “low risk” for quagga mussel establishment based solely on its low dissolved calcium, preliminary findings from the pilot study conducted by University of Nevada Reno and Desert Research Institute scientists provide evidence that short-term adult and juvenile quagga survival could be possible in Lake Tahoe. There is an urgent need to develop a complete risk analysis based on early and late stage life histories of quagga and a basic predictive model for describing the locations of mussels in Lake Tahoe’s nearshore and region. Lake managers are seeking information to determine how strict boater inspections and policies need to be to prevent invasion of quagga mussel to the basin. Thus, additional funding is needed to provide critical information that will fill in critical gaps of knowledge. DRI’s past and ongoing projects on Quagga mussels:</p> <ol style="list-style-type: none"> <li>1. <i>Scale of invasion</i>: spatio-temporal distribution in Lake Mead</li> <li>2. <i>Physiological Ecology of Quagga mussel</i>: To understand the potential of damage and to predict the future environmental alteration, it is important to understand temperature tolerances, preferences, and acclimation by these species in the local environment</li> <li>3. <i>Population structures under various substrate conditions</i>: The success or failure of any invading species depends on its capacity to acclimate and/or adapt to the recipient ecosystem. Therefore, the study of population structure under various substrate conditions is extremely important.</li> <li>4. <i>Potential for metalloid bioaccumulation</i>: It is important to determine the extent to which Quagga mussels can bioaccumulate metals and metalloids of concern in the local environment.</li> <li>5. Determination of Quagga veliger attachment survival and growth</li> </ol>



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<b>Requesting Entity</b>	<b>Desert Research Institute</b>
<b>Project/Policy Name</b>	<b>Quagga mussel research</b>
	<p>6. Determination of Quagga adult survival, growth, and potential for producing viable gametes</p> <p>7. Laboratory spawning of Quagga mussels: comparison of spawning methods and adult fecundity</p> <p><u>DRI/UNR's Ongoing Project in Lake Tahoe</u>  Testing the survival and growth of quagga mussels in Lake Tahoe  The primary goal of this study is to fill in the knowledge gaps from the pilot study initiated by the Tahoe Regional Planning Agency to further develop invasive species prevention policies in the basin. To fill these knowledge following issues are being addressed:</p> <ol style="list-style-type: none"> <li>1) Whether the veliger state of quagga mussel will attach, survive and grow in the low calcium, waters of Lake Tahoe;</li> <li>2) Whether adult quagga mussel will survive, grow, or produce viable gametes in the low calcium waters of Lake Tahoe;</li> <li>3) Whether Lake Tahoe will represent a "sink" for quagga populations and thus not produce viable, populations.</li> </ol> <p>The specific objective for understanding the invasion potential for quagga mussel into the waters of Lake Tahoe include:</p> <ol style="list-style-type: none"> <li>1) Determination of quagga veliger settlement, survival and growth;</li> <li>2) Determination of quagga adult survival, growth, and potential for producing viable gametes;</li> <li>3) Assign a probability of risk to the nearshore areas and regional water bodies based on the experiments and previously collected calcium concentrations along the nearshore of lake during the pilot study.</li> </ol> <p>Past projects on quagga mussels have provided funding for several graduate students to work and train on quagga mussel research and management. Many new treatment techniques are currently being studied to help deal with quagga mussels infested water. DRI has a state of the art laboratory facility for quagga mussel research.</p>
Total project cost:	\$1 million
Amount request by Fiscal Year:	\$500,000
Congressional District(s) and Member(s):	Honorable Harry Reid, Majority Leader, United States Senate Honorable Dean Heller, United States Senate Honorable Mark Amodei, U.S. House of Representatives, Nevada's 2 <sup>nd</sup> District Honorable Dina Titus, U.S. House of Representatives, Nevada's 3 <sup>rd</sup> District
DC Contact	Jessica Molesworth (Malow), Van Scoyoc Associates, Phone: 202-737-8740 (direct), 202-285-0311 (cell) JMalow@vsadc.com
Local Agency Contact	Kumud Acharya, Desert Research Institute, 755 E. Flamingo Road, Las Vegas, 89119, Phone: 702 862 5371, <a href="mailto:Kumud.Acharya@DRI.EDU">Kumud.Acharya@DRI.EDU</a>

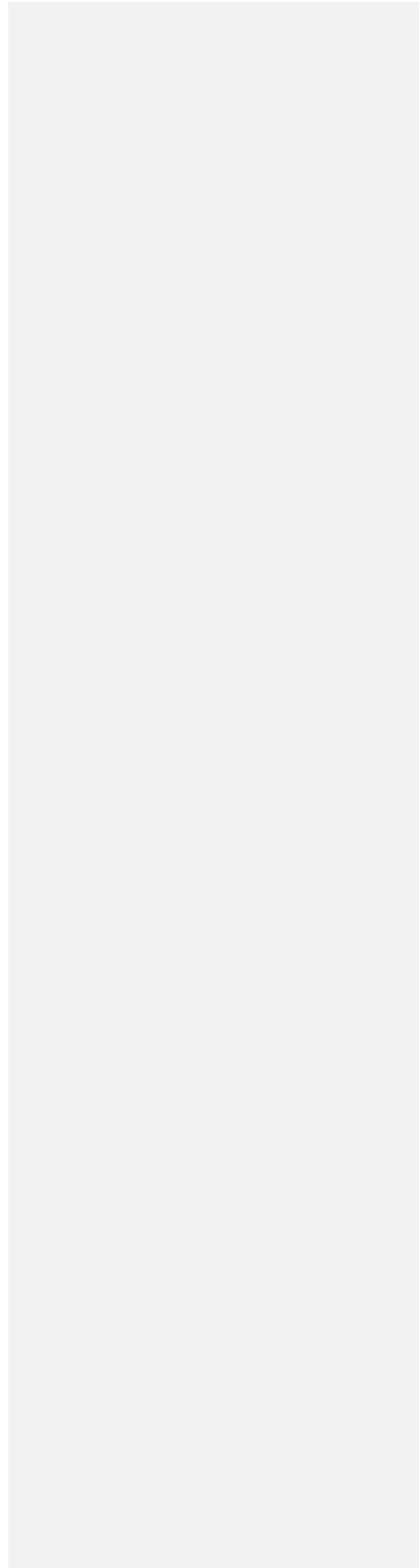
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<b>Requesting Entity</b>	<b>Douglas County Nevada</b>
<b>Project/Policy Name</b>	<b>Lake Tahoe Water Projects – Regional Intertie System</b>
Location	Lake Tahoe Nevada – from Stateline to Glenbrook
This request is a	(3) publically sponsored project
Potential Legislative Vehicle/Federal Agency/Account:	Lake Tahoe Restoration Act
Project/Policy Description:	In a 2008 Emergency California Nevada Tahoe Basin Fire Commission Report several findings came from that study. Finding #49 also found that this upgrade would help lead us toward a basin-wide water distribution system.
Regional Significance of Project/Policy – describe current project status	<b>Regional Inter-tie Projects</b> – In response to the 2007 Angora Fire in South Lake Tahoe, California, governors of California and Nevada Established the California-Nevada Tahoe Basin Fire Commission to review and evaluate the existing laws, policies and practices regarding prevention of wildfires and long-term effects of wildfires in the Tahoe Basin. In May 2008, the Commission finalized a report titled, <i>The Emergency California-Nevada Tahoe Basin Fire Commission Report</i> . Finding 18 of the report states, "Much of the Tahoe Basin is inadequate to provide fire flows necessary to meet current fire codes and fire agency needs." Additionally, Recommendation No. 49 includes a proposal to conduct a Basin-wide assessment of the various water distribution systems. Douglas Count completed an assessment of the existing water systems located in the Douglas County portion of the Lake Tahoe Basin from Stateline to Glenbrook. The recommended projects as costs are summarized below with the goal of delivering water from one system to another, so that during a fire water could be routed from an area that is not immediately threatened by fire to an area in which fire threat is more imminent. The interties can also be used to deliver potable water from one system to another to provide redundancy in the event that one system loses the ability to produce potable water.
Total project cost/Federal share/Local Share (amount and percentage):	\$10 Million
Amount request by Fiscal Year:	2014- 2015 \$3 Million 2015-2016 \$4 Million 2016-2017 \$3 Million
Congressional District(s) and Member(s):	2 <sup>nd</sup> Congressional District  Honorable Harry Reid, Majority Leader, United States Senate  Honorable Dean Heller, United States Senate  Honorable Mark Amodei, U.S. House of Representatives
DC Contact	Marcus G. Faust/Olivia Sanford 332 Constitution Avenue, N.E. Washington, D.C. 20002 (202) 547-5400 MarcusFaust@msn.com/omsanford@msn.com
Local Agency Contact	Commissioner Lee Bonner, 775.901 2619 <a href="mailto:lbonner@co.douglas.nv.us">lbonner@co.douglas.nv.us</a>

