

To: Town of Frisco, CO
From: Squire Patton Boggs (US) LLP
Date: November 9, 2021
Subject: Funding Opportunities for the Town of Frisco

I. Wildland Fire Mitigation

Town of Frisco Priorities:

- Planning Area four in Frisco – US Forest Service partnership for recreation trails, wildfire fuel reduction and revegetation measures. The PROTECT Grant program may be an opportunity for wildfire mitigation.

Infrastructure Investment and Jobs Act:

- The Infrastructure Investment and Jobs Act (IIJA) provides \$4.6 billion to promote wild fire risk reduction, including:
 - \$600 million for increased salaries for federal wildland firefighters and related expenses;
 - \$10 million for technology and infrastructure for responding agencies;
 - \$30 million for assistance to states and local governments to operate Reverse-911 telecommunications systems;
 - \$50 million to establish a pilot program to provide local governments funding for slip-on tanker units to quickly convert vehicles to fire engines;
 - \$500 million for the Departments of Interior and Agriculture for thinning and timber harvesting in forests;
 - \$500 million for the Secretary of Agriculture to award community wildfire defense grants to at-risk communities;
 - \$200 million for post-fire restoration activities within three years of a community experiencing a wildfire;
 - \$200 million for State and Private Forestry grants, to include:
 - \$88 million for State Fire Assistance Grants for hazardous fuel projects and \$20 million for Volunteer Fire Assistance grants.

American Rescue Plan Act:

- The American Rescue Plan Act included \$1 billion for the Building Resilient Infrastructure and Communities (BRIC) program for hazard mitigation activities. This includes wildland fire hazard risk mitigation activities for that promote climate adaptation and resilience with respect to those hazards through FEMA.

Build Back Better/Reconciliation Bill:

This bill will include, if passed:

- \$10 billion for hazardous fuels reduction projects within the wildland-urban interface;
- \$4 billion for at-risk communities, hazardous fuels reduction projects outside the wildland-urban interface;
- \$1 billion for vegetation management projects on National Forest System land;
- \$400 million for vegetation management projects on National Forest System land that have a water source management plan or a watershed protection and restoration action plan;
- \$400 million for vegetation management projects on National Forest System land that (1) maintain old growth characteristics, (2) prioritize small diameter trees and prescribed fire to modify fire behavior, and (3) maximize the retention of large trees;
- \$450 million for the Legacy Roads and Trails program of the Forest Service;
- \$350 million for National Forest System land management planning and monitoring prioritized on specific goals;
- \$100 million for the maintenance of trails on National Forest System land, with a priority on trails that provide underserved communities access to such trails;
- \$2 billion to award grants to eligible entities to support forest restoration and resilience projects on non-Federal land;
- \$1 billion to award grants to eligible entities to implement community wildfire protection plans, purchase firefighting equipment, provide firefighter training, and increase the capacity for planning, coordinating, and monitoring projects on non-Federal land to protect at-risk communities;
- \$250 million to award grants to eligible entities for projects on non-Federal land to aid in the recovery and rehabilitation of burned areas;
- \$175 million to award grants to eligible entities for projects on non-Federal land to expand equitable outdoor access and promote tourism on non-Federal forested land for members of underserved groups;
- \$150 million for the State Fire Assistance and Volunteer Fire Assistance programs;
- \$50 million for activities and tactics to accelerate and expand existing research efforts to improve forest carbon monitoring technologies to better predict changes in forest carbon due to climate change;
- \$50 million to provide enhancements to the technology managed and used by the forest inventory and analysis program; and
- \$775 million to provide grants under the wood innovation grant including for the construction of new facilities that advance the purposes of the program.

Other Funding Opportunities:

- The House's FY 2022 Transportation and Housing and Urban Development Appropriations bill contains Community Project Funding at \$1 million for a Search and Rescue Training and Vehicle Storage Facility in Summit County. This project funding would be used for construction of a search and rescue training and vehicle storage facility. The facility will provide necessary and appropriate training and storage space to both the Sheriff's special operations group and the non-profit volunteer Summit County Rescue Group.

II. Childcare

Build Back Better/Reconciliation Bill:

- Proposed Budget Reconciliation/Build Back Better Act has \$450 billion for universal pre-kindergarten for 3 and 4 year olds;
- \$112,684,000 for grants to eligible partnerships, to be made in accordance with the same terms and conditions of the Teacher Quality Partnership (TQP) Grant program, for the purpose of funding “Grow Your Own” programs that address shortages of teachers in high-need subjects, shortages of school leaders in high-need schools, and low diversity within the teacher and school leader workforce;
- \$112,266,000 to award grants to eligible partnerships for the development and support of high-quality teacher residency programs, as described in section 202(e) of the Higher Education Act of 1965, except that funds are available for teacher residency programs for prospective teachers in a bachelor’s degree program;
- \$112,266,000 to award grants for the development and support of school leadership programs; and
- \$160,776,000 for grants to eligible entities for the development of personnel to serve children with disabilities.

