

REPUBLIC OF KENYA



THE NATIONAL ASSEMBLY

ELEVENTH PARLIAMENT

(SECOND SESSION)

NA.L&P.TO.2014/ (101)

31st July, 2014

PAPER LAID

Nw:
Hon. Speaker, I beg to lay the following Paper on the Table of the House,
today, Thursday 31st July, 2014:

REPORT OF THE DEPARTMENTAL COMMITTEE ON TRANSPORT,
PUBLIC WORKS AND HOUSING ON A STUDY VISIT TO WASHINGTON
DC, USA FROM 13TH – 21ST MAY, 2014

(CHAIRPERSON, DEPARTMENTAL COMMITTEE ON TRANSPORT,
PUBLIC WORKS AND HOUSING)

Copies to:
The Speaker
Deputy Speaker
The Leader of the Majority Party
The Leader of the Minority Party
The Clerk
Hansard Editor
Hansard Reporters
The Press



*Paper laid
By Hon Maina Kama
Chair, Transport Comm.
on Thurs 31/7/14*

KENYA NATIONAL ASSEMBLY
ELEVENTH PARLIAMENT - SECOND SESSION

STUDY VISIT BY THE DEPARTMENTAL COMMITTEE ON
TRANSPORT, PUBLIC WORKS AND HOUSING

USA, WASHINGTON DC

13TH – 21ST MAY, 2014



Clerks Chambers
Parliament Buildings
NAIROBI

1.0 PREFACE

Hon. Speaker,

On behalf of the Members of the Departmental Committee on Transport, Public Works and Housing, and pursuant to the provisions of Standing Order No. 190, it is my pleasure to present to the House the Committee's Report on the study visit to the United States of America, Washington DC which was undertaken from 13th to 21st May, 2014.

Mandate and functions

Departmental Committee on Transport, Public Works and Housing is established under Standing Order No. 216 and its functions are to:-

- (i) investigate, inquire into and report on all matters relating to the mandate, management, activities, administration, operations and estimates of the assigned Ministries and Departments.
- (ii) study the programme and policy objectives of Ministries and departments and the effectiveness of implementation;
- (iii) study and review all legislation referred to it.
- (iv) study, assess and analyze the relative success of the Ministries and departments as measured by the results obtained as compared with their stated objectives;
- (v) investigate and inquire into all matters relating to the assigned Ministries and departments as they may deem necessary, and as may be referred to them by the House;
- (vi) Vet and report on all appointments where the Constitution or any law requires the National Assembly to approve (S.O. 45), *except those under Standing Order No. 204 pursuant to Article 152(2) of the Constitution (Committee on Appointments)*;
- (vii) Make reports and recommendations to the House as often as possible including recommendation of proposed legislation.

The Committee's subject cover under the Second Schedule of the Standing Orders are:- Transport, roads and public works; Construction and maintenance of roads, rails and buildings; air and seaports; and housing. The Committee is mandated to oversight the following Ministries/Departments:-

- (a) Ministry of Transport and Infrastructure
- (b) Department of Housing and Directorate of Public Works in the Ministry of Lands, Housing & Urban Development.

Committee membership

The Departmental Committee on Transport, Public Works and Housing comprises the following Members:-

1. Hon. Maina Kamanda, MP – **Chairperson**
2. Hon. Eng. Mahamud Maalim, MP - **Vice Chairperson**
3. Hon. Eng. Stephen Ngare, MP
4. Hon. Ali Wario, MP
5. Hon. Arch. David Kiaraho, MP
6. Hon. Cecily Mbarire, MP
7. Hon. Capt. Clement Wambugu, MP
8. Hon. Eng. John Kiragu, MP
9. Hon. Gieon Konchella, MP
10. Hon. Barchilel Kipruto, MP
11. Hon. Mark Lomunokol, MP
12. Hon. Grace Kipchoim, MP
13. Hon. Mathias Robi, MP
14. Hon. Joseph Lomwa, MP
15. Hon. Peter Shehe, MP
16. Hon. Stephen Manoti, MP
17. Hon. Emmanuel Wangwe, MP
18. Hon. K. K. Stephen Kinyanjui Mburu, MP