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<b>Requesting Entity</b>	<b>Douglas County Nevada</b>
<b>Project/Policy Name</b>	<b>Lake Tahoe Water Projects to Upgrade Fire Flow Capacity</b>
Location	Lake Tahoe Nevada – from Stateline to Glenbrook
This request is a	(3) publically sponsored project
Potential Legislative Vehicle/Federal Agency/Account:	Lake Tahoe Restoration Act
Project/Policy Description:	In a 2008 Emergency California Nevada Tahoe Basin Fire Commission Report several findings came from that study. Finding #18 determined that we do not have the proper fire flow capacity to serve the region in case of a fire. Finding #49 also found that this upgrade would help lead us toward a basin-wide water distribution system.
Regional Significance of Project/Policy – describe current project status	<p>This project is regional in how the Tahoe Basin is interconnected through both fire suppression and the water systems. As the local municipalities live and work in the same environment, it will be crucial to identify and consistent water system that is interconnected and can help with redundancy issues around the lake. The critical aspect of the funding is in the area of fire flow and according to the 2008 report mentioned above we do not meet the minimum standards.</p> <p>These improvements were identified as a result of the May 2008 Emergency California-Nevada Tahoe Basin Fire Commission Report. Additionally, the inter-tie projects will extend water lines (fire protection) to large tracts of USFS and private properties where service does not exist today (i.e. between the various water systems).</p>
Bill/Report language request (if applicable):	
Total project cost/Federal share/Local Share (amount and percentage):	\$14 Million
Amount request by Fiscal Year:	2014- 2015 \$3 Million 2015-2016 \$4 Million 2016-2017 \$4 Million 2017-2018 \$3 Million
Congressional District(s) and Member(s):	2 <sup>nd</sup> Congressional District Honorable Harry Reid, Majority Leader, United States Senate Honorable Dean Heller, United States Senate Honorable Mark Amodei, U.S. House of Representatives
DC Contact	Marcus Faust ( <a href="mailto:marcusfaust@msn.com">marcusfaust@msn.com</a> )/Olivia Sanford ( <a href="mailto:omsanford@msn.com">omsanford@msn.com</a> ) 332 Constitution Avenue, NE Washington, DC 20002 (202) 547-5400
Local Agency Contact	Commissioner Lee Bonner, 775.901 2619 <a href="mailto:lbanner@co.douglas.nv.us">lbanner@co.douglas.nv.us</a>

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<b>Requesting Entity</b>	<b>Tahoe Regional Planning Agency (TRPA)</b>
<b>Project/Policy Name</b>	<b>Truckee Basin Study Result Implementation</b>
Location	Take Tahoe Basin and Truckee River Basin
Federal Agency:	
Policy Description:	This study is identifying existing and projected water demands under varying conditions. The study will develop recommendations to modify facilities and operating strategies for water supply systems; modification or development of facilities including groundwater and surface water storage, water conservation and management programs, and development of performance metrics.
Regional Significance	This study is developing a comprehensive assessment of water supplies and demand in the Truckee River Basin. The Truckee River is a vital sources of water for mover 700,000 people in California and Nevada.
Total project cost:	Partnership between Placer county Water Agency (PCWA), Truckee River Flood Management Authority (TRFMA), Truckee Meadows Water Authority (TMWA), and the Tahoe Regional Planning Agency (TRPA)
Amount request by Fiscal Year:	
Congressional District(s) and Member(s):	2 <sup>nd</sup> Congressional District Honorable Harry Reid, Majority Leader, United States Senate Honorable Dean Heller, United States Senate
Local contact (address, phone, email):	Honorable Mark Amodei, U.S. House of Representatives
DC Contact	
Local Agency Contact	John B. Hester, AICP Planning Director Tahoe Regional Planning Agency 775-589-5219 jhester@trpa.org

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<b>Requesting Entity</b>	<b>Cities of Reno &amp; Sparks, Washoe County, Nevada</b>
<b>Project/Policy Name</b>	<b>Truckee Meadows Water Reclamation Facility (TMWRF) Environmental and Energy Enhancements</b>
Location	Cities of Reno & Sparks, Washoe County, Nevada
Federal Agency:	U.S. Department of Energy
Project/Policy Description:	TMWRF requires funding for overhauls and to meet federal regulatory standards. The project will utilize a 1.0 megawatt co-generator to convert methane gas into electricity for Reno, Sparks, and Washoe County. This project will generate considerable operational productivities for the treatment plant, decrease demand on the regional power grid, and produce in more affordable and reliable energy.
Regional Significance of Project	Sparks has enacted a five year capital spending plan with \$50 million investment in the TMWRF. The waste water treatment plant is the region's largest and spends \$2 million dollars annually for electricity. The Co-Generator unit will reduce wastewater treatment plant's total electrical consumption by 20-30%.
Total project cost:	\$3 million
Congressional District and Member:	2 <sup>nd</sup> Congressional District Honorable Harry Reid, Majority Leader, United States Senate Honorable Dean Heller, United States Senate Honorable Mark Amodei, U.S. House of Representatives
DC Contact (address, phone, email – include congressional staff/committees and lobbyists)	Anja Graves, 1660 L Street NW, 501, Washington, DC 20036, 202-969-2090, anjagraves@chgassociates.com
Local Agency Contact	Adam Mayberry, 775-353-7894, amayberry@cityofsparks.us

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<b>Requesting Entity</b>	<b>City of Sparks</b>
<b>Project/Policy Name</b>	<b>Truckee River Flood Project</b>
Location	Reno, Sparks, Washoe County, Nevada
Federal Agency:	U.S. Army Corps of Engineers
Project/Policy Description:	
Regional Significance of Project/Policy – describe current project status	One of the highest priorities for the City to protect from flooding is the Sparks industrial area, which contributes to nearly 25,000 jobs, along with protection to the Reno/Tahoe International Airport and areas throughout the Truckee Meadows, including downtown Reno. The Army Corps of Engineers appears to have the potential to move Sparks closer toward its flood control goal. The Corps is considering a 50-year plan versus a locally preferred 100-year plan. The Corps’ plan would require \$160 million in federal funding for a 50-year plan, which leaves the remaining funds, approximately \$160 to \$200 million, to be obtained from local sources in order to provide for the 100-year plan.
Bill/Report language request (if applicable):	Amendments submitted and included in Water Resources Development Act of 2013
Total project cost/Federal share/Local Share (amount and percentage):	\$160 million
Congressional District and Member:	2 <sup>nd</sup> Congressional District Honorable Harry Reid, Majority Leader, United States Senate Honorable Dean Heller, United States Senate Honorable Mark Amodei, U.S. House of Representatives
DC Contact	City of Sparks: Anja Graves, 1660 L Street NW, 501, Washington, DC 20036, 202-969-2090, <a href="mailto:anjagraves@chgassociates.com">anjagraves@chgassociates.com</a>  Truckee Flood Control Project: Marcus G. Faust/Olivia Sanford 332 Constitution Avenue, N.E. Washington, D.C. 2002 (202) 547-5400 <a href="mailto:MarcusFaust@msn.com">MarcusFaust@msn.com</a> / <a href="mailto:omsanford@msn.com">omsanford@msn.com</a>
Local Agency Contact	Adam Mayberry, 775-353-7894, <a href="mailto:amayberry@cityofsparks.us">amayberry@cityofsparks.us</a>



