



Leveraging the Partnership: DOT, HUD and EPA Programs for Sustainable Communities

April 2010

This guide to Federal programs is intended to help communities identify resources available to support their efforts to promote livable and sustainable communities.

In June 2009, the Partnership for Sustainable Communities was formed by the U.S. Department of Housing and Urban Development (HUD), the U.S. Department of Transportation (DOT), and the U.S. Environmental Protection Agency (EPA).

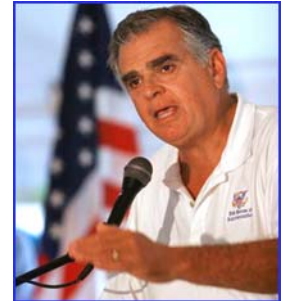
These three agencies have pledged to ensure that housing and transportation goals are met while simultaneously protecting the environment, promoting equitable development, and helping to address the challenges of climate change.

The following Livability Principles are guiding their work:

- *Provide more transportation choices.*
- *Promote equitable, affordable housing.*
- *Enhance economic competitiveness.*
- *Support existing communities.*
- *Coordinate and leverage federal policies and investment.*
- *Value communities and neighborhoods.*

U.S. DEPARTMENT OF TRANSPORTATION

The U.S. Department of Transportation serves the United States by ensuring a fast, safe, efficient, accessible and convenient transportation system that meets our national interests and enhances the quality of life of the American people, today and into the future.



DOT Secretary Ray LaHood

DOT will work promote livable communities and enhance the economic and social well-being of all Americans by creating and maintaining a safe, reliable, integrated and accessible transportation network. A multi-modal transportation system increases choice, provides easy access to employment opportunities and other destinations, and promotes positive effects on the surrounding community. DOT will work to build on innovative ways of doing business that promote mobility and enhance the unique characteristics of our neighborhoods, communities and regions.

Multimodal Programs

TIGER/Transportation Investment Generating Economic Recovery: The TIGER Discretionary Grant Program was included in the American Recovery and Reinvestment Act to spur a national competition for innovative, multi-modal and multi-jurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, a region or the nation. In February 2010, US DOT selected 51 projects to be funded with the \$1.5 billion allocated in the Recovery Act including improvements to roads, bridges, rail, ports, transit and intermodal facilities. In FY 2010, US DOT will be competitively selecting a second round of projects under the TIGER program. Up to \$600 million will be funded, including \$35 million set aside for planning projects. The solicitation is expected later in FY 2010. <http://www.dot.gov/>

Joint Federal Transit and Federal Highway Administration Programs

Transportation Planning Capacity Building Program: This FHWA/FTA comprehensive program provides training, technical assistance and support to help decision makers, transportation officials, and staff resolve the increasingly complex issues they face when addressing transportation needs in their communities. Among the many initiatives in this program are efforts that encourage public participation in the planning process through the promotion of visualization tools and the encouragement

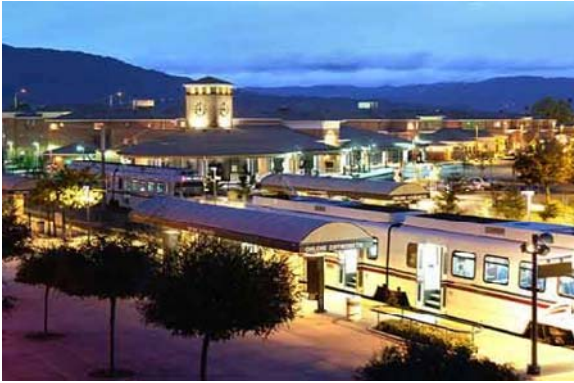
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Please Note:

The following funding and technical assistance programs do not represent a complete list of DOT, HUD or EPA grant or technical assistance programs. These are included here because of the connection to the principles of the Partnership for Sustainable Communities. We hope they provide you and your colleagues with the Federal resources that will help you realize the potential of a livable and sustainable community.



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and adoption of tools to better convey technical concepts to the public and decision makers. Resources available through this program address topics such as land use, scenario planning, transit oriented development, non-motorized transportation, safety, community impact assessments, operations and management strategies, and analysis methods. This program is targeted to tribal, regional, state and local governments, transit operators and community leaders. <http://www.planning.dot.gov>

Metropolitan & Statewide Planning Formula Grant Programs:

These programs, jointly administered by FTA and FHWA, provide formula funding to support cooperative, continuous,

and comprehensive planning for making transportation investment decisions in metropolitan areas and statewide. Eligible recipients include State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs).

http://www.fta.dot.gov/funding/grants/grants_financing_3563.html

<http://www.fhwa.dot.gov/planning/index.htm>

Federal Transit Administration - <http://www.fta.dot.gov/livability>

The Federal Transit Administration (FTA) is one of 11 operating administrations within the U.S. Department of Transportation with over 500 employees located in Washington, DC and 10 regional offices across the nation. FTA provides stewardship of combined formula and discretionary programs totaling more than \$10B to support a variety of locally planned, constructed, and operated public transportation systems throughout the United States. Transportation systems typically include buses, subways, light rail, commuter rail, streetcars, monorail, passenger ferry boats, inclined railways, or people movers.

A safe, reliable, integrated, and accessible transportation system supports communities, expands business opportunities and improves people's quality of life while also creating jobs. FTA's programs offer different opportunities for funding transportation planning and projects that can assist your community's development and stimulate America's neighborhoods to become safer, healthier, and more environmentally sustainable.

Formula Funding Programs for Transit

Urbanized Areas Formula Grant Program: This program makes Federal resources available via a formula allocation to transit agencies in urbanized areas over 200,000 in population and to Governors for transit capital and operating assistance in urbanized areas between 50,000 and 200,000 in population. Funding can be used for planning, engineering design and evaluation of transit projects and other technical transportation-related studies. Funding can also be used for capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses. Eligibility also applies to crime prevention, security equipment and construction of maintenance and passenger facilities, and capital investments in new and existing fixed guideway systems. For urbanized areas with populations of 200,000 or more, at least one percent of the funding apportioned to each area must be used for transit enhancement activities such as historic preservation, landscaping, public art, pedestrian access, bicycle access, and enhanced access for persons with disabilities.

http://www.fta.dot.gov/funding/grants/grants_financing_3561.html

Rail and Fixed Guideway Modernization Formula Program: This program provides funding via formula allocation to transit agencies with a fixed guideway transit system. A "fixed guideway" refers to any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. The term includes heavy rail, commuter rail, light rail, monorail, trolleybus, aerial tramway, inclined plane, cable car, automated guideway transit, ferryboats, that portion of motor bus service operated on exclusive or controlled rights-of-way, and high-occupancy-vehicle (HOV)





lanes. Funds can be used for modernizing or improve existing fixed guideway systems.
http://www.fta.dot.gov/funding/grants/grants_financing_3558.html