19. Hon. Suleiman Dori, MP
20. Hon. Edick Omondi Anyanga, MP
21. Hon. Simon Nyaundi Ogari, MP
22. Hon. Johnson Many Naicca, MP
23. Hon. Mishi Juma, MP
24. Hon. Aduma Owuor, MP
25. Hon. Chachu Ganya, MP
26. Hon. Omar Mwinyi, MP
27. Hon. Ahmed Abbas Ibrahim, MP
28. Hon. Christopher Omulele, MP
29. Hon. James Mukwe Lusweti, MP

Objective of the study visit

The Committee undertook the study visit to the United States of America, Washington, DC from 15th to 21st May, 2014 and the main objective of the Committee's study visit was to provide Members with an opportunity to familiarize themselves the transport and infrastructure systems in Washington DC and the country at large and specifically to:-

- (i) Share experiences on Road safety with their Counterpart State Assembly committee;
- (ii) Expose Members on the management of ports in Washington DC;
- (iii) Enable Members to learn best practices on the management of the Civil Aviation Industry and Maritime transport amongst others.

Composition of the delegation

The delegation that undertook the visit comprised of the following Members:-

- Hon. (Dr.) Joyce Laboso, MP – Deputy Speaker/Leader of the Delegation
Hon. Maina Kamanda, MP – Chairperson
Hon. (Eng.) John Kiragu, MP
Hon. Edick Anyanga, MP

Hon. Stephen KK Mburu, MP

Hon. Christopher Omulele, MP

Ms. Linda Minaywa – PA, Deputy Speaker

Ms Florence Atenyo-Abonyo – Director, Committees/Delegation Secretary

During the study visit, the Committee held meetings with the following:-

i. Kenyan High Commissioner to US, Washington DC,

The delegation held meetings with officials of Kenya Mission in Washington led by the Charge D'affaires Amb. Jean N. Kamau. The delegation was informed that relations between Kenya and the United States have been cordial. The delegation was further informed that the Mission has not had a substantive Ambassador since 2013 thus hampering full diplomatic representation.

ii. Federal Aviation Authority

Ms. Julie Marks - Acting Deputy Executive Director,
Office of International Affairs

Ms. LeeAnn Hart-Ag. Manager, Africa, Europe & Middle East Div.
Flight Standards Division

Ms. Emily White- Assistant Division Manager, International
Program & Policy Division

Mr. Daniel Chong – International Affairs Branch Manager

Mr. Kim Miller –IASA Program Manager

Mr. Paul Vause- Technical Support Branch

iii. US Department of Transportation & Federal Transit Administration

Susan McDermott, Deputy Assistant Secretary, Office of Aviation &
International Affairs, Office of the Secretary

John Drake – Deputy Assistant Secretary, Office of Transport
Policy, Office of the Secretary

Mr. Ronald E. Boenau – Senior Transportation System Manager

Transport Security Administration (TSA)

Mr. Daniel McQuaid – Deputy Director, International Operations
Mr. Michael Munnis – Africa/Middle East Regional Manager
Ms. Shelia Helton-Ingram – Senior Adviser/Program Manager

Federal Transit Administration

Michael Lestingi –Ag. Director, Federal Rail Administration
Richard Steinmann –Ag. Director, Federal Transit Administration
Andrew Baskin–Transportation Specialist, Maritime Administration
Ian Saunders-Director, Federal Highway Administration
Jeff Michael – National Highway Traffic Safety Administration

iv. District of Public Housing Authority DC

Adrienne Todman – Executive Director
William Knox – Chief of Staff, Office of Executive Director
Hammere Gebreyes – Chief of Staff

v. Visit to Dulles Airport Corridor Metrorail Project (Silver Line)

Marcia Mcallister – Communication/Media Information Manager

vi. Committee on Transport & Infrastructure (House of Representative)

Matt Strurges – Staff Director, Sub-committee on Aviation
Mary Mitchell Todd - Legislative Assistant

vii. Department of Public Works, City of Baltimore

Rudolph S. Chow, P.E. – Director
Kumasi Vines – Ag. Bureau Head
Valentina I. Ukwouma – Bureau Head, Solid Waste

viii. Site visit to Back River Wastewater Treatment Plant in Baltimore

Nicholas Frankos, Plant Manager, Department of Public Works

Hon. Speaker,

The Committee is grateful to the office of the Clerk for providing the logistical support and the Ministry of Foreign Affairs as well as the staff of the Kenya Embassy in Washington, DC for facilitating the visit. On behalf of the Committee, it is my pleasant duty and privilege to present the Committee's Report on the study visit to the United States of America, Washington DC.