<b>Requesting Entity</b>	<b>Desert Research Institute</b>
<b>Project/Policy Name</b>	<b>Urban Flood Demonstration Program</b>
Location	Lake Tahoe Basin
Federal Agency:	US Army Corps of Engineers
Project Description:	Program to develop and demonstrate innovative technologies for urban flood damage reduction and stream restoration in arid and semi-arid watersheds. The program is used to develop tools or technologies that have significant application to urban flooding and channel restoration projects in arid regions.
Regional Significance	<p>The program supports works that includes the following:</p> <ol style="list-style-type: none"> <li>1. Development and demonstration of innovative technologies for urban flood damage reduction and stream restoration in arid and semi-arid watersheds.</li> <li>2. Research, development, or demonstration of technologies that support the above goal in various fields, including, but not limited to water quality, environmental sciences, geology, and geophysics, hydrology, hydraulics, sedimentation, computer science, software development, etc.</li> <li>3. Jointly and independently pursue avenues of technology transfer to place innovative technologies developed and demonstrated under this program into the hands of Federal and State personnel, local governmental representatives, and the engineering and scientific community in a routine, timely, and continual manner (technology transfer).</li> <li>4. Standardization of geospatial data to maintain consistency among data sets produced or utilized by the Desert Research Institute (DRI) and USACE.</li> </ol>
Congressional District(s) and Member(s): Local contact (address, phone, email):	<p>2<sup>nd</sup> Congressional District  Honorable Harry Reid, Majority Leader, United States Senate  Honorable Dean Heller, United States Senate  Honorable Mark Amodei, U.S. House of Representatives</p>
DC Contact	
Local Agency Contact	<p>Kumud Acharya, Ph.D.  Desert Research Institute,  755 E. Flamingo Road, Las Vegas, 89119,  Phone: 702 862 5371, <a href="mailto:Kumud.Acharya@DRI.EDU">Kumud.Acharya@DRI.EDU</a></p>

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<b>Requesting Entity</b>	<b>Tahoe Regional Planning Agency (TRPA), Truckee River Flood Project, City of Reno</b>
<b>Project/Policy Name</b>	<b>Water Resource Development Act (WRDA) Reauthorization</b>
Location	Nationwide
Potential Legislative Vehicle	Water Resource Development Act
Policy Description	Authorize funding for prevention and management of aquatic invasive species, including support for watercraft inspection stations, monitoring and contingency planning, and interagency coordination. Support expansion of these provisions beyond the Columbia River Basin and inclusion to all areas of the country in which the Secretary of the Army deems to be at severe risk for infestation.
Regional Significance	Aquatic invasive species are a pressing issues across the county. This program for invasive species prevention and management should be expanded to areas such as the Lake Tahoe Basin and Truckee Basin that are at risk. FY 2014 funding for a robust nationwide aquatic invasive species prevention and management program is recommended.
Bill/Report language request (if applicable):	
Congressional District(s) and Member(s): Local contact (address, phone, email):	Nation-wide
DC Contact (address, phone, email – include congressional staff/committees and lobbyists)	Jessica Malow -Molesworth Van Scoyoc Associates Ph: 202-737-8740 (direct) 202-285-0311 (cell) <a href="mailto:JMalow@vsadc.com">JMalow@vsadc.com</a>  Truckee Flood Control Project: Marcus G. Faust/Olivia Sanford 332 Constitution Avenue, N.E. Washington, D.C. 2002 (202) 547-5400 <a href="mailto:MarcusFaust@msn.com">MarcusFaust@msn.com</a> / <a href="mailto:omsanford@msn.com">omsanford@msn.com</a>
Local Agency Contact	John B. Hester, AICP Planning Director Tahoe Regional Planning Agency 775-589-5219 <a href="mailto:jhester@trpa.org">jhester@trpa.org</a>

## Federal Lands Priorities

<b>Requesting Entity</b>	<b>City of Sparks</b>
<b>Project/Policy Name</b>	<b>Sparks Cemetery Project</b>
Location	Sparks, Washoe County, Nevada
Federal Agencies:	Bureau of Land Management and Veterans Administration.
Project/Policy Description:	The city is considering the options for the conveyance of approximately 40 acres of BLM land to the City of Sparks to establish a public and veteran’s cemetery. Management options of the future cemetery are under review. The Bureau of Land Management is working with Sparks to identify sites and legal descriptions.
Regional Significance of Project:	Population growth coupled with the high numbers of US Veterans residing in the region is increasing demand for local public and veteran’s cemetery resources. City of Sparks will be unable to meet these demands given the existing public land resources. Land needs to be acquired for the purpose of establishing a City public and veteran’s cemetery area.
Congressional District(s) and Member(s): Local contact (address, phone, email):	2 <sup>nd</sup> Congressional District Honorable Harry Reid, Majority Leader, United States Senate Honorable Dean Heller, United States Senate Honorable Mark Amodei, U.S. House of Representatives
DC Contact (address, phone, email – include congressional staff/committees and lobbyists)	Anja Graves, 1660 L Street NW, 501, Washington, DC 20036, 202-969-2090, anjagraves@chgassociates.com
Local Agency Contact	Adam Mayberry, 775-353-7894, amayberry@cityofsparks.us

## Public Safety Priorities

Priority	Requesting Entity	Page Number
<b>Public Safety</b>		
Assistance to Firefighters Grant Program	City of Reno	29
Community Oriented Policing Strategies	Cities of Reno & Sparks	30
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Emergency Management Performance Grant program	Washoe County	32
Justice Assistance Grant Program (JAG)	City of Reno	33
SAFER Program	City of Reno	34
Sparks Fire Department Self-Contained Breathing Apparatus (SCBA) Replacement	City of Sparks	35
Wildfire Management and Mitigation	Washoe County	36

**WORKING DRAFT**

<b>Requesting Entity</b>	<b>City of Reno</b>
<b>Project/Policy Name</b>	<b>Assistance to Firefighters Grant Program</b>
Location	Reno, Washoe, Nevada
Federal Agency & Legislative Vehicle	Federal Emergency Management Administration, Department of Homeland Security Annual Budget & Consolidated Appropriations Act
Project/Policy Description	The Assistance to Firefighters Grant Program (AFG) provides funding for fire departments and EMS organizations which can be used for vehicle acquisition, medical services – including transport, equipment, training and modifications to fire stations and fire facilities.
Regional Significance of Project	With declines in local revenues since 2008, local governments rely on the AFG program to augment local budgets for needed vehicle, equipment, and training.
Total project cost	\$285,635,000 nationally in FY 12/13 (25% local match); request maintaining existing funding levels
Congressional District and Member	2 <sup>nd</sup> Congressional District Honorable Harry Reid, Majority Leader, United States Senate Honorable Dean Heller, United States Senate Honorable Mark Amodei, U.S. House of Representatives
DC Contact	CapitalEdge, Inc. Carolyn Chaney/Chris Giglio ( <a href="mailto:chaney@capitaledge.com">chaney@capitaledge.com</a> and <a href="mailto:giglio@capitaledge.com">giglio@capitaledge.com</a> ) 1212 New York Avenue NW, Suite 250 Washington, D.C. 20005-3953 (202) 842-4930
Local Agency Contact	Maureen McKissick, Strategic Development Administrator, (775) 334-2253 Megan Salcido, Government Affairs Coordinator, (775) 334-4618