Rural and Small Urban Area Formula Grant Program:

The program provides critical transit access to residents in nonurbanized areas to employment, health, educational, and other important human services and opportunities. Via a formula-based funding to States, this program supports public transportation in areas of less than 50,000 in population. Funds may be used for capital, operating, and administrative assistance to state agencies, local public bodies, Indian tribes, and nonprofit organizations, and operators of public transportation services. The Intercity Bus program (5311(f)) under this program supports the connection between nonurbanized areas and the larger regional or national system of intercity bus service.
http://www.fta.dot.gov/funding/grants/grants_financing_3555.html

Rural Transit Assistance Program (RTAP): The Rural Transit Assistance Program provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in nonurbanized areas. RTAP has both State and national program components. http://www.fta.dot.gov/funding/grants/grants_financing_3554.html

Competitive Funding Programs for Transit

Bus and Bus Facilities Discretionary Grant Program: This program provides capital assistance for new and replacement buses, related equipment, and facilities, as well as intermodal transit centers. Funding is available to States for rural and small urban bus and bus facility projects and to transit agencies for projects in urban areas greater than 200,000 in population. While often earmarked by Congress, this program does have competitive opportunities to provide funding for the purchase of bus and bus facilities that are announced in the Federal Register. http://www.fta.dot.gov/funding/grants/grants_financing_3557.html



New Starts/Small Starts Discretionary Grant Program: These discretionary programs are the Federal government's primary financial resource (49 U.S.C. 5309) for supporting the planning, development and construction of major transit fixed guideway capital projects. New Starts and Small Starts have helped make possible dozens of new or extended transit fixed guideway systems across the country – heavy rail, light rail, commuter rail, bus rapid transit, and ferries. These public transportation investments improve the mobility and accessibility of millions of Americans in metropolitan areas, provide alternatives to congested roadways, and foster the development of more viable, safe, and livable communities. New Starts projects are typically greater than \$250 million in total project cost, requesting greater than \$75 million in New Starts funding. The Small Starts supports fixed guideway projects smaller than the New Starts cost thresholds. Participation in the New Starts and Small Starts program requires completion of legislatively-directed process for planning and project development.
http://www.fta.dot.gov/funding/grants/grants_financing_3559.html

Public Transportation on Indian Reservations Discretionary Grant Program: Based upon an annual national competitive selection process, FTA awards Tribal Transit grants directly to Federally-recognized Indian tribes. Recipients of Tribal Transit Program may use these funds for purposes including planning, capital and operating assistance for rural public transit services, and support for rural intercity bus service.
http://www.fta.dot.gov/funding/grants/grants_financing_3553.html

Paul S. Sarbanes Transit in the Parks Discretionary Grant Program: The Alternative Transportation in Parks and Public Lands program protects environmentally sensitive national parks, forests, wildlife refuges and other federal lands while improving visitor experience through funding public transportation and other alternative transportation

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opportunities. Administered by the Federal Transit Administration in partnership with the Department of the Interior and the Forest Service, the program funds capital and planning expenses for alternative transportation systems such as shuttle buses and bicycle trails in national parks and public lands. The goals of the program are to conserve natural, historical, and cultural resources; reduce congestion and pollution; improve visitor mobility and accessibility; enhance visitor experience; and ensure access to all, including persons with disabilities.

http://www.fta.dot.gov/funding/grants/grants_financing_6106.html

Funding Programs for Transit Serving Target Populations

FTA believes that all segments of the population should have safe, reliable access to public transportation. FTA offers several grant programs directly tailored to target populations such as the elderly, Americans with disabilities and low-income workers who face particular challenges with access to critical services. FTA programs provide lifeline services through a “mobility management” approach to ensure access for Americans with disabilities to public transportation. FTA is also committed to maintaining affordable transportation services for all communities.



Transportation for Elderly Persons and Persons with Disabilities: This program provides formula funding to States for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable or insufficient. Funds are apportioned based on each State’s share of population for these groups of people. For persons with mobility limitations related to advanced age, persons with disabilities, and persons struggling for self-sufficiency, transportation within and between our communities needs to be as available and affordable as possible.

http://www.fta.dot.gov/funding/grants/grants_financing_3556.html

The Job Access and Reverse Commute Program (JARC): Provides low-income workers and students with transportation services to jobs, employment centers, and educational institutions. A recent study (found [here](#)) of the economic benefits of employment-related transportation services concluded that transportation funded through the JARC program provided access to approximately 43.4 million jobs, including 21.2 million low-wage jobs.

http://www.fta.dot.gov/funding/grants/grants_financing_3550.html

The New Freedom Formula Grant Program: This program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. The 2000 Census showed that only 60 percent of people between the ages of 16 and 64 with disabilities are employed. The New Freedom formula grant program seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.

http://www.fta.dot.gov/funding/grants/grants_financing_3549.html

Federal Highway Administration—<http://www.fhwa.dot.gov>

The Federal Highway Administration (FHWA) is the modal administration of the United States Department of Transportation that specializes in highway transportation. FHWA has broad responsibility for improving mobility and safety on our Nation’s roads and highways through national leadership, innovation and program delivery. Although State, local, and tribal governments own most of the Nation’s highways, FHWA provide financial and technical support to state, local and tribal governments for constructing, improving, and preserving America’s highway system. Its annual budget of more than \$30 billion is funded by fuel and motor vehicle excise taxes. The budget is primarily divided between two programs: Federal-aid funding to State and local governments; and





Federal Lands Highways funding for national parks, national forests, Indian lands, and other land under Federal stewardship.

The Federal-aid Highway Program provides Federal financial resources and technical assistance to State and local governments for constructing, preserving, and improving the National Highway System and resources for urban and rural roads that are not on the National Highway System, but that are eligible for Federal-aid. Below are a few of FHWA's programs that can be used to promote livable community projects.

Bicycle and Pedestrian Program: This program issues guidance and is responsible for overseeing that requirements in legislation are understood and met by the States and other implementing agencies. Each State has a Bicycle and Pedestrian Coordinator in its State Department of Transportation to promote and facilitate the increased use of non-motorized transportation, including developing facilities for the use of pedestrians and bicyclists and public educational, promotional and safety programs for using such facilities.