Signed: 

Hon. Maina Kamanda, MP (Chairperson)

Date: *13th June 2014*

2.0 INTRODUCTION –KENYA/UNITED STATES RELATIONS

(i) U.S Interests in Kenya

- Kenya and the United States have historically enjoyed cordial relations with strong ties in socio-economic development, peace, security, health and humanitarian support.
- The strategic location of the country is of key interest to the United States as the gateway to the East African Region and the Southern Horn. The infrastructure development of roads, communication and airports further make the country a strategic choice.
- The Kenya-U.S Military access agreement signed in the 1980s has facilitated American security and humanitarian interests in the region, primarily the war on terror in the Horn of Africa and the wider East African Region. Kenya has therefore provided a platform for U.S military operation in the region.

(ii) Kenya's Interests in the U.S

- Economically Kenya exports to the U.S market are estimated at \$382m while U.S Foreign Direct Investment (FDI) amounts to \$183m and over 100,000 tourists from the United States visited Kenya last year making it the second tourism source for Kenya after the United Kingdom.
- Kenya still remains a major recipient of United States Developmental Aid assistance and this is implemented through various projects across the country. The Kenyan Diaspora in the United States is estimated at 300,000 with annual remittances of over \$500m.
- Within the International Fraternity the United States remains a key ally being a Super Power with privileged voting rights in key multilateral organizations such as the United Nations Security Council, the World Bank, and the International Monetary Fund.

(iii) Current U.S. Strategy towards Sub Saharan Africa

- The Strategy was launched by President Obama on 14th June, 2012 and it underscores the U.S.'s core interest in Africa and aims at meeting the following objectives: strengthening democratic institutions, spurring economic growth, trade and

investment; advancing peace and security and promoting development.

- Specific actions and programs of much interest to Kenya include the following: the U.S.-East African Community Trade and Investment Initiative; lobbying for extension of the African Growth Opportunity Act (AGOA) beyond 2015 and the Generalized System of Preferences beyond 2013; engaging the African Diaspora in development; collaborating with allies to fight Al-Qaida and affiliate extremist groups.
- The strategy has been viewed as a response to China's growing presence on the continent through investment and trade. The Kenya Government welcomes the Strategy's objectives and programs as they would compliment Government's efforts in addressing the development needs of the continent and Kenya specifically. However, the Strategy is silent on sustainability and equity usage of internationally shared water resources. In addition, the Strategy only advocates for extension of AGOA Act beyond 2015 whereas the majority of AGOA eligible countries are lobbying for a permanent and predictable AGOA Act, preferably the conclusion of a Free Trade Agreement between Sub Saharan Africa and the U.S.
- The US is also strengthening President Barack Obama's initiative on Power Africa which is a five-year American presidential initiative launched by President Barack Obama in Tanzania during his Africa Tour in July 2013. The initiative aims at supporting economic growth and development by increasing access to reliable, affordable, and sustainable power in Africa. Kenya is one of the six African countries to gain from this initiative.
- Trade Africa is a new partnership between the United States and sub-Saharan Africa that seeks to increase internal and regional trade within Africa, and expand trade and economic ties between Africa, the United States, and other global markets. The initial focus for Trade Africa has been the member states of the East African Community (EAC)- Burundi, Kenya, Rwanda, Tanzania, and Uganda. The EAC has been viewed as

an economic success story that represents a market with significant opportunity for U.S. exports and investment.

In a nutshell the initiatives indicate a renewed focus on Africa and it is hoped that they will increase Foreign Direct Investments to Kenya and the Continent of Africa at large.