**WORKING DRAFT**

<b>Requesting Entity</b>	<b>City of Reno, City of Sparks, &amp; Washoe County, Nevada</b>
<b>Project/Policy Name</b>	<b>Community Oriented Policing Services (COPS)</b>
Location	Reno, Sparks and Washoe County, Nevada
Federal Agency:	U.S. Department of Justice Budget
Project/Policy Description:	The Office of Community Oriented Policing Services is the office of the U.S. Department of Justice that advances the practice of community policing in America's law enforcement agencies. COPS furthers its objectives principally by sharing information and making grants to police departments around the United States.
Regional Significance of Project/Policy – describe current project status	Reno, Sparks and County police services require COPS funding and technical resources to maintain public safety levels. COPS funds have been used to support officer hiring, training and implementation of public safety efficiencies and innovations.
Amount request by Fiscal Year:	Maintain current funding levels
Congressional District and Members:	2 <sup>nd</sup> Congressional District Honorable Harry Reid, Majority Leader, United States Senate Honorable Dean Heller, United States Senate Honorable Mark Amodei, U.S. House of Representatives
DC Contact	Reno: Carolyn Chaney/Chris Giglio ( <a href="mailto:chaney@capitaleedge.com">chaney@capitaleedge.com</a> and <a href="mailto:giglio@capitaleedge.com">giglio@capitaleedge.com</a> ) 1212 New York Avenue NW, Suite 250 Washington, D.C. 20005-3953 (202) 842-4930  Sparks: Anja Graves, 1660 L Street NW, 501, Washington, DC 20036, 202-969-2090, <a href="mailto:anjagraves@chgassociates.com">anjagraves@chgassociates.com</a>
Local Agency Contact	Reno: Maureen McKissick, Strategic Development Administrator, (775) 334-2253 Megan Salcido, Government Affairs Coordinator, (775) 334-  Sparks: Adam Mayberry, 431 Prater Way, Sparks, NV 89431, 775-353-7894, <a href="mailto:amayberry@cityofsparks.us">amayberry@cityofsparks.us</a>

**WORKING DRAFT**

<b>Requesting Entity</b>	<b>Washoe County, Nevada</b>
<b>Project/Policy Name</b>	<b>Emergency Hazardous Fuels Reduction Projects</b>
Location	Washoe County, Nevada
Potential Legislative Vehicle/Federal Agency/Account:	H.R. 818, the “Healthy Forest Management and Wildfire Prevention Act,” S. 1479
Project/Policy Description:	Support the components of H.R. 818, the “Healthy Forest Management and Wildfire Prevention Act,” which gives states the authority to identify areas effected by insect damage, drought, deteriorating forest health conditions, and high risk of wildfires and to put in place emergency hazardous fuels reduction projects.
Regional Significance of Project/Policy – describe current project status	
Congressional District(s) and Member(s): Local contact (address, phone, email):	Honorable Harry Reid, Majority Leader, United States Senate Honorable Dean Heller, United States Senate Honorable Mark Amodei, U.S. House of Representatives, Nevada 2nd Congressional District
DC Contact (address, phone, email – include congressional staff/committees and lobbyists)	Marcus G. Faust/Olivia Sanford 332 Constitution Avenue, N.E. Washington, D.C. 2002 (202) 547-5400 MarcusFaust@msn.com/omsanford@msn.com
Local Agency Contact	John Slaughter Acting Assistant County Manager 775-328-3607 jslaughter@washoecounty.us

**WORKING DRAFT**

<b>Requesting Entity</b>	<b>Washoe County, Nevada</b>
<b>Project/Policy Name</b>	<b>Emergency Management Performance Grant program</b>
Location	Washoe County, Nevada
Project/Policy Description:	<b>Emergency Management/Homeland Security Funding</b> Restore funding to Emergency Management and Homeland Security programs such as the Emergency Management Performance Grant program.
Regional Significance of Project/Policy – describe current project status	
Congressional District(s) and Member(s): Local contact (address, phone, email):	Honorable Harry Reid, Majority Leader, United States Senate Honorable Dean Heller, United States Senate Honorable Mark Amodei, U.S. House of Representatives, Nevada 2nd Congressional District
DC Contact (address, phone, email – include congressional staff/committees and lobbyists)	Marcus G. Faust/Olivia Sanford 332 Constitution Avenue, N.E. Washington, D.C. 2002 (202) 547-5400 MarcusFaust@msn.com/omsanford@msn.com
Local Agency Contact	John Slaughter Acting Assistant County Manager 775-328-3607 jslaughter@washoecounty.us



WORKING DRAFT

<b>Requesting Entity</b>	<b>City of Reno, City of Sparks</b>
<b>Project/Policy Name</b>	<b>Justice Assistance Grant Program (JAG)</b>
Location	Reno and Sparks, Washoe County, Nevada
Federal Agency:	U.S. Department of Justice Budget
Project/Policy Description:	Support a range of program areas including law enforcement, prosecution and courts, crime prevention and education, corrections and community corrections, drug treatment and enforcement, planning, evaluation, technology improvement, and crime victim and witness initiatives.
Regional Significance of Project/Policy – describe current project status	The City of Reno, the City of Sparks and Washoe County split JAGs among the 3 entities. Reno primarily utilizes its JAGs to provide specialized training to officers, purchase equipment and improve technology. In FY 12/13, Reno's JAGs provided significant training for officers. Reno also used JAGs to purchase various pieces of equipment, including a trailer for SWAT, bikes for the CAO program, helmets for motorcycle officers, and a tape recorder for use in investigating sex crimes. Reno additionally used JAGs to upgrade equipment in the briefing room and purchase forensic computer equipment.
Amount request by Fiscal Year:	Maintain current funding levels
Prior Federal Funding (FY 12/13)	JAG 2009 \$2673.11 ended 9/30/2012 (total allocation \$106,453.20) JAG 2010 \$39729.17 ends 9/30/2013 (total allocation \$98,207.60) JAG 2011 \$18233.99 ends 9/30/2014 (total allocation \$81,400.00) JAG 2012 \$20666.56 ends 9/30/2015 (total allocation \$63,810.00)
Congressional District and Members:	2 <sup>nd</sup> Congressional District Honorable Harry Reid, Majority Leader, United States Senate Honorable Dean Heller, United States Senate Honorable Mark Amodei, U.S. House of Representatives
DC Contact	Reno: Carolyn Chaney/Chris Giglio ( <a href="mailto:chaney@capitaleedge.com">chaney@capitaleedge.com</a> and <a href="mailto:giglio@capitaleedge.com">giglio@capitaleedge.com</a> ) 1212 New York Avenue NW, Suite 250 Washington, D.C. 20005-3953 (202) 842-4930  Sparks: Anja Graves, 1660 L Street NW, 501, Washington, DC 20036, 202-969-2090, <a href="mailto:anjagraves@chgassociates.com">anjagraves@chgassociates.com</a>
Local Agency Contact	Reno: Maureen McKissick, Strategic Development Administrator, (775) 334-2253 Megan Salcido, Government Affairs Coordinator, (775) 334-  Sparks: Adam Mayberry, 431 Prater Way, Sparks, NV 89431, 775-353-7894, <a href="mailto:amayberry@cityofsparks.us">amayberry@cityofsparks.us</a>