<http://www.fhwa.dot.gov/environment/bikeped/index.htm>



The Recreational Trails Program (RTP): This program provides funds to States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The RTP is an assistance program of the Department of Transportation's Federal Highway Administration (FHWA). Federal transportation funds benefit recreation including hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or other off-road motorized vehicles. <http://www.fhwa.dot.gov/environment/rectrails/>

Transportation Enhancement Program: Transportation Enhancement (TE) activities offer opportunities to help expand transportation choices and enhance the transportation experience through activities related to surface transportation, including pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, and environmental mitigation. TE projects must relate to surface transportation and must qualify under one or more of the eligible categories.

<http://www.fhwa.dot.gov/environment/te>

Context Sensitive Solutions (CSS): While not a funding program, CSS is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist. CSS principles include the employment of early, continuous and meaningful involvement of the public and all stakeholders throughout the project development process. The project is designed and built with minimal disruption to the community.

<http://www.fhwa.dot.gov/context/>

National Scenic Byways Program: Grants and technical assistance are provided to States and Indian tribes to implement projects on highways designated as National Scenic Byways, All-American Roads, America's Byways, State scenic or Indian tribe scenic byways; and to plan, design, and develop a State or Indian tribe scenic byway program. Funds shall be available for: an activity related to the planning, design, or development of a State or Indian tribe scenic byway program; development and implementation of a byway corridor management plan; safety improvements to accommodate increased traffic; improvements that enhance access; protection of resources adjacent to the byway; development and implementation of a marketing program; development and provision of tourist implementation; and construction of bicycle and pedestrian facilities, interpretive facilities, overlooks and other enhancements for byway travelers. <http://www.fhwa.dot.gov/HEP/byways/index.htm>

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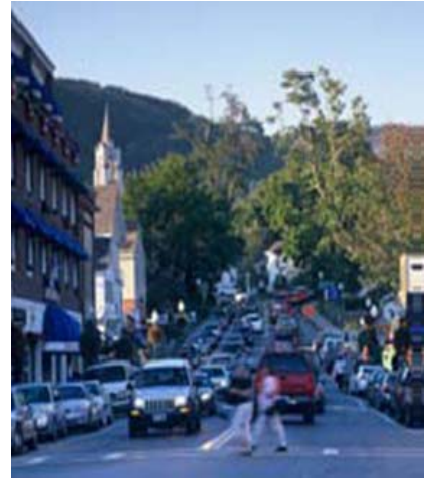


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Safe Routes to School Program: For infrastructure-related projects, eligible activities are the planning, design, and construction of projects that will substantially improve the ability of students to walk and bike to school. These include sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bike parking, and traffic diversion improvements in the vicinity of schools (within approximately 2 miles). Such projects may be carried out on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools.

Each State must set aside from its Safe Routes to School apportionment not less than 10 percent and not more than 30 percent of the funds for non infrastructure-related activities to encourage walking and bicycling to school. These include public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and training, volunteers, and managers of safe routes to school programs.

<http://safety.fhwa.dot.gov/saferoutes/>



Transportation, Community, and System Preservation Program (TCSP): These discretionary funds, usually earmarked by Congress, may be used to carry out eligible projects to integrate transportation, community, and system preservation plans and practices that improve the efficiency of the transportation system of the United States; reduce the impacts of transportation on the environment; reduce the need for costly future investments in public infrastructure; provide efficient access to jobs, services, and centers of trade; examine community development patterns and identify strategies to encourage private sector development.

<http://www.fhwa.dot.gov/tcsp/>

Towns and cities should contact the Metropolitan Planning Organization (MPO) for their area for prospective projects. A list of MPOs can be found at: <http://www.ampo.org/directory/index.php>. For additional information, towns and cities can contact their state Department of Transportation.

Flexible Programs Under the Federal Highway Administration

Many Federal-aid Highway programs have specific eligible transit activities identified in legislation. In addition, funds from other programs that do not have specific transit eligibility may be transferred by states to other Federal-aid Highway programs that do have such eligibility. If funds are transferred from one Federal-aid Highway program to another, those funds then have the same eligibility as the program that they are transferred to. For example, Interstate Maintenance (IM) funds transferred to the Surface Transportation Program (STP) would have the same eligibility as STP funds.

To transfer funds from FHWA to FTA, the state department of transportation must request that the funds be transferred, with the concurrence of the metropolitan planning organization (MPO) if the project is within a metropolitan planning area, in a letter to the FHWA Division Office. Funding transfers are permitted only for projects contained in an approved metropolitan transportation improvement program (TIP) and/or statewide transportation improvement program (STIP).

http://www.fta.dot.gov/funding/grants/grants_financing_3545.html

Congestion Mitigation and Air Quality Program: The purpose of the CMAQ program is to support transportation projects or programs that will improve air quality and relieve congestion in areas that do not meet National Ambient Air Quality Standards. Reducing pollution and other adverse environmental effects of transportation projects and transportation system inefficiency have been long-standing objectives of the Department of Transportation. CMAQ





funds may be used to establish new or expanded transportation projects or programs that reduce emissions, including capital investments in transportation infrastructure, congestion relief efforts and diesel engine retrofits. Other CMAQ projects include operating assistance for new transit services, travel demand management strategies, traffic flow improvement programs that reduce emissions and bicycle/pedestrian facilities and programs.

<http://www.fhwa.dot.gov/environment/cmaggps/>

Surface Transportation Program: The Surface Transportation Program provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the National Highway System, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. It can be used for a broad array of highway purposes, and flexibly used for major transit purposes as well. A few examples include buying buses, rail vehicles, or constructing fixed guideway systems like light rail or heavy rail.

<http://www.fhwa.dot.gov/safetealu/factsheets/stp.htm>

National Highway System Program. The National Highway System Program provides flexible funding that may be used by States and localities for projects to make improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals. National Highway System Program funds can be used to fund transit improvements in NHS corridors.

<http://www.fhwa.dot.gov/safetealu/factsheets/nhs.htm>

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT



HUD Secretary Shawn Donovan

The Department of Housing and Urban Development’s mission is to increase homeownership, support community development, and increase access to affordable housing free from discrimination.

HUD promotes sustainable communities by coordinating federal housing and transportation investments with local land use decisions in order to reduce transportation costs for families, improve housing affordability, save energy, and increase access to housing and employment opportunities. By ensuring that housing is located near job centers and affordable, accessible transportation, we will nurture healthier, more inclusive communities – which provide opportunities for people of all ages, incomes, races, and ethnicities to live, work, and learn together.