(iv) Kenya – U.S. Trade/Commercial Relations

Kenya-U.S. trade relations are largely anchored on the African Growth Opportunity Act (AGOA) that was enacted in 2001 and expires in September, 2015 unless the U.S. Congress legislates for its extension. However, AGOA exports have dwindled in recent years, mainly due to the expiry of the Multi-Fibre Agreement in 2005 and the U.S. Financial Crisis in 2008/2009. Following the signing of a U.S. – EAC Trade & Investment Framework Agreement (TIFA) on 18th June, 2012, legislation is expected on “The Increasing American Jobs through Create Exports to Africa”.

(v) U.S. – Kenya Development Assistance

The U.S. remains a leading development partner for Kenya, followed by World Bank IDA and the United Kingdom. In Sub Saharan Africa, Kenya is the top recipient of U.S. assistance. For instance, in FY 2012’s bilateral foreign assistance, Kenya is allocated U.S. \$751.4m, followed by Nigeria at U.S. \$660.5m. Other countries include: Ethiopia, Tanzania, South Africa, Uganda, Sudan, Mozambique, Zambia and Dr. Congo in that order. It’s imperative that this assistance has been on the increase annually, thereby underscoring the maturing relationship between the two countries. United State’s development assistance towards Kenya is aimed at meeting the following objectives:-

- (a) **Security Sector:** U.S. security support towards Kenya is categorized into the following major programs: Foreign Military Financing (FMF), International Military Education Training (IMET), International Narcotics Control Law Enforcement (INCLE), Non Proliferation, Anti-terrorism, Demining & Related programs (NADR). Between 2006 and 2011 Kenya has benefited up to \$ 46.5m on the security front.
- (b) **Health Sector:** Kenya has benefited greatly from the U.S.’s major health initiatives i.e. the President’s Emergency Plan for AIDS Relief

- (PEPFAR), the President's Malaria Initiative (PMI), the Neglected Tropical Diseases (NTD) and the U.S. Centre for Disease Control and Prevention (CDC). Other health issues that the Obama Administration is giving much priority to are: maternal and child health, neglected tropical diseases and family planning and reproductive health.
- (c) **Climate Change Effects:** Kenya has benefited from the U.S.'s Global Climate Initiative that aims at building social resilience and adaptation, promoting clean energy technologies and supporting environmental conservation and sustainable land use.
- (d) **Food Security:** Feed the Future initiative and United States Africa Development Foundation are major programs aimed at boosting food security, nutrition and agricultural development in Kenya. Kenya is among 12 African countries selected as focus countries by the initiative.
- (e) **Democracy and Governance:** Kenya is among the countries identified in 2012 for increased funding under the Governing Justly and Democratically (GJD) program. GJD funds aimed at strengthening government institutions, civil society, political party development and independence of the media. This was evident in the support for IEBC towards the 2013 General Elections.
- (f) **The Millennium Challenge Corporation (MCC):** Established in 2004 with aim of introducing new approach to foreign economic assistance. Eligible countries are either required to sign a two-year threshold or a five-year compact agreement based on their performance in 'ruling justly', 'investing in people', and 'economic freedom' indicators. Kenya signed for a threshold program in March, 2007 of U.S. \$12.7m that expired in 2010. Up to now, the Country has not qualified for a compact program which attracts more funding than the latter. Tanzania qualified for a compact programme worth U.S. \$698.1m in 2008.

3.0 PUBLIC TRANSPORT IN THE UNITED STATES OF AMERICA (USA)

- USA is a Federation of 50 States and has a Federal System of Government. Public transport accounts for about 10.4 billion annual trips, 55.2 billion passenger miles and 29.3 billion on rail modes (commuter rail, light rail and heavy rail). The annual Capital investment is \$18.2 billion while the annual operating costs is \$38.9

billion. Sources of funding includes:- Fares (26%), Federal (19%); State and Local Governments (55%).

- The role of Federal Transit Administration (FTA) in Urban and Commuter Rail is to finance Urban and Commuter Rail capital investments which includes, new systems or extensions and recapitalization of existing systems while Local Funds cover operating costs. FTA has authority to regulate Urban Rails Safety together with the States while Federal Railroad administration regulates Commuter Rails Safety.
- Federal role in major capital project development is to ensure reviews and analysis of human and natural environmental impacts for federally-funded investments. For proposed new programs, the Federal evaluates local project proposals based on merit (*mobility impacts, environmental impacts, cost effectiveness, land use and economic development impacts*) and financial plan (*local funding capital commitments and contingencies, and long term system-wide operating financial plan*).
- Capital projects are financed by the public sector with the Federal contributing 50% and the balance by State/Local public sources from Sales and Property Taxes. Operating costs is financed from Fares and State/Local public sources from Sales and Property Taxes.
- The federal roads are not maintained by the Federal Government but by the Federal States that compete and generate their own income for construction and maintenance of the federal roads.