**WORKING DRAFT**

<b>Requesting Entity</b>	<b>City of Reno</b>
<b>Project/Policy Name</b>	<b>SAFER</b>
Location	Reno, Washoe, Nevada
Federal Agency & Legislative Vehicle	Consolidated Appropriations Act, Federal Emergency Management Administration/Department of Homeland Security Annual Budget
Project/Policy Description	SAFER provides annual grant funding for firefighting personnel
Regional Significance of Project	The Reno Fire Department has received two (2) SAFER awards which were used to re-hire laid-ten (10) off firefighters and retain sixty-four (64) career firefighters. With declines in local revenues since 2009 coupled with the increasing incidence of catastrophic wildfires in the urban/wildland interface, maintaining firefighting staffing levels has protected public safety in the region.
Total project cost	Approximately \$320 million annually, nationwide
Prior Federal Funding	\$1,960,000 in FY 2010 and \$13,438,720 in FY 2011
Congressional District and Member	2 <sup>nd</sup> Congressional District Honorable Harry Reid, Majority Leader, United States Senate Honorable Dean Heller, United States Senate Honorable Mark Amodei, U.S. House of Representatives
DC Contact	CapitalEdge, Inc. Carolyn Chaney/Chris Giglio ( <a href="mailto:chaney@capitaledge.com">chaney@capitaledge.com</a> and <a href="mailto:giglio@capitaledge.com">giglio@capitaledge.com</a> ) 1212 New York Avenue NW, Suite 250 Washington, D.C. 20005-3953 (202) 842-4930
Local Agency Contact	Maureen McKissick, Strategic Development Administrator, (775) 334-2253 Megan Salcido, Government Affairs Coordinator, (775) 334-4618

**WORKING DRAFT**

<b>Requesting Entity</b>	<b>City of Sparks</b>
<b>Project/Policy Name</b>	<b>Sparks Fire Department Self-Contained Breathing Apparatus (SCBA) Replacement</b>
Location	Sparks, Washoe County, Nevada
Federal Agency:	Federal Emergency Management Agency (FEMA)
Project/Policy Description:	The Sparks Fire Department’s SCBA systems are outdated and the City is requesting Federal funding through the Federal Fire ACT Grants.
Regional Significance	The Sparks Fire Department requires new Self-Contained Breathing Apparatus (SCBA). The Fire Department’s current SCBAs are outdated and must be replaced. The City is requesting funding to replace all SCBAs. The cost of one SCBA is \$6,000. Currently 80 SCBAs are in service and can be replaced for \$480,000.
Total project cost	\$480,000
Congressional District and Member:	2 <sup>nd</sup> Congressional District Honorable Harry Reid, Majority Leader, United States Senate Honorable Dean Heller, United States Senate Honorable Mark Amodei, U.S. House of Representatives
DC Contact	Anja Graves, 1660 L Street NW, 501, Washington, DC 20036, 202-969-2090, anjagraves@chgassociates.com
Local Agency Contact	Adam Mayberry, 775-353-7894, amayberry@cityofsparks.us

WORKING DRAFT

<b>Requesting Entity</b>	<b>Washoe County, Nevada</b>
<b>Project/Policy Name</b>	<b>Wildfire Management and Mitigation</b>
Location	Washoe County, Nevada
Potential Legislative Vehicle/Federal Agency/Account:	Fire Management Assistance Grant Program (FMAGP); Stafford Act; Hazard Mitigation Grant Program; USDA NRCS Emergency Watershed Protection Program (EWPP); Pre-Disaster Mitigation Grant Program;
Project/Policy Description:	<p>Funding is either unavailable or inadequate to effectively deal with newly created or increased flooding and debris flow risks from post-wildfire events. Support the following Post-Wildfire Disaster Actions:</p> <ul style="list-style-type: none"> <li>○ Amend the Fire Management Assistance Grant Program (FMAGP) and Stafford Act declaration time period to help states, tribes, and local governments respond to floods and debris flows that directly result from a declared fire.</li> <li>○ An improved FMAGP would provide cost-sharing grants to fund flood and debris flow emergency work in Categories A (Debris Removal) and B (Emergency Protective Measures) for a period of two years after the fire declaration and allow for construction of temporary protective structures under Category B or direct federal assistance.</li> <li>○ As an alternative, for declared fires that originated on federal lands or enough federal lands were burned that a Burned Area Emergency Response (BAER) team was involved and created a post-wildfire assessment that identified post-wildfire flood and/or debris flow risk, the incident period should remain open until federal funds (USFS, BLM, NRCS) are made available and mitigation work identified in the BAER report is completed.</li> <li>○ Even with a declared FMAGP, all expenses eligible under Public Assistance (and therefore FMAGP) Categories A-H should be considered toward the state and local per capita indicators when requesting a Presidential disaster declaration.</li> <li>○ Trigger the Hazard Mitigation Grant Program with a Fire Management Assistance Grant declaration for mitigation actions directly associated with the actual fire event and secondary consequences. Allow for a shorter application period and time frame to address the sudden new risks.</li> <li>○ Fully fund the USDA NRCS Emergency Watershed Protection Program (EWPP).</li> <li>○ Fully fund the Pre-Disaster Mitigation Grant Program.</li> <li>○ Revise and simplify the Hazard Mitigation Grant Program (HMGP) and Pre-Disaster Mitigation Program (PDM) application process. As an example, require FEMA regions to pursue programmatic agreements with other federal and state agencies with the intent of completing environmental and historic preservation reviews faster and more efficiently.</li> </ul>
Regional Significance	
Congressional District(s) and Member(s):	Honorable Harry Reid, Majority Leader, United States Senate Honorable Dean Heller, United States Senate Honorable Mark Amodei, U.S. House of Representatives, Nevada 2nd Congressional District
DC Contact (address, phone, email – include congressional staff/committees and lobbyists)	Marcus G. Faust/Olivia Sanford 332 Constitution Avenue, N.E. Washington, D.C. 2002 (202) 547-5400 MarcusFaust@msn.com/omsanford@msn.com
Local Agency Contact	John Slaughter Acting Assistant County Manager 775-328-3607 jslaughter@washoecounty.us

# Transportation Priorities

Priority	Requesting Entity	Page Number
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Transportation Security Administration (TSA) Security Exit Lane Staffing	Reno-Tahoe Airport Authority	51
US 395 Widening north of I-80	Regional Transportation Commission of Washoe County	52

**WORKING DRAFT**

<b>Requesting Entity</b>	<b>Regional Transportation Commission of Washoe County</b>
<b>Project/Policy Name</b>	<b>4<sup>th</sup> Street/Prater Way BRT &amp; Complete Street Project</b>
Location	Reno & Sparks, Washoe County, Nevada
Federal Agency:	US Department of Transportation (Federal Highway Administration & Federal Transit Administration)
Project Description:	Multimodal improvements on 4 <sup>th</sup> Street/Prater Way between Evans Ave and Pyramid Way, including 8 BRT RAPID stations, bicycle lanes, sidewalks, and traffic signal upgrades.
Regional Significance	The 4 <sup>th</sup> /Prater Corridor connects downtown Reno and Sparks, and links the two transit transfer stations (4 <sup>th</sup> STREET STATION and CENTENNIAL PLAZA). It is one of the premier transit oriented development corridors in the region and is targeted for redevelopment. This project will improve safety, support local redevelopment plans, and improve infrastructure for walking, biking, and transit. NEPA and preliminary design will be completed in the fall of 2013.
Total project cost/Federal share/Local Share:	\$30.7 million
Amount requested:	\$12.7 million
Congressional District(s) and Member(s):	2 <sup>nd</sup> Congressional District Honorable Harry Reid, Majority Leader, United States Senate Honorable Dean Heller, United States Senate Honorable Mark Amodei, U.S. House of Representatives
DC Contact (address, phone, email – include congressional staff/committees and lobbyists)	Anja Graves, 1660 L Street NW, 501, Washington, DC 20036, 202-969-2090, <a href="mailto:anjagraves@chgassociates.com">anjagraves@chgassociates.com</a>
Local Agency Contact	Amy Cummings, Director of Planning, <a href="mailto:acummings@rtcwashoe.com">acummings@rtcwashoe.com</a> , 775-636-1153