Sustainable Communities — <http://www.hud.gov/sustainability>

HUD’s 2010 appropriations include \$150 million for a Sustainable Communities Initiative to improve regional planning efforts that integrate housing and transportation decisions, and increase the capacity to improve land use and zoning, and \$50 million for an Energy Innovation Fund to enable the Federal Housing Administration and the Office of Sustainable Housing and Communities to catalyze innovations in the residential energy efficiency sector that have promise of replicability and help create a standardized home energy efficient retrofit market. These funds will be allocated as follows:

Sustainable Communities Initiative

- \$ 100m for Regional Integrated Planning Grants to support the linking of transportation and land use planning
- \$ 40m for Community Challenge Grants to foster reform and reduce barriers to achieve affordable, economically vital, and sustainable communities.
- \$ 10m for joint HUD/DOT research efforts that shall include a rigorous evaluation of the Regional Integrated Planning Grants and Community Challenge Grants Programs.

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Energy Innovation Fund

- \$ 25m for an Energy Efficient Mortgage Innovation pilot program, directed at the single family housing market.
- \$ 25m for a Multifamily Energy Pilot, directed at the multifamily housing market.



Public and Indian Housing

HOPE VI: The Hope VI Program provides competitive funding for the eradication of severely distressed public housing developments. Funds can be used for demolition, major rehabilitation, and new construction of public housing; acquisition of sites in other locations for private new construction and supportive services for those relocated by the program. The HOPE VI program promotes the creation of mixed-income communities that are dense, pedestrian-friendly, and transit-accessible. It also encourages high standards of green building for new construction projects through regulation and giving priority to proposals with green features.

<http://www.hud.gov/offices/pih/programs/ph/hope6/index.cfm>

Choice Neighborhoods: The Choice Neighborhoods Initiative will provide competitive grants to assist in the transformation, rehabilitation, and preservation of HUD public and assisted housing. The program will build on the successes of the HOPE VI program by supporting affordable housing and economic development to transform neighborhoods of extreme poverty into functioning, sustainable, mixed-income neighborhoods with well-functioning services, schools, public assets, transportation, and access to jobs. Federal programs such as the Department of Education's Promise Neighborhoods Initiative, as well as local partnerships, will provide support. Up to ten percent of funds will be used for planning grants to assist cities and localities to establish partnerships among cross-cutting agencies, non-profits, housing organizations and service providers.

Public Housing: The Public Housing Program provides funding to local housing agencies for operating expenses and repairs to public housing developments. Funds are allocated based on the continuing needs of the authorities, especially the number of units they own. Public housing agencies are encouraged to use environmentally responsible practices through regulations, policy guidance, and through specific programs like Energy Performance Contracting (EPC). EPC provides funding to make public housing units more energy efficient through energy efficiency, water efficiency, or renewable energy improvements to units. Funding is provided through freezing utility subsidies for up to 20 years; the savings resulting from lower utility costs are then used to repay financing obtained to make the improvements. For every \$1 spent on utility efficient improvements under this program, \$2.44 in savings will be created.

<http://www.hud.gov/offices/pih/programs/ph/hope6/index.cfm>

Housing Choice and Project-Based Vouchers: Housing Choice and Project-Based Voucher Programs provide funding to local public housing agencies for rental subsidies for units that are chosen by the tenant in the private market (Housing Choice Vouchers) or for use in specific developments or units (Project-Based Vouchers). Housing Choice Vouchers allow tenants more flexibility in deciding the location of their residence, giving them more of an opportunity to locate closer to work, family, amenities, or services.

<http://www.hud.gov/offices/pih/programs/hcv/about/index.cfm>

Community Planning and Development

Community Development Block Grants: The CDBG Program provides formula funding directly to larger cities and counties and through state governments for small units of local government. Funds can be used for most kinds of development as long as it meets one of the following national objectives: 1) benefits low and moderate-income persons, 2) aids in the prevention or elimination of slum and blight or 3) meets certain community development needs having a particular urgency. The CDBG program is a flexible program that provides communities with resources to address a wide range of community development needs that aim to provide decent housing and a suitable living environment.





Federal Housing and Urban Development Programs, continued

CDBG also allows for community and economic development activities. Section 108 is the loan guarantee provision of the CDBG program that provides public entities loan funds for businesses or other entities to carry out an approved economic development project. The public entity may carry out eligible projects itself.

Brownfields Economic Development Initiative (BEDI): The Brownfields and Economic Development Initiative (BEDI) program is a competitive program used to spur the return of brownfields to productive economic reuse. BEDI grants must be used in conjunction with a new Section 108 loan. Both Section 108 loan proceeds and BEDI grant funds are initially made available by HUD to public entities approved for assistance.

<http://www.hud.gov/offices/cpd/communitydevelopment/programs>

HOME Investment Partnership: The HOME Program provides formula funding directly to larger cities and counties, to consortia of local governments, and to state governments. The HOME program is designed to create affordable housing for low-income households, and can take the form of direct assistance or loan guarantees. Funds can be used for most kinds of housing development, including acquisition and rehabilitation in the creation of low-income housing. Additionally HOME program funds can be used for homebuyer assistance and for Tenant-Based Rental Assistance.

<http://www.hud.gov/offices/cpd/affordablehousing/programs/home>

Housing Opportunities for Persons with AIDS: HOPWA provides formula funding and competitively awarded grants to states, cities and nonprofit organizations. Funds can be used to develop and support housing for people with AIDS, and may be used certain supportive services. <http://www.hud.gov/offices/cpd/aidshousing/index.cfm>

Neighborhood Stabilization Program: NSP provides some formula funding to states and units of general local government and some competitive grants to States, units of general local government, nonprofit entities or a consortium of nonprofit entities. Funds can be used to acquire and rehabilitate abandoned or foreclosed upon homes or residential properties in neighborhoods.

http://portal.hud.gov/portal/page/portal/RECOVERY/programs/NEIGHBORHOOD_STABILIZATION

Homeless Programs: Homeless Programs provide formula and competitive funding to state and local government and private nonprofit organizations. Competitive funds are awarded in connection with the Continuum of Care planning group, a community-wide group that plans for and provides services to homeless people. Funds can be used for services and for development of emergency shelters and transitional and permanent housing to serve the homeless.

<http://www.hud.gov/offices/cpd/homeless/index.cfm>

Rural Innovation Fund: HUD's 2010 appropriations include \$ 25m for a new Rural Innovation Fund to address the problems of concentrated rural housing distress and community poverty.

Housing/FHA Grants and Resources

Supportive Housing for the Elderly (Section 202) and Supportive Housing for Persons with Disabilities (Section 811): Section 202 and Section 811 Programs provide competitive funding to non-profit agencies developing such housing. Funds consist of capital grants to assist in the original construction and annual project rental assistance to support operating and maintenance costs to ensure that rents remain affordable to very low income people.