3.1 THE UNITED STATES DEPARTMENT OF TRANSPORTATION (DOT)

The U.S. DOT was established by an Act of Congress on 15th October, 1966 and employs almost 55,000 people across the U.S. with approximate budget of \$73 billion per year. It comprise of the office of the Secretary and operating administrations or bureaus which oversees different aspects of the country's transportation system. The Secretary is

the principal adviser to the President in matters relating to federal transportation programmes and oversees the formulation and consistent implementation of national transportation policy throughout the Department.

1. Federal Aviation Administration

Oversees the safety of civil aviation; issues and enforces regulations and standards for the manufacture, operation, certification and maintenance of aircrafts.

2. Federal Highway Administration

Coordinates highway transportation programs; administers Federal-Aid Highway program which provides federal financial assistance to the states; and provides funds for general improvements and development of safe highways and roads.

3. Federal Motor Carrier Safety Administration

Contributes to improving safety information systems and safety awareness, including providing grants to states for motor carrier safety efforts. Mission is to reduce injuries, fatalities and crashes involving commercial motor vehicles.

4. Federal Railroad Administration

Promotes safe and environmentally sound rail transportation. Employs safety inspectors to monitor railroad compliance with federally mandated safety standards including track maintenance, inspection standards and operating practices. Conducts research and development tests to evaluate projects in support of its Safety Mission.

5. Federal Transit Administration

Assists in developing improved mass transportation systems for cities and communities nationwide. Helps plan, build and operate transit systems with convenience, cost and accessibility. Provides

leadership and resources for safe and technologically advanced local transit systems.

6. Maritime Administration

Promotes development and maintenance of adequate, well-balanced U.S. merchant marine and seeks to ensure that U.S. has adequate shipbuilding and repair services, efficient ports and effective intermodal/land transportation system.

7. National Highway Traffic Safety Administration

Responsible for reducing deaths, injuries and economic losses resulting from motor vehicle crashes. It sets and enforces safety performance and fuel efficiency standards for motor vehicles and equipment. It investigates safety defects in motor vehicles and sets/enforces fuel economy standards.

8. Research and Innovative Technology Administration

Identifies and facilitates solutions to challenges and opportunities facing America's transportation system.

9. Saint Lawrence Seaway Development Corporation

Operates and maintains a waterway for vessels between the Great Lakes and the Atlantic Ocean.

10. Surface Transportation Board

Responsible for the economic regulation of the railroad industry.

3.2 THE UNITED STATES FEDERAL AVIATION ADMINISTRATION (FAA)

- (i) The first United States aviation legislation, the Air Commerce Act was passed in 1926 and the FAA was created in 1958 by the US Congress as the Federal Aviation Agency approved by the President. Since 1966, the FAA has been part of the US Department of Transportation and was renamed the Federal Aviation administration.

(ii) The FAA's mission is to provide the safest, most efficient aviation in the world. The FAA has broad authority to regulate civil aviation and promote the safe and efficient use of the national airspace. The FAA is independent of private industry and organizations and is not involved in economic regulation of civil aviation.

(iii) FAA responsibilities are to:-

(a) Ensure the safe and efficient utilization of the national airspace by:- operating the US Traffic Control System and developing, installing, maintaining and inspect air traffic control, communication and navigation systems.

(b) Support national defense requirements by operating common and unified air traffic control system for civil and military activities.

(c) Promote Aviation Safety by:- establishing aviation safety standards; monitoring safe operation and maintenance of aircraft and airports; certifying safe design, manufacture and performance of civil aircraft; setting and enforcing medical standards for flight crews; and participating in accident and incident investigations.

(d) Oversight of US Airport system by: establishing safety standards for the design and operation of civil airports. Federal funds are available to local government to help finance airport construction. Airports are owned and operated by local governments or by private individuals and not FAA.