WORKING DRAFT

<b>Requesting Entity</b>	<b>Reno-Tahoe Airport Authority (RTAA)</b>
<b>Project/Policy Name</b>	<b>Airport Improvement Program (AIP) Funding Protection</b>
Location	Reno-Tahoe International Airport, Reno, NV Reno-Stead Airport, Reno, NV
Potential Legislative Vehicle/Federal Agency/Account:	US Congress US Senate US Department of Transportation / Federal Aviation Administration (FAA)
Project/Policy Description:	Protect AIP funding levels by not lowering them, increasing available funding if possible, and most importantly, do not reallocate AIP funding for other uses
Regional Significance	<p>On an annual basis, the FAA distributes monies to all airports nationwide in the form of Airport Improvement Program (AIP) grants for the planning and development of public-use airports. AIP grant funds are drawn from the Airport and Airway Trust fund which is supported through a user paid system in which commercial passengers are assessed a fee on a per ticket basis. Federal dollars are matched by the airport sponsor with local funds. In the case of the RTAA, all AIP funded projects are paid with 93.75 percent federal funds and 6.25 percent local RTAA funds. The capital improvements portion (\$3.35 billion) of the AIP has not been raised in many years and in fact, there is continual pressure to reduce levels. Existing AIP levels are inadequate to properly address national airport system infrastructure needs.</p> <p>Due to Sequestration, the FAA was allowed to raid the “Grants-in-Aid for Airports” program (e.g. AIP funding) of \$253 million in 2013 to pay air traffic control tower operational costs, including controller salaries. This is a contradictory use of AIP funds since airports cannot use AIP funding for the day-to-day operations of their facilities, and yet the FAA was allowed to use AIP funding for exactly that purpose.</p> <p>The FAA’s recent “solution” to staffing cuts has set a disturbing precedence. Although the transfer of AIP funds to the FAA for day-to-day operations was labeled a “one-time” event, upcoming funding issues are great enough to raise the concern that it could happen again. The FAA cut expenditures by \$486 million in FY2013 to meet the requirements of Sequestration, with upcoming FY2014 expenditure reductions expected to be \$697 million. Although the FAA has already identified \$500 million in cuts through overtime, travel, contracts, services, attrition and hiring freezes, the FAA must also account for \$100 million in mandatory pay increases. This leaves a shortfall of \$337 million still to be identified which should not be drawn from the AIP grant program.</p>
Total project cost/Federal share/Local Share (amount and percentage):	\$253 million was taken from AIP funding with no requirement to repay those monies. No additional funding is being requested to repay that debt; what is requested is that no additional funds be taken in the future.
Amount request by Fiscal Year:	No less than the \$3.35 billion currently budgeted
Congressional District(s) and Member(s): Local contact (address, phone, email):	Honorable Harry Reid, Majority Leader, United States Senate Honorable Dean Heller, United States Senate Honorable Mark Amodei, U.S. House of Representatives, 2 <sup>nd</sup> Congressional District
DC Contact (address, phone, email – include congressional staff/committees and lobbyists)	Congressman Jon C. Porter (Ret.) 101 Constitution Avenue, NW, Ste 710 East Washington, DC 20001 Phone: 202.742.4561 jporter@portergs.com

**WORKING DRAFT**

Local Agency Contact	Marily M. Mora, A.A.E. President/CEO Reno-Tahoe Airport Authority P.O. Box 12490, Reno, NV 89510-2490 Phone: 775-328-6402 mmora@renoairport.com
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WORKING DRAFT

<b>Requesting Entity</b>	<b>Regional Transportation Commission of Washoe County</b>
<b>Project/Policy Name</b>	<b>Bus Maintenance Facility &amp; Alternative Fuels Program</b>
Location	Reno, Washoe County, Nevada
Federal Agency:	US Department of Transportation (Federal Transit Administration)
Project/Policy Description:	Construction of a new bus maintenance facility will replace the technically outdated and overcrowded 50-year old bus garage. The new facility will utilize alternative fuels technology, which cannot be utilized in its current location under I-580 due to safety concerns. The limited capacity at the existing facility has restricted the RTC's ability to use additional alternative fuel vehicles. This situation creates major inefficiencies in the operation of the current bus fleet and will only be compounded as the fleet continues to grow.
Regional Significance of Project/Policy – describe current project status	Constructing a new maintenance facility that allows alternative fuel use will reduce long-term transit operating costs and reduce fossil fuel consumption. This project will be a new central operations and maintenance facility to replace the existing central garage under I-580. It is proposed to be built on land owned by the RTC. Conceptual design is complete. The location is an urban redevelopment site.
Legislative Request:	MAP-21 Reauthorization
Total project cost/Federal share/Local:	\$120 million (\$100 million federal/\$20 million local)
Amount requested:	\$100 million
Congressional District(s) and Member(s):	2 <sup>nd</sup> Congressional District Honorable Harry Reid, Majority Leader, United States Senate Honorable Dean Heller, United States Senate Honorable Mark Amodei, U.S. House of Representatives
DC Contact (address, phone, email – include congressional staff/committees and lobbyists)	Anja Graves, 1660 L Street NW, 501, Washington, DC 20036, 202-969-2090, <a href="mailto:anjagraves@chgassociates.com">anjagraves@chgassociates.com</a>
Local Agency Contact	David Jickling, Director of Public Transit Operations, <a href="mailto:djickling@rtcwashoe.com">djickling@rtcwashoe.com</a>

**Comment [AG2]:** Also, the inclusion of a bus facilities program?

**WORKING DRAFT**

<b>Requesting Entity</b>	<b>Carson City</b>
<b>Project/Policy Name</b>	<b>Carson City Freeway</b>
Location	Carson City, Nevada
Federal Agency:	Federal Highway Administration
Project/Policy Description:	Completion of I-580/US 395 in Carson City, connecting to the US 50 West – Tahoe Junction/Carson Street intersection
Regional Significance of Project	This project will improve regional connectivity in Northern Nevada by linking I-580 from I-80 to Carson City, decrease congestion, provide shorter commute times, improve safety, reduce idling and vehicle emissions, and beautify the corridor
Total project cost/Federal share/Local Share (amount and percentage):	
Congressional District(s) and Member(s): Local contact (address, phone, email):	
DC Contact	
Local Agency Contact	Nick Johnson, NDOT Project Manager, 775-888-7319

**WORKING DRAFT**

<b>Requesting Entity</b>	<b>Regional Transportation Commission of Washoe County</b>
<b>Project/Policy Name</b>	<b>I-11</b>
Location	Northwestern Nevada
Federal Agency:	Federal Highway Administration
Project Description:	New interstate between Mexico and Canada through Arizona and Nevada
Regional Significance of Project	I-11 should have a corridor through north western Nevada to support the established freight and logistics industry in Washoe and Storey Counties.
Total project cost:	Under development
Congressional District(s) and Member(s):	2 <sup>nd</sup> Congressional District Honorable Harry Reid, Majority Leader, United States Senate Honorable Dean Heller, United States Senate Honorable Mark Amodei, U.S. House of Representatives
DC Contact	Anja Graves, 1660 L Street NW, 501, Washington, DC 20036, 202-969-2090, anjagraves@chgassociates.com
Local Agency Contact	Amy Cummings, RTC Washoe, acummings@rtcwashoe.com