<http://www.hud.gov/offices/hsg/mfh/progdesc/eld202.cfm>

<http://www.hud.gov/offices/hsg/mfh/progdesc/disab811.cfm>



Mortgage Insurance for Rental Housing: HUD has several FHA mortgage insurance programs that can be used to facilitate the new construction and substantial rehabilitation of multifamily rental projects. HUD also has FHA programs that can be used to refinance and acquire existing multifamily projects not requiring substantial rehabilitation.

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These programs include:

- Mortgage insurance pursuant to Section 220 may be used to insure loans for multifamily housing projects in designated urban renewal areas, code enforcement areas, and other areas where local governments have undertaken designated revitalization areas.
<http://www.hud.gov/offices/hsg/mfh/progdesc/renturbanhsg220.cfm>
- Mortgage insurance pursuant to Section 221(d)(4) and Section 221(d)(3) may be used to insure mortgages used to construct or substantially rehabilitate multifamily rental housing. The former program may be used by profit-motivated sponsors and the latter by non-profit sponsors.
<http://www.hud.gov/offices/hsg/mfh/progdesc/rentcoopshg221d3n4.cfm>
- Mortgage insurance pursuant to Section 207/223(f) may be used to insure mortgages made for the purpose of acquiring or refinancing existing multifamily rental housing. Projects requiring substantial rehabilitation are not eligible for the program. <http://www.hud.gov/offices/hsg/mfh/progdesc/purchrefi223f.cfm>
- Eligible owners and purchasers utilizing the above programs apply for the FHA insurance through HUD-approved lenders. The programs have differing maximum mortgage limitations and requirements.
- Mortgage Insurance for Condominium Units: FHA also insures mortgages on condominium units in developments that are proposed or under construction, existing projects, or conversions. Generally, approval of the condominium project must be obtained from an authorized lender.
<http://www.hud.gov/offices/adm/hudclips/letters/mortgagee/files/09-46aml.pdf>
<http://www.hud.gov/offices/adm/hudclips/letters/mortgagee/files/09-46bml.pdf>

Housing Finance Agency Risk Sharing Program: Under this program HUD provides credit enhancement on loans underwritten and closed by a state or local Housing Finance Agency. Loans made pursuant to Section 542(c) are for affordable housing which includes new construction, substantial rehabilitation, elderly housing and refinancing. Eligible owners and purchasers apply for the program through the appropriate HFA.
<http://www.hud.gov/offices/hsg/mfh/progdesc/riskshare542b.cfm>

U.S. ENVIRONMENTAL PROTECTION AGENCY

Where and how you build communities has an impact on the environment. EPA has numerous grant and other assistance programs to help Tribal, state, and local government support activities that protect human health and the environment and build more sustainable communities. These range from very large revolving loan fund grant programs such as the Clean Water State Revolving Fund and Drinking Water State Revolving Loan programs, which allow a state to offer low- or no-interest funds to utilities and others to make much-needed improvements to water infrastructure, to the broad Community Action for a Renewed Environment (CARE) grant program, which provides both financial and technical assistance to a community-based partnership that implements a solution to reduce releases of toxic pollutants and minimize people's exposure to them; to a Brownfields Cleanup Grant that provides funding for cleanup of a brownfields site.



EPA Administrator Lisa Jackson

EPA programs offer many different tools that are not listed here that can help your community may find useful, such as information about clean energy and green infrastructure. To learn more about these and many other tools go to <http://www.epa.gov/smartgrowth/partnership/tools.html>.

Brownfields Remediation and Development

The Environmental Protection Agency (EPA) has a variety of programs to help eligible entities assess, remediate, and restore brownfields sites to productive use and revitalize impacted neighborhoods, including the following. Additional information about EPA's Brownfields program can be found at <http://www.epa.gov/brownfields/index.html>





Federal Environmental Protection Programs, continued



Assessment Grant Program: These grants provide funding to inventory, characterize, assess, and conduct planning and community involvement related to brownfield sites. Grants are for up to \$200,000 to address sites contaminated by hazardous substances and up to \$200,000 to address sites contaminated by petroleum. Applicants can also apply as an Assessment Coalition (group of three or more eligible entities) for up to \$1,000,000. http://www.epa.gov/brownfields/assessment_grants.htm

Revolving Loan Fund Grant Program: These grants of up to \$1,000,000 provide funding to capitalize a revolving loan fund. Revolving loan funds can be used to provide no-interest or low-interest loans and subgrants to eligible entities who own the site to carry out cleanup activities at brownfields sites. RLF grants require a 20% cost share. <http://www.epa.gov/brownfields/rflfst.htm>

Cleanup Grant Program: These grants provide funding for a recipient to carry out cleanup activities at brownfields sites that they own. Sites may be contaminated by hazardous substances and/or petroleum. Grants are up to \$200,000 per site and require a 20% cost share. http://www.epa.gov/brownfields/cleanup_grants.htm

Brownfields Job Training Grant Program: These grants provide funding to eligible entities and non-profit organizations to help communities take advantage of jobs created by the assessment and cleanup of brownfields. The Job Training Grant Program's goals are to prepare trainees for future employment in the environmental field and to facilitate cleanup of brownfields sites contaminated with hazardous substances. Grants are for up to \$200,000. <http://www.epa.gov/brownfields/job.htm>

Targeted Brownfields Assessments: These assessments are conducted by an EPA contractor, and services can include site assessments, cleanup options and cost estimates, and community outreach. Sites for this program are selected by Regional offices. Services can range from several thousand dollars to as much as \$100,000. http://www.epa.gov/brownfields/grant_info/tba.htm

Technical Assistance to Brownfields (TAB) Program: TAB services are provided to communities, regional entities and nonprofits who need technical assistance dealing with brownfields sites. The program can also assist communities with applying for EPA brownfields grants or identifying other resources to address their brownfield sites. http://epa.gov/brownfields/tools/tab_bifold.pdf

Environmental Justice

Environmental Justice Small Grants Program: The Environmental Justice Small Grants Program provides financial assistance to eligible organizations to build collaborative partnerships, to identify the local environmental and/or public health issues, and to envision solutions and empower the community through education, training, and outreach. <http://www.epa.gov/environmentaljustice/grants/ej-smgrants.html>

Environmental Justice Collaborative Problem-Solving Cooperative Agreement Program: The Environmental Justice Collaborative Problem-Solving Cooperative Agreement Program provides financial assistance to eligible organizations working on or planning to work on projects to address local environmental and/or public health issues in their communities, using EPA's "Environmental Justice Collaborative Problem-Solving Model." <http://www.epa.gov/environmentaljustice/grants/ej-cps-grants.html>

State Environmental Justice Cooperative Agreements Program: The State Environmental Justice Cooperative Agreements Program provides funding so that eligible entities may work collaboratively with affected communities to un-

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Leveraging the Partnership: DOT, HUD and EPA Programs

derstand, promote and integrate approaches to provide meaningful and measurable improvements to the public health and/or environment in the communities.