(iv) FAA Strategic Initiatives:-

In response to the rapidly changing aviation industry, technological opportunities, the uncertain fiscal environment, and

an evolving workforce, FAA has the following four priority initiatives:- Risk-Based Decision Making; National Airspace System; Workforce of the Future. Business Plans have been developed by each FAA Line of Business to detail how the Strategic Initiatives will be implemented. Activities in the Business Plans are tracked and executives report their organization's progress to the Administrator monthly.

(v) FAA International Activities:-

- (a) Coordinating with Foreign Civil Aviation Authorities by providing technical assistance and training to Foreign Civil Aviation Authorities; ~~and~~ ~~organizing~~ research and development programs for new technologies and processes.
- (b) Administering the International Aviation Safety Assessment (IASA) Program which is a mechanism for FAA to determine the provision of proper safety oversight in accordance with international standards by an established foreign civil aviation authority. This information is part of the basis of the recommendation that FAA is required to submit to the Department of Transport as part of the processing of the economic authority for foreign carriers to conduct code shares or operate flights to the US.
- (c) Negotiating Bilateral Aviation Safety Agreements and ensuring the statutory requirements of Congress and the FAA regarding aviation safety.
- (d) Promoting Global Common Aviation Standards at the International Civil Aviation Organization and facilitating compliance with applicable International Civil Aviation Organization aviation safety standards.

(vi) **Kenya Civil Aviation Authority (KCAA):-**

- The United States and Kenya have enjoyed long-standing bilateral relationship and as one of the original safe Skies for Africa (SSFA) countries, Kenya regularly participates in SSFA training sessions. The FAA Flight Standards teams have conducted periodic status reviews of the KCAA to determine the progress on addressing aviation safety issues and to establish the next steps forward.
- The FAA has provided extensive technical assistance over the last 16 years to help KCAA meet the standards of the International Civil Aviation Organization's (ICAO) eight critical elements of aviation safety oversight. KCAA's insufficient funding and the inability to recruit and retain skilled inspector workforce has been a contributor to the slow pace of progress.
- The Commitment of political will and resources by the highest levels of Kenyan government are critical to ensure the work required can be effectively undertaken and implemented by KCAA. As past history with other countries would indicate, without continued high level political will, KCAA could have significant challenges in reaching its stated goal of achieving FAA Category 1 Status without meeting ICAO safety standards.

3.3 TOUR OF DULLES CORRIDOR METRORAIL PROJECT

The Metrorail project is a seamless integration with the current 106 mile Metro-system and providing direct connections to Washington D.C. without transfers. It has a total of 11 new stations with 5 in Phase 1 and 6 in Phase 2. This is a project of the people of the City who volunteered in partnership with the Federal State of Washington D.C. The federal community was motivated by the economic activities generated in the West Phase, did a business case study and approached the County

government to tax them to raise revenue to fund the metro railway project because the federal government was not funding. The Metrorail is providing the following benefits:-

- Providing alternative to congested roadways.
- Easy access to Tyson Corner and downtown Washington D.C. Tyson Corner is one of the largest employment center - 115,000 jobs and nation's 5th largest shopping center.
- Convenient access to Dulles International Airport which employs more than 19,000 people and serves 27 million passengers a year while generating \$4.6 billion in revenue for the regional economy.
- Direct line to major sporting and entertainment venues.
- Front door access to housing and employment centers.
- Pedestrian-friendly communities.
- Alternative to parking hassles.

4.0 DISTRICT OF COLOMBIA HOUSING AUTHORITY (DCHA)

4.1 Governance

DCHA was created in 2000 as an independent Authority and is charged with administering the United States Department of Housing and Urban Development's (HUD) public housing and Housing Voucher programs under the guidance of an eleven (11) member Board of Commissioners and management by an Executive Director.

Strategic Goals

- To create opportunities through collaboration and partnership, to improve the quality of life for DCHA residents.
- To increase access to quality affordable housing
- To provide live-able housing to support healthy sustainable communities
- To foster a collaborative work environment that is outcome-driven and meets the highest expectations of the affordable housing industry

- To effectively communicate DCHA's accomplishments and advocate for its Mission which is to provide quality affordable housing to extremely low-through moderate-income households, foster sustainable communities and cultivates opportunities for residents to improve their lives.