III. Housing

American Rescue Plan Act:

- \$21.6 billion for rental assistance programs. This fund will provide money to states and local governments, which will then provide grants to eligible households. These grants can be used to pay for rental assistance as well as utility fees.
- \$10 billion for the Homeowner Assistance Fund. This fund will allocate money to states and local governments, which will then give grants to homeowners to prevent them from defaulting on their mortgage or foreclosing on their home. These grants can also be used to pay for flood insurance premiums, HOA fees, utility bills, and any other necessary payments to prevent the homeowner from losing their home.
- \$5 billion for the Section 8 Housing Choice Voucher Program. These funds must go to those who are or were recently homeless, as well as individuals who are escaping from domestic violence, sexual assault, or human trafficking.
- \$5 billion to support state and local programs for the homeless and at-risk individuals. These funds can be used for rental assistance, housing counseling, and homelessness prevention services. Additionally, these grants can be used by state and local governments to buy and convert commercial properties into permanent shelters or affordable housing.
- \$4.5 billion for the Low-Income Home Energy Assistance Program, which will assist homeowners with the costs of heating and cooling.
- \$750 million for housing assistance for tribes and Native Hawaiians. These grants can be used by tribal nations or Native Hawaiians to pay rent or stay housed.
- \$500 million in grants for low-income homes to help with water services.
- \$139 million for rural housing assistance programs.
- \$120 million for housing counseling services.

The Build Better Back Act/Reconciliation Bill:

- \$90 billion for permanent rental assistance (\$75 billion for vouchers, \$15 billion for project-based rental assistance, together enough over ten years to make this help available to one million additional households);
- \$80 billion for public housing repair and renovation, to prevent deeply affordable units from going offline;
- \$37 billion for the National Housing Trust Fund, to build new units that will be affordable to people with extremely low incomes or who have a vouchers;
- \$10 billion for the HOME Investment Partnerships Program to fund the construction, purchase, or rehabilitation of affordable homes for low-income people;
- \$15 billion for activities to support the preservation and creation of new rental homes affordable to the lowest income households;
- \$750 million to a new fund called the Housing Investment Fund within the Community Development Financial Institutions (CDFI) Fund to provide competitive grants to CDFIs and non-profit developers;
- \$500 million for HUD's Section 811 program which provides project based rental assistance to very low- and extremely low-income persons with disabilities to live independently in integrated housing settings with community-based support and services;
- \$500 million for the 202 Supportive Housing for the Elderly program;
- \$2 billion to establish a grant program for owners of federally assisted housing affordable housing to make energy efficiency upgrades;
- \$1.6 billion to preserve and improve safety conditions in properties receiving Section 8 project-based rental assistance;
- \$2 billion to carry out new construction, make improvements to energy and water efficiency or climate resilience, to remove health and safety hazards;
- \$24 billion to fund incremental Housing Choice Vouchers and supportive services; and
- \$1 billion to the Project Based Rental Assistance (PBRA) program, which provides rental assistance to eligible households.

For homeowners, it also includes:

- \$10 billion to provide first-time, first-generation homebuyers with the greater of \$20,000 or 10 percent of the purchase price of an eligible home in financial assistance;
- \$500 million for housing counseling agencies;
- \$5 billion to subsidize 20-year mortgages for first-generation homebuyers;
- \$100 million for HUD to carry out a pilot program to expand small-dollar mortgage options to homebuyers seeking to purchase affordable homes priced at \$100,000 or less;
- \$100 million in grant funding through the Department of Agriculture's Section 504 program to help low-income homeowners in rural areas repair, upgrade, and preserve affordable homes, including manufactured homes; and
- \$100 million in competitive grants to nonprofit entities to provide technical assistance and capacity building to community development corporations, community housing development organizations, community land trusts, and other mission-driven and nonprofit organizations.

Other Funding Opportunities:

- The Continuum of Care (CoC) provides grants to nonprofits, state, and local governments to quickly rehouse homeless individuals and families. CoC is an effective tool in providing homeless individuals with immediate housing and pathways to more permanent solutions.
- The Comprehensive Housing Counseling Grant Program is intended to support HUD-approved counseling agencies to respond flexibly to the needs of residents and neighborhoods, and deliver a wide variety of housing counseling services to homebuyers, homeowners, renters, and the homeless.

IV. Infrastructure

Town of Frisco Priorities:

- Enabling middle mile broadband Title IV-Section 60401- Infrastructure Investment and Jobs Act
- Safe route to school- sidewalk improvements. Worst side of Highway 9 from Hawn to School Road. Division A, Title 1(A) Section 11119
- Safe street funding for pedestrian and bicyclists safety measures/infrastructure. Helping fund the Town's proposal Complete Streets Project
- Connection to Public owned water system (i.e. Bills Ranch, Frisco Heights, Wiborg) Division E, Title II, Section 5209
- Water infrastructure includes lead mitigation grants.
- EPA Supplemental appropriations include lead service line replacement and PFAS contamination funding.