<http://www.epa.gov/environmentaljustice/grants/ej-sejca-grants.html>

Environmental Justice Showcase Communities Project: The Environmental Justice Showcase Communities Project provides EPA Regional office funding to bring together governmental and non-governmental organizations to pool their collective resources and expertise on the best ways to achieve real results in communities. The successes and lessons learned in these demonstration projects will be used to help guide the design and implementation of future Environmental Justice projects and will help EPA increase its ability to address local environmental challenges in more effective, efficient, and sustainable ways.

<http://www.epa.gov/environmentaljustice/grants/ej-sejca-grants.html>

Reducing Toxic Pollution

Community Action for a Renewed Environment (CARE): CARE is a competitive grant program run by EPA that offers an innovative way for a community to organize and take action to reduce toxic pollution in its local environment. Through CARE, a community creates a partnership that implements solutions to reduce releases of toxic pollutants and minimize people's exposure to them. By providing financial and technical assistance, EPA helps CARE communities get on the path to a renewed environment. <http://www.epa.gov/care/>



Lead Grants: EPA awards grants aimed at reducing childhood lead poisoning in communities with older housing: 1) National Community-based Lead Grants; and 2) Targeted Lead Grants. The projects supported by these grant funds are an important part of EPA's lead program to eliminate childhood lead poisoning as a major public health concern. <http://www.epa.gov/lead/pubs/grantmap.htm>

Saving Energy and Encouraging Renewable and Clean Energy

Energy Efficiency at the State and Local Level EPA's State and Local Climate and Energy Program provides technical assistance, analytical tools, and outreach support to state, local, and tribal governments. Specific assistance includes identifying and documenting cost-effective policies and initiatives, measuring and evaluating the benefits of clean energy initiatives, offering tools, guidance, and outreach support, and fostering peer exchange opportunities. EPA has set up a website to provide local governments with information on energy efficiency and clean energy and conducts websites on a variety of subjects. <http://epa.gov/statelocalclimate/index.html>

National Clean Diesel Campaign: EPA's National Clean Diesel Campaign (NCDC) offers a comprehensive program to help fleet owners clean up their diesel fleets. NCDC awards competitive grants through the Diesel Emissions Reduction Act (DERA) to public agencies, eligible nonprofits, and private entities such as school bus contractors who partner with eligible entities. NCDC's rigorous verification program evaluates the performance and durability of retrofit technologies, and provides a path to verification for emerging technologies. NCDC's innovative programs such as Clean School Bus USA, Clean Ports USA, and Clean Construction USA provide a host of sector-specific information, including case studies, relevant technology options, and publications. And NCDC's tools and resources include the web-based Diesel Emissions Quantifier to help evaluate the cost-effectiveness of various retrofit options and the State and Local Toolkit to help design, fund and evaluate emission reduction programs. In addition, NCDC supports regional private-public collaboratives whose members coordinate to implement a wide array of activities to reduce diesel emissions. <http://epa.gov/cleandiesel/index.htm>

National Clean Diesel Funding Assistance Program: The National Clean Diesel Funding Assistance Program awards competitive grants to public agencies and eligible nonprofits to help meet the challenge of reducing exhaust from





Federal Environmental Protection Programs, continued

existing diesel engines. Funding covers a variety of strategies, including emission control or idle reduction technology retrofits; cleaner fuels; engine upgrades and repowers; and early vehicle or equipment replacement. Diesel emission reduction technologies or engines must be EPA or California Air Resources Board (CARB) verified or certified. From FY08 to FY10, over \$247 million was available.

<http://epa.gov/cleandiesel/prgnational.htm>

National Clean Diesel Emerging Technology Program: The National Clean Diesel Emerging Technology Program awards competitive grants to foster the deployment of cutting edge emission reduction technologies not previously verified or certified. To qualify as an emerging technology, a manufacturer must have an EPA approved application and test plan for verification and be included on EPA's Emerging Technologies List. Eligible entities and manufacturers should partner to apply. From FY08 to FY10, over \$31 million was available.

<http://epa.gov/cleandiesel/prgemerg.htm>

State Clean Diesel Grant Program: The State Clean Diesel Grant Program allocates funds directly to all 50 states and the District of Columbia to establish grant and loan programs for clean diesel projects. NDCDC has created a toolkit for state and local governments. From FY08 to FY10, over \$138 million was available.

<http://epa.gov/cleandiesel/prgstate.htm>

EPA's SmartWay Transport Partnership can make an important contribution to state and local environmental and sustainability goals. EPA provides web-based analytical tools, technical assistance, innovative financing options, air quality planning guidance, product and vehicle verification and certification, and recognition incentives to help states and municipalities support cleaner, lower-GHG goods movement within their communities. SmartWay partners learn how to shrink their carbon footprints and reduce emissions of air pollutants while saving fuel and growing their businesses. Shipper partners get help choosing efficient carriers and rethinking facilities and distribution systems. Carrier partners get help identifying technologies and strategies to save fuel. SmartWay innovative financial options help trucking firms, municipal fleet managers, and owner-operators serving communities across the country do so with cleaner, fuel-saving vehicle retrofits and upgrades. Cities can partner with EPA regional offices to recruit city-based freight shippers and carriers into the program; organize events or pilot tools/resources for the local business community; use locomotive and truck idle-reduction strategies to achieve clean air goals, and let businesses and consumers within a community know about lower-polluting, fuel-saving SmartWay-designated passenger vehicles and commercial trucks. <http://www.epa.gov/smartway>

SmartWay Finance Program: The SmartWay Finance Program aims to accelerate the deployment of energy efficient and emission control technologies by helping vehicle/equipment owners overcome financial obstacles. City governments can apply for funding to establish innovative finance programs for buyers of eligible vehicles and equipment. SmartWay Finance funding supports a wide range of loan programs, including truck upgrades, CNG retrofits for school buses, and retrofit and repower of port, construction, and agricultural equipment.