4.2 **Funding**

DCHA receives 96% of funding for its \$300 million budget from HUD in the following categories:-

Annual Funding

- Operating Subsidy – supports Authority's operational, public safety and routine maintenance costs.
- Capital Fund – supports Authority's modernization projects.
- Housing Choice Voucher Program – supports rent payments to private landlords.

Grants

DCHA applies for various competitive HUD grant programs including:-

- Re-development funding-Housing Opportunities for People Everywhere (HOPE -V1) and choice Neighbourhoods Planning Grant.
- Other programs and services (Family Self-Sufficiency Coordinator Program, Residential Opportunity and Self-Sufficiency program).

DCHA receives funding from District Colombia in the following categories:-

Public Safety – supports a portion of the Authority's public safety office which complements local law enforcement efforts by focusing on crime prevention and criminal activities in and around DCHA's public housing communities.

Rental Assistance Support/Local – provides continued rental assistance to 500 low-income District of Colombia households that are currently housed.

Local Rent Supplement – provides rental assistance for extremely low-income families and individuals through the Local Rent Supplement program, which is a housing program similar to the Federal Voucher Program. The housing subsidy is provided through tenant-based and project/sponsor based assistance and funding under this program has allowed DCHA to partner with local housing providers to preserve and create affordable housing units in the District.

4.3 PUBLIC HOUSING OPERATIONS

4.3.1 Client Placement Division

DCHA manages a wait-list for the Public Housing, Housing Choice Voucher and Moderate Rehabilitation programs. Management of the program list entails application intake, eligibility determination and all processes related to maintaining waiting-list information. DCHA continues to process applicants from the waiting-list as public housing units and vouchers become vacant/available. The waiting-list as of March, 2014 was as follows:-

- Applicants on waiting-list -72,028
- Housing Choice Voucher Program – 68,035
- Public Housing – 47,285

4.3.2 Public Housing Sites

DCHA owns over 8,000 public housing units and fourteen (14) of DCHA's 43 developments serve the elderly and disabled residents. DCHA's property management team maintains an occupancy rate of 97% year round. Tenants pay 30% of their adjusted income towards rent and the average rent paid by a public housing household is approximately \$250. DCHA's conventional public housing property management operations are both internally and privately managed and DCHA has entered into Annual Contributions Contracts (ACC) for the long term affordability of units throughout of the District and most of these ACC

units are part of HOPE-V1 (Housing Opportunities for People Everywhere) re-developed sites.

4.3.3 Housing Choice Voucher Program

- DCHA administers over 12,000 Housing Choice Vouchers through tenant based and project based voucher assistance. A tenant based voucher allows a family to rent a unit in the private market and receive rental assistance so that their housing is affordable.
- Project based vouchers subsidizes the rental cost of a hard unit and assistance is tied to the unit while households moving into the unit must meet eligibility criteria. Under both subsidy types, the participant pays 30% of their adjusted income towards rent. The Housing Authority assumes the cost of the balance of the rent with funds provided by HUD or local government. The average housing assistance payment of a DCHA HousingChoice Voucher Programme(HCVP) subsidized unit is \$1,000.
- DCHA also receives voucher allocations targeted as assisting specific households and has been awarded 809 Veterans' Affairs Supportive Housing (VASH) vouchers to assist homeless veterans.
- DCHA works closely with landlords and participants through the Landlord Advisory Committee and Participant Advisory Committee to address issues and policies on housing and provision of services to its residents.

4.3.4 Residents initiatives

DCHA has the following dual approach to the provision of services to its residents:

- (i) DCHA supports residents through the following specific empowerment activities:-
 - Creation of a Citywide Resident Advisory Board (public housing)
 - Creation of a Participant Advisory Council (HCVP)

- Capacity training for all resident leaders
 - Facilitate the election of Residents Councils and Commissioners
- (ii) DCHA facilitates the provision of supportive services to residents through the following programs:-
- Workforce Development and Support.
 - Facilitation of services provided on or near developments by private or public providers.
 - HVCP Family Self-Sufficiency Program.
 - Home ownership