Infrastructure Investment and Jobs Act:

- The majority of the funding in the IIJA is directed towards the Department of Transportation (DOT), and includes over \$100 billion in competitive grant funding – significantly more than past surface transportation reauthorizations.
- The IIJA funds the Active Transportation Infrastructure Program, which establishes a competitive grant program to provide safe and connected sidewalks, bikeways, and pedestrian and bicycle trails in active transportation networks or spines. At least 30 percent of the funds are reserved for projects that connect people with public transit, businesses, workplaces, schools, residences, recreation areas, and other community activity centers.
- The IIJA includes \$250 million for construction and refurbishing of individual household decentralized wastewater systems for individuals with low or moderate income. Eligible entities are private nonprofit organizations to provide assistance to eligible individuals for: the construction, repair, or replacement of an individual household decentralized wastewater treatment system; or the installation of a larger decentralized wastewater system designed to provide treatment for two or more household; and
- It includes \$200 million for grants for publicly owned treatment works to assist low- or moderate-income individuals with connecting a household to the publicly owned treatment works.
- The IIJA includes \$15 billion for lead service line replacement. The funding for lead service line replacement would allow up to 49 percent to be distributed as loans that can be forgiven and the remaining 51 percent would be awarded as low-interest loans that would have to be repaid. Funding priority is directed towards water treatment works in disadvantaged communities. Of the funding, \$10 million is directed to a new Lead Inventorying Utilization Grant Pilot Program, in which community water systems where over 30 percent of lines contain lead are eligible to carry out lead reduction projects.

- It also includes \$200 million to address lead contamination in school drinking water. The funding would establish a voluntary school and childcare program lead testing, compliance monitoring, and lead reduction grant program.
- The IIJA contains \$10 billion to address per- and polyfluoroalkyl substances (PFAS). Of the \$10 billion, \$1 billion is directed to address emerging contaminants in wastewater through the CWSRF, \$4 billion is directed to address PFAS in drinking water through the DWSRF, and \$5 billion is allocated for small and disadvantaged communities to address emerging contaminants. Participants in the programs would be eligible for loan forgiveness.

Other Funding Opportunities:

- The Rebuilding American Infrastructure with Sustainability and Equity (RAISE, formerly BUILD and TIGER) program funds eligible projects that will have a significant local or regional impact and improve transportation infrastructure.” Eligible projects include: highway or bridge projects; public transportation projects; and passenger or freight rail projects. The IIJA authorizes \$15 billion over five years.
- Infrastructure for Rebuilding America (INFRA) Grants (Previously FASTLANE Grants) provides dedicated, discretionary funding for projects that address critical issues facing our nation’s highways and bridges.
- Federal Transit Administration (FTA) Grant Programs include:
 - Grants for Buses and Bus Facilities Programs which provides funds to state and local transit agencies to replace, rehabilitate, and purchase buses and related equipment;
 - Bus and Bus Facilities Competitive Program;
 - The Low or No Emission (Low-No) Competitive Program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses, as well as acquisition, construction, and leasing of required supporting facilities;
 - Enhanced Mobility of Seniors and Individuals with Disabilities which assists private nonprofits with meeting the transportation needs of the elderly and persons with disabilities;
 - Capital Investment Grants (CIG) Program which is the primary funding program for major transit investments that include commuter rail, streetcars, and bus rapid transit.

V. Environmental Sustainability

Town of Frisco Priorities:

- Charging infrastructure for electric vehicles. Division A Title 1(D) –Section 1140.
- Electric vehicle working group. Title V, Section 25006
- Tax *rebates* (individual + business) for electrification projects (air source/ground source heat pumps, heat pump water heaters, etc)
- Tax *rebates* (individual + business) for energy efficient new construction + energy efficiency retrofits.
- Tax credits for net-zero energy affordable housing.
- Tax *rebates* (individual) for new and used electric cars (perhaps increasing the amount of the existing rebate + adding rebates for used vehicles to help LMI folks).
- Continued renewable energy tax credits – increase the Solar Investment Tax Credit back to 30%?
- Tax *rebates* (individual + business) for EV charging infrastructure.
- Increased federal funding for electric public transit / alternative transportation options.

Infrastructure Investment and Jobs Act:

- The IIJA includes: \$2.5 billion to create a grant program for electric vehicle charging infrastructure and \$5 billion to establish an Electric Vehicle Formula program to provide funding to states to deploy electric vehicle charging infrastructure and to promote electric vehicle data collection.
- It contains \$5 billion to create a competitive grant program to provide federal funding to states, localities, and public utilities for projects related to electricity transmission, storage, and related infrastructure for grid resilience.
- It also contains \$1 billion for the Secretary of Energy to provide funding to remote and rural areas to promote grid resiliency in remote and rural areas with fewer than 10,000 inhabitants.
- The IIJA includes \$250 million for FY 2022 to provide capitalization grants to states in order for them to establish an energy efficiency revolving loan fund.
- It also includes \$500 million to establish a competitive grant program for schools, local education agencies, and their nonprofit and for-profit partners to carry out energy efficiency improvements and for the purchase of alternative fuel vehicles at schools.