**WORKING DRAFT**

<b>Requesting Entity</b>	<b>Regional Transportation Commission of Washoe County</b>
<b>Project/Policy Name</b>	<b>I-80 Corridor Investment Plan Improvements</b>
Location	I-80 Corridor of Northern Nevada
Federal Agency:	Federal Highway Administration
Project Description:	Implementation of improvements to the I-80 corridor consistent with the I-80 Corridor Investment Plan
Regional Significance of Project	I-80 is a nationally significant freight corridor and critical for regional mobility within the Truckee Meadows
Total project cost	\$535.2 million
Congressional District(s) and Member(s): Local contact (address, phone, email):	2 <sup>nd</sup> Congressional District Honorable Harry Reid, Majority Leader, United States Senate Honorable Dean Heller, United States Senate Honorable Mark Amodei, U.S. House of Representatives
DC Contact (address, phone, email – include congressional staff/committees and lobbyists)	Anja Graves, 1660 L Street NW, 501, Washington, DC 20036, 202-969-2090, <a href="mailto:anjagraves@chgassociates.com">anjagraves@chgassociates.com</a>
Local Agency Contact	Amy Cummings, Director of Planning, <a href="mailto:acummings@rtcwashoe.com">acummings@rtcwashoe.com</a> , 775-636-1153

**WORKING DRAFT**

<b>Requesting Entity</b>	<b>Regional Transportation Commission of Washoe County</b>
<b>Project/Policy Name</b>	<b>MAP-21 Reauthorization</b>
Location	National
Federal Agency:	Federal Highway Administration
Policy Description:	Reauthorize MAP-21 and provide sufficient funding to meet critical transportation needs and continue environmental and project delivery streamlining provisions
Regional Significance of Project	MAP-21 establishes the policy framework and long term funding for transportation investment
Total project cost/	
Congressional District(s) and Member(s): Local contact (address, phone, email):	2 <sup>nd</sup> Congressional District Honorable Harry Reid, Majority Leader, United States Senate Honorable Dean Heller, United States Senate Honorable Mark Amodei, U.S. House of Representatives
DC Contact (address, phone, email – include congressional staff/committees and lobbyists)	Anja Graves, 1660 L Street NW, 501, Washington, DC 20036, 202-969-2090, anjagraves@chgassociates.com
Local Agency Contact	Amy Cummings, Director of Planning, <a href="mailto:acummings@rtcwashoe.com">acummings@rtcwashoe.com</a> , 775-636-1153

**Comment [AG3]:** Include something about the bus facilities program?

**WORKING DRAFT**

<b>Requesting Entity</b>	<b>Regional Transportation Commission of Washoe County</b>
<b>Project/Policy Name</b>	<b>National Bus and Bus Facilities Program</b>
Location	National
Federal Agency:	Federal Transit Administration
Policy Description:	Most of the Nation’s bus-only transit authorities lack sufficient funding for bus maintenance facilities and stations. This proposed program would provide the Federal Transit Administration with authority and funding both facilities/stations and bus purchases.
Regional Significance of Project	<p>This proposed program would provide the Federal Transit Administration with authority and funding both facilities/stations and bus purchases with a set aside for facilities at 70% of the authorized funds and 30% for buses.</p> <ul style="list-style-type: none"> <li>• Funds would be allocated by FTA on a competitive basis, not formula, for projects. This would be an add on to the existing MAP 21 program that is allocated by formula);</li> <li>• Authorized annual amount \$1 billion to get the bus program back to its original funding level pre-MAP-21;</li> <li>• Funds would be awarded/allocated by demonstrated need – age and condition of existing assets;</li> <li>• 80/20 split or use Federal lands share from FHWA;</li> <li>• Local share can use CMAQ funds;</li> <li>• Availability of funds for 5 fiscal years (including the year the amount is made available) like new starts ;</li> <li>• Require regional diversity and property size diversity in awards/allocations or do set asides;</li> <li>• Give FTA authority to enter into multiple year grant agreements; and</li> <li>• Demonstrated project readiness in terms of design, NEPA, and local financial commitment.</li> </ul>
Total project cost/	\$500 million per year
Congressional District(s) and Member(s): Local contact (address, phone, email):	2 <sup>nd</sup> Congressional District Honorable Harry Reid, Majority Leader, United States Senate Honorable Dean Heller, United States Senate Honorable U.S. Representative Mark Amodei
DC Contact (address, phone, email – include congressional staff/committees and lobbyists)	Anja Graves, 1660 L Street NW, 501, Washington, DC 20036, 202-969-2090, anjagraves@chgassociates.com
Local Agency Contact	Amy Cummings, Director of Planning, <a href="mailto:acummings@rtcwashoe.com">acummings@rtcwashoe.com</a> , 775-636-1153

<b>Requesting Entity</b>	<b>Reno-Tahoe Airport Authority (RTAA)</b>
<b>Project/Policy Name</b>	<b>Passenger Facility Charge (PFC) Cap Increase</b>
Location	Reno-Tahoe International Airport, Reno, NV
Potential Legislative Vehicle/Federal Agency/Account:	US Department of Transportation / Federal Aviation Administration (FAA)
Policy Description	Allow airports to set their own PFC levels or raise the PFC cap.
Regional Significance	<p>At the Reno-Tahoe International Airport, PFC funds may be used to support FAA-approved airport capital projects that mitigate environmental concerns, enhance safety, security, capacity, or increase air carrier competition. Every commercial airline passenger that departs the Reno-Tahoe International Airport is assessed a PFC of \$4.50. The expenditure of PFC funds, pursuant to federal law, must be approved by the signatory airline carriers of Reno-Tahoe International Airport, the FAA, and the RTAA Board of Trustees.</p> <p>PFC collections were first authorized in 2000, but capped at \$4.50 per departing passenger. Inflation has eroded the purchasing power of the PFC. When adjusted for inflation, the \$4.50 authorized in 2000 is the equivalent of \$2.45 today. With dwindling reserves and allocations from AIP funding sources (budget cuts and sequestration), the PFC program's \$4.50 cap needs to be raised and indexed to inflation or uncapped entirely. Unlike AIP funds, PFC funds are generated locally and therefore local communities should have more flexibility in determining their respective PFC cap levels based on their better understanding of local conditions.</p>
Bill/Report language request	Remove or raise the PFC cap
Total project cost	100% Local share (PFCs are considered local funds)
Can federal funds be spent in the fiscal years requested?:	Although PFC funds are considered "local funds", this is a policy issue requiring federal action.
Prior Federal funding:	None; however an increase in PFC funding could be used to offset changes in AIP funding.
Congressional District(s) and Member(s): Local contact (address, phone, email):	Honorable Harry Reid, Majority Leader, United States Senate Honorable Dean Heller, United States Senate Honorable Mark Amodei, U.S. House of Representatives, 2 <sup>nd</sup> Congressional District
DC Contact (address, phone, email – include congressional staff/committees and lobbyists)	Congressman Jon C. Porter (Ret.) 101 Constitution Avenue, NW, Ste 710 East Washington, DC 20001 Phone: 202.742.4561 jporter@portergs.com
Local Agency Contact	Marilyn M. Mora, A.A.E. President/CEO Reno-Tahoe Airport Authority P.O. Box 12490, Reno, NV 89510-2490 Phone: 775-328-6402 mmora@renoairport.com

**WORKING DRAFT**

<b>Requesting Entity</b>	<b>City of Sparks, Regional Transportation Commission of Washoe County</b>
<b>Project/Policy Name</b>	<b>Pyramid Highway/US 395 Connector</b>
Location	Sparks, Washoe County, Nevada
Federal Agency:	Federal Highway Administration
Project/Policy Description:	The US 395 Connector will connect the Pyramid Highway with US 395. North Sparks and Spanish Springs have experienced significant development and growth since 2000. This connector is designed to alleviate pressure on North/South traffic in Sparks and improve connectivity from Pyramid Highway to US 395.
Regional Significance of Project	The Pyramid Highway/US 395 Connector is designed to improve connections from the Pyramid Highway to US 395 and to Vista Boulevard. Phase I of the project is expected to be underway in early 2016. Total project costs are expected to be \$150-200 million. The DEIS has been completed and is available for public review and comment.
Total project cost/Federal share/Local Share (amount and percentage):	Phase 1: \$124.6 million Phase 2: \$280.3 million
Congressional District(s) and Member(s): Local contact (address, phone, email):	2 <sup>nd</sup> Congressional District Honorable Harry Reid, Majority Leader, United States Senate Honorable Dean Heller, United States Senate Honorable Mark Amodei, U.S. House of Representatives
DC Contact (address, phone, email – include congressional staff/committees and lobbyists)	Anja Graves, 1660 L Street NW, 501, Washington, DC 20036, 202-969-2090, anjagraves@chgassociates.com
Local Agency Contact	Adam Mayberry, 775-353-7894, amayberry@cityofsparks.us