<http://www.epa.gov/smartway/transport/what-smartway/financing.htm>

State Clean Diesel Grant Program: EPA also allocates funds directly to the states to implement grant and loan programs for clean diesel projects. For more information see: <http://epa.gov/otaq/diesel/prgstate.htm>

Smart Growth

EPA's Smart Growth Program offers case studies, best practices, tools, and publications to help communities learn about and implement smart growth solutions to a wide range of development-related challenges, including transportation and parking, affordable housing, stormwater runoff, zoning codes, infill and redevelopment, and many other issues. <http://www.epa.gov/smartgrowth/partnership/tools.html>



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Leveraging the Partnership: DOT, HUD and EPA Programs

EPA's Smart Growth Program does not offer a competitive grant program, however it does provide free technical assistance through the **Smart Growth Implementation Assistance program**. Projects are selected through an annual, competitive solicitation that is open to state, local, regional, and tribal governments (and non-profits that have partnered with a governmental entity) that want to incorporate smart growth techniques into their future development. Once selected, communities receive direct technical assistance from a team of national experts in one of two areas: policy analysis (e.g., reviewing state and local codes, school siting guidelines, transportation policies, etc.) or public participatory processes (e.g., visioning, design workshops, alternative analysis, build-out analysis, etc.). The assistance is tailored to the community's unique situation and priorities. EPA provides the assistance through a contractor team – not a grant. Through a multiple-day site visit and a detailed final report, the multi-disciplinary teams provide information to help the community achieve its goal of encouraging growth that fosters economic progress and environmental protection. Request for Applications are posted at <http://epa.gov/smartgrowth/sgia.htm>

In addition, EPA has compiled a list of funding resources for tribal, state, and local governments; communities; and non-governmental organizations that are seeking funding to address various aspects of smart growth,. www.epa.gov/smartgrowth/national_funding.htm

Water Quality

Urbanization can increase the variety and amount of pollutants carried into our nation's waters. In urban and suburban areas, much of the land surface is covered by buildings, pavement and compacted landscapes with impaired drainage. These surfaces do not allow rain and snowmelt to soak into the ground which greatly increases the volume and velocity of stormwater runoff.

<http://www.epa.gov/owow/nps/urban.html>



State Revolving Loan Fund: Stormwater infrastructure projects may be eligible for loans under the state revolving loan fund program. The Clean Water State Revolving Fund (CWSRF) and Drinking Water State Revolving Fund (DWSRF) Programs are a federal/state partnership designed to finance the cost of infrastructure needed to achieve compliance with the Clean Water Act. Through the SRFs, states maintain revolving loan funds to provide low-cost financing for a wide range of water quality infrastructure projects, such as: 1) traditional municipal wastewater treatment and collection systems; 2) nonpoint source program implementation projects (see below); 3) wetlands restoration; 4) groundwater protection; and 5) innovative stormwater runoff and estuary management projects; 6) drinking water treatment and conveyance systems; and 7) source water protection,. Funds to establish or capitalize the CW SRF Programs are provided through EPA grants to the states, along with state matching funds (equal to 20% of federal government grants).

<http://www.epa.gov/owm/cwfinance/cwsrf/index.htm>;

<http://www.epa.gov/safewater/dwsrf/index.html>

As part of the American Recovery and Reinvestment Act (ARRA) stimulus funding, in FY2010, 20% of the federal funds must be targeted to green infrastructure, water efficiency improvements, energy efficiency improvement, and environmentally innovative approaches to water quality improvement. Communities interested in "greening" their storm water controls to improve livability should consider green infrastructure approaches, such as rain gardens, green roofs, porous pavement and other innovative stormwater projects that maintain and restore natural hydrology by infiltrating, evapotranspiring and capturing and using stormwater.

Sustainable Water Infrastructure: As our drinking water, wastewater and stormwater systems age, there is a pressing need for re-investment in and renewal of our water infrastructure. Historical underinvestment has left us with fiscal challenges that are compounded by the way our communities have grown. Low density development and sprawl have resulted in extensive and expensive pipe networks supported by a relatively small number of customers. As we undertake the task of renewing our systems, EPA is promoting a suite of practices and approaches to ensure





Federal Environmental Protection Programs, continued

that our water infrastructure both supports the sustainability of our communities, and can be supported by the communities they serve. One of the keystones to sustainable infrastructure is the practice of Asset Management (AM), which provides a platform for making the best, most effective infrastructure investments. EPA offers AM training and a suite of tools to promote adoption and improvement of AM implementation. Multisector asset management integrates investments in water, transportation, and housing infrastructure and is being promoted through a Memorandum of Understanding (MOU) between EPA and DOT. More information on EPA's Asset Management programs and the DOT-EPA MOU can be found at <http://www.epa.gov/owm/assetmanage/index.htm>



Nonpoint Source Grants: Under section 319 of the Clean Water Act, States receive grant money to support a wide variety of activities to reduce nonpoint source pollution, including agriculture, urban runoff, forestry, and the physical modification of waterbodies. States directly implement projects as well as provide funds to local organizations, and local government agencies to carry out projects that reduce sources of nonpoint pollution through using best management practices, providing outreach and education, and demonstrating new approaches to improve water quality. These grant monies may not be used to fund activities currently required in a stormwater permit issued under the authority of the Clean Water Act. Annually, each state publishes a request for proposals. <http://www.epa.gov/nps/cwact.html>

For More Information: Regional Points of Contact

U.S. DEPARTMENT OF TRANSPORTATION: FEDERAL HIGHWAY ADMINISTRATION

The Federal Highway Administration field offices are organized by State. For efforts related to the Partnership for Sustainable Communities, however, specific FHWA Division Offices have assumed leadership role for facilitating and organizing efforts within the DOT/EPA/EPA regions. Below is their contact information:

Region 1 (CT, MA, ME, NH, RI, VT) - Massachusetts Division: 55 Broadway, 10th Floor, Cambridge, MA 02142, Tel: 617-494-2419

Region 2 (NJ, NY) - New York Division: Leo O'Brien Federal Building, Clinton Ave. & North Pearl Street, Room 719, Albany, NY 12207, Tel: 518-431-4125

Region 3 (DC, DE, MD, PA, VA, WV) - Pennsylvania Division: 228 Walnut Street, Room 536, Harrisburg, PA 17101-1720, Tel: 717-221-3703

Region 4 (AL, FL, GA, KY, MS, NC, PR, SC, TN, VI) - Georgia Division: 61 Forsyth Street, S.W., Suite 17T100, Atlanta, Georgia 30303, Tel: 404-562-3659

Region 5 (IL, IN, MI, MN, OH, WI) - Illinois Division: 3250 Executive Park Drive, Springfield, IL 62703, Tel: 217-492-4642

Region 6 (AR, LA, OK, NM, TX) - Texas Division: Federal Office Building, 300 East 8th St., Austin, TX 78701, Tel: 512-536-5952

Region 7 (IA, KS, MO, NE) - Missouri Division: 3220 West Edge-wood, Suite H, Jefferson City, MO 65109, Tel: 573-638-2620