5.0 HOUSE OF REPRESENTATIVES COMMITTEE ON TRANSPORT AND INFRASTRUCTURE

The Legislative staff informed the delegation that:-

1. The House of Representatives is “the people’s house,” or the part of Government most responsive to public opinion. Each state’s representation in the House is based on population, with each state getting at least one member. Every member of the House represents a district within a state, and each district has roughly the same population. Membership in the House is capped at 435. To keep them responsive to the people, House members face reelection every two years, and the entire body is elected at the same time. A person must be twenty-five years old and a resident of the state they seek to represent in the House.
2. There are four major types of congressional committees:-
 - i. **Standing committees:** The Committees have legislative jurisdiction and therefore deal with issues of permanent legislative concern and recommend measures for consideration by the respective chamber. Standing committees also have oversight responsibility to monitor agencies, programs and activities within their jurisdiction and also areas that cut across their jurisdiction. They recommend levels of funding for government operations and for new and existing programs within their jurisdiction. Most

standing committees have subcommittees covering more specific areas of an issue and report to the full committee. Sub committees are responsible to and work within guidelines established by the parent committee.

ii. **Select committees:** Select committees are created for a limited period and for a specific purpose (conduct investigations and studies and at times to consider measures) through a resolution of the parent chamber. They are only established because the existing standing committee does not address an issue comprehensively or because a particular event sparks major public interest.

iii. **Joint committees:** Joint committees consist of members of both Houses, usually created to deal with a specific issue such as conducting studies or performing housekeeping tasks rather than consider measures.

iv. **Conference committees:** is a temporary joint committee with members from both the House and the Senate. It is formed to resolve/reconcile the differences between the Senate and House passed versions of a particular bill. Conference committees issue a compromise bill for both Houses to vote on.

Powers of Committees

3 Committees have a great deal of power over bills. Committees review bills, hold hearings, rewrite the bill in open session called markup, and choose whether to refer a bill to the whole House. Committees also prioritize bills for consideration. Thousands of bills are introduced in Congress during each congressional session, but only a small fraction of those bills are actually put to a vote on the floor. Most bills, particularly controversial ones, die in committees but whole House can override the committee's decision to kill a bill by passing a discharge petition, which brings the bill out of the committee and to a vote. Discharge petitions are however not very common.

Composition of Committees

4. Membership in committees of Congress are determined by Party leaders. The majority party always has a majority of members on each Committee

and also names the chair of each committee based on seniority, power, loyalty, and other criteria. Members of Congress try to get good Committee assignments and be on powerful Committees, such as the Ways and Means Committee (which deals with taxes and revenue), or on a Committee that covers issues important to their constituents. The Steering Committee which comprises of the leadership of the House, decides who sits and serves on which committee and interviews candidates for chairmanship.

Leadership of Committees

5. Committee Chairs have the power to determine agenda before the Committee, presiding over meetings, controlling most funds allocated by the chamber to the committee, marshal majority support, schedule hearings and votes and prioritize agenda before their Committees. The senior Committee Member from the minority party is called the ranking member. He often participates in the chairs regulation of the committee and also on matters affecting a committees minority members. The Republicans have a committee leadership term limits of not more than three consecutive terms in the House of Representatives since the 104th Congress and for the Senate Republican may serve more than six years as chair and six years as ranking member of any Committee effective with the 105th Congress.

The Staff System

6. Congress employs a significant number of people, called staffers, who assist members in providing professional, administrative and clerical support to committees. The staffers assist in writing, analyzing, emending and recommending measures to the full chamber as well as overseeing the executive's implementation of laws and the operation of programs. The following are the categories of staff in Congress:-
 - (i) **Members' staff** - Each member has staffers who provide clerical support, help with constituent relations, and conduct research on issues

important to the member. The members divide their staffers between their home offices and their offices in Washington, D.C.

- (ii) **Committee staff** - Each committee employs a number of staffers who organize and administer the committee's work. Staffers also conduct research, offer legal advice, and draft legislation.
- (iii) **Staff agencies** - Organizations created by Congress to offer policy analysis, including the Congressional Research Service and the Government Accountability Office, employ staffers. This category of staff are non partisan and are permanent.

Transport and Infrastructure Committee

7. The Transport and Infrastructure Committee membership is 60 comprising of