**WORKING DRAFT**

<b>Requesting Entity</b>	<b>Regional Transportation Commission of Washoe County</b>
<b>Project/Policy Name</b>	<b>RAPID Extension to University of Nevada, Reno</b>
Location	Reno, Washoe County, Nevada
Federal Agency:	Federal Transit Administration
Project Description:	Extending RAPID fixed route transit services from downtown Reno to the University of Nevada, Reno
Regional Significance of Project	This project will link the premier transit service (RAPID) to the region's largest activity center, better connecting the university to the rest of the community. The extension includes 4 BRT stations, associated sidewalk and crosswalk improvements, and acquisition of BRT vehicles.
Total project cost	\$10 million (including station area construction and BRT vehicles)
Congressional District(s) and Member(s)	2 <sup>nd</sup> Congressional District Honorable Harry Reid, Majority Leader, United States Senate Honorable Dean Heller, United States Senate Honorable Mark Amodei, U.S. House of Representatives
DC Contact (address, phone, email – include congressional staff/committees and lobbyists)	Anja Graves, 1660 L Street NW, 501, Washington, DC 20036, 202-969-2090, <a href="mailto:anjagraves@chgassociates.com">anjagraves@chgassociates.com</a>
Local Agency Contact	Amy Cummings, Director of Planning, <a href="mailto:acummings@rtcwashoe.com">acummings@rtcwashoe.com</a> , 775-636-1153

WORKING DRAFT

<b>Requesting Entity</b>	<b>Reno-Tahoe Airport Authority (RTAA)</b>
<b>Project/Policy Name</b>	<b>Sequestration and Continuing Resolutions</b>
Location	Reno-Tahoe International Airport, Reno, NV Reno-Stead Airport, Reno, NV
Potential Legislative Vehicle/Federal Agency/Account:	US Congress US Senate
Project/Policy Description:	Approve full Reauthorizations in lieu of passing Continuing Resolutions which would eliminate Sequestration’s impacts on the efficient operations of the aviation industry
Regional Significance	<p>Sequestration is expected to reoccur in FY 2014. Sequestration includes automatic spending cuts set to begin on a certain date without a federal reauthorization, and previous Sequestration cuts in the form of involuntary paid time off or furloughs have already impacted Federal Aviation Administration (FAA), Transportation Security Administration (TSA) and Customs &amp; Border Patrol (CBP) staffing levels. Any FAA, TSA or CBP staffing decreases have a direct impact on passenger service, increasing processing times and causing delays. The TSA is currently working under a hiring freeze and limiting overtime expenditures resulting in delays at security checkpoints. A 2014 Sequestration is likely to result in additional air traffic control system disruptions, reduced service levels at flight service and weather observation stations, delays in federal funding allocations, additional delays in CBP processing and TSA checkpoint processing.</p> <p>Additionally, the 2012 FAA Reauthorization Act occurred only after 22 separate short-term Continuing Resolutions. Such Continuing Resolutions, which impact federal funding, are becoming a common occurrence. These delays make it extremely difficult to efficiently plan construction activities. Delayed grants can push a project from one calendar year to another, requiring re-bidding and risking higher prices. RTAA’s winter-related construction shutdown for airfield projects begins at Thanksgiving and runs through April 1.</p>
Congressional District(s) and Member(s):	Honorable Harry Reid, Majority Leader, United States Senate Honorable Dean Heller, United States Senate Honorable Mark Amodei, U.S. House of Representatives, 2 <sup>nd</sup> Congressional District
DC Contact (address, phone, email – include congressional staff/committees and lobbyists)	Congressman Jon C. Porter (Ret.) 101 Constitution Avenue, NW, Ste 710 East Washington, DC 20001 Phone: 202.742.4561 jporter@portergs.com
Local Agency Contact	Marily M. Mora, A.A.E. President/CEO Reno-Tahoe Airport Authority P.O. Box 12490, Reno, NV 89510-2490 Phone: 775-328-6402 mmora@renoairport.com

**WORKING DRAFT**

<b>Requesting Entity</b>	<b>Reno-Tahoe Airport Authority (RTAA)</b>
<b>Project/Policy Name</b>	<b>Transportation Security Administration (TSA) Security Exit Lane Staffing</b>
Location	Reno-Tahoe International Airport, Reno, NV
Potential Legislative Vehicle/Federal Agency/Account:	US Department of Homeland Security / Transportation Security Administration (TSA)
Project/Policy Description:	Require TSA to retain responsibility for security exit lane staffing
Regional Significance of Project/Policy – describe current project status	TSA is trying to administratively force the RTAA and other airport sponsors to take responsibility for staffing TSA security exit lanes without even a Notice of Proposed Rule Making (NPRM) process. Typically, the NPRM process can only be circumvented if the change is considered an “emergency rulemaking”, a qualifier that does not apply in this instance. The transfer of exit lane staffing responsibility to the RTAA is not in conformance with current law and would require 10 new full time employees at an annual cost of \$600,000. This is an unfunded mandate, placing the entire fiscal burden on RTAA. If the TSA is going to issue security mandates, then they should be responsible for the financial costs. The TSA has also failed to develop and certify technology that could automatically perform this function and eliminate the need for staffing altogether.
Total project cost	10 new full time employees at annual cost of \$600,000
Prior Federal funding:	Currently staffed and funded by DHS/TSA
Congressional District(s) and Member(s):	Honorable Harry Reid, Majority Leader, United States Senate Honorable Dean Heller, United States Senate Honorable Mark Amodei, U.S. House of Representatives, 2 <sup>nd</sup> Congressional District
DC Contact (address, phone, email)	Congressman Jon C. Porter (Ret.) 101 Constitution Avenue, NW, Ste 710 East Washington, DC 20001 Phone: 202.742.4561 jporter@portergs.com
Local Agency Contact	Marilyn M. Mora, A.A.E. President/CEO Reno-Tahoe Airport Authority P.O. Box 12490, Reno, NV 89510-2490 Phone: 775-328-6402 mmora@renoairport.com

**WORKING DRAFT**

<b>Requesting Entity</b>	<b>Regional Transportation Commission of Washoe County</b>
<b>Project/Policy Name</b>	<b>US 395 Widening North of I-80</b>
Location	Reno, Washoe County, Nevada
Federal Agency:	Federal Highway Administration
Project/Policy Description:	Widen US 395 between I-80 and Parr Boulevard
Regional Significance of Project	This segment of US 395 is a critical freeway link in the metro region that consistently experiences traffic congestion. It connects to I-80 and I-580.
Total project cost	\$183.2 million
Congressional District(s) and Member(s): Local contact (address, phone, email):	2 <sup>nd</sup> Congressional District Honorable Harry Reid, Majority Leader, United States Senate Honorable Dean Heller, United States Senate Honorable Mark Amodei, U.S. House of Representatives
DC Contact (address, phone, email – include congressional staff/committees and lobbyists)	Anja Graves, 1660 L Street NW, 501, Washington, DC 20036, 202-969-2090, <a href="mailto:anjagraves@chgassociates.com">anjagraves@chgassociates.com</a>
Local Agency Contact	Amy Cummings, Director of Planning, <a href="mailto:acummings@rtcwashoe.com">acummings@rtcwashoe.com</a> , 775-636-1153