Region 8 (CO, MT, ND, SD, UT, WY) - Colorado Division: 12300 W. Dakota Ave., Suite 180, Lakewood, CO 80228, Tel: 720-963-3016

Region 9 (AZ, CA, HI, NV, American Samoa, Guam, and the Northern Mariana Islands) - California Division: 650 Capitol Mall, Suite 4-100, Sacramento, CA 95814, Tel: 916-498-5866

Region 10 (AK, ID, OR, WA) - Washington Division: 711 South Capitol Way, Suite 501, Olympia, WA 98501-1284, Tel: 360-753-9413

Also, FHWA's Resource Center staff are available for assistance:

Atlanta, Georgia: 61 Forsyth Street, Suite 17T26, Atlanta GA, 30303, Tel: 404- 562- 3667

Lakewood, Colorado: 12300 W. Dakota Ave., Suite 340, Lakewood, CO 80228, 720-963-3072

San Francisco, California: 201 Mission Street, Suite 1700, San Francisco, CA, 94105, 415-744-2628



For More Information: Regional Points of Contact *(continued)*

U.S. DEPARTMENT OF TRANSPORTATION: FEDERAL TRANSIT ADMINISTRATION

Region 1 (CT, MA, ME, NH, RI, VT) Kendall Square, 55 Broadway, Suite 920, Cambridge, MA 02142-1093, Tel. 617-494-2055.

Region 2 (NJ, NY) One Bowling Green, Room 429, New York, NY 10004-1415, Tel. 212-668-2170

Region 3 (DC, DE, MD, PA, VA, WV) 1760 Market Street, Suite 500, Philadelphia, PA 19103-4124, Tel. 215-656-7100.

Region 4 (AL, FL, GA, KY, MS, NC, PR, SC, TN, VI) 230 Peachtree Street, NW, Suite 800, Atlanta, GA 30303, Tel. 404-865-5600.

Region 5 (IL, IN, MI, MN, OH, WI) 200 West Adams Street, Suite 320, Chicago, IL 60606, Tel. 312-353-2789.

Region 6 (AR, LA, OK, NM, TX) 819 Taylor Street, Room 8A36, Ft. Worth, TX 76102, Tel. 817-978-0550.

Region 7 (IA, KS, MO, NE) 901 Locust Street, Room 404, Kansas City, MO 64106, Tel. 816-329-3920.

Region 8 (CO, MT, ND, SD, UT, WY) 12300 West Dakota Ave., Suite 310, Lakewood, CO 80228-2583, Tel. 720-963-3300.

Region 9 (AZ, CA, HI, NV, American Samoa, Guam, and the Northern Mariana Islands) 201 Mission Street, Room 1650, San Francisco, CA 94105-1926, Tel. 415-744-3133

Region 10 (AK, ID, OR, WA) Jackson Federal Building, 915 Second Avenue, Suite 3142, Seattle, WA 98174-1002, Tel. 206-220-7954

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Region 1 (CT, MA, ME, NH, RI, VT) 10 Causeway Street Room 301, Boston, MA 02222-1092, Tel.: (617) 994-8200

Region 2 (NJ, NY) 26 Federal Plaza, Suite 3541, New York, NY, 10278-0068, Tel.: (212) 264-8000

Region 3 (DC, DE, MD, PA, VA, WV) 100 Penn Square, East, Philadelphia, PA, 19107-3380, Tel.: (215) 656-0500

Region 4 (AL, FL, GA, KY, MS, NC, PR, SC, TN, VI) 40 Marietta Street, Atlanta, GA, 30303-2806, Tel.: (404) 331-5001

Region 5 (IL, IN, MI, MN, OH, WI) 77 West Jackson Boulevard, Chicago, IL, 60604-3507, Tel.: (312) 353-5680

Region 6 (AR, LA, OK, NM, TX) 801 Cherry Street, Unit #45 Suite 2500, Ft. Worth, TX, 76102, (Tel.: 817) 978-5965

Region 7 (IA, KS, MO, NE) 400 State Avenue Room 507, Kansas City, KS, 66101-2406, Tel.: (913) 551-5462

Region 8 (CO, MT, ND, SD, UT, WY) 1670 Broadway, 25th Floor, Denver, CO, 80202, Tel.: (303) 672-5440

Region 9 (AZ, CA, HI, NV, American Samoa, Guam, and the Northern Mariana Islands) 600 Harrison Street, 3rd Floor, San Francisco, CA, 94107-1300, Tel.: (415) 489-6400

Region 10 (AK, ID, OR, WA) 909 First Avenue Suite 200, Seattle, WA, 98104-1000, Tel.: (206) 220-5101

U.S. ENVIRONMENTAL PROTECTION AGENCY

Region 1 (CT, MA, ME, NH, RI, VT) 5 Post Office Square - Suite 100, Boston, MA 02109-3912, <http://www.epa.gov/region01/> Tel: (617) 918-1111

Region 2 (NJ, NY, PR, VI) 290 Broadway, New York, NY 10007-1866, <http://www.epa.gov/region02/> Tel: (212) 637-3000

Region 3 (DC, DE, MD, PA, VA, WV) 1650 Arch Street, Philadelphia, PA 19103-2029, <http://www.epa.gov/region03/> Tel: (215) 814-5000

Region 4 (AL, FL, GA, KY, MS, NC, SC, TN) Atlanta Federal Center, 61 Forsyth Street, SW, Atlanta, GA 30303-3104, <http://www.epa.gov/region04/> Tel: (404) 562-9900

Region 5 (IL, IN, MI, MN, OH, WI) 77 West Jackson Boulevard, Chicago, IL 60604-3507, <http://www.epa.gov/region5/> Tel: (312) 353-2000

Region 6 (AR, LA, NM, OK, TX) Fountain Place 12th Floor, Suite 1200, 1445 Ross Avenue, Dallas, TX 75202-2733, <http://www.epa.gov/region06/> Tel: (214) 665-2200

Region 7 (IA, KS, MO, NE) 901 North 5th Street, Kansas City, KS 66101, <http://www.epa.gov/region07/> Tel: (913) 551-7003

Region 8 (CO, MT, ND, SD, UT, WY) 1595 Wynkoop St., Denver, CO 80202-1129, <http://www.epa.gov/region08/>, Tel: (303) 312-6312

Region 9 (AZ, CA, HI, NV) 75 Hawthorne Street, San Francisco, CA 94105, <http://www.epa.gov/region09/> Tel: (415) 947-8000

Region 10 (AK, ID, OR, WA) 1200 Sixth Avenue, Suite 900, Seattle, WA 98101, <http://www.epa.gov/region10/> Tel: (206) 553-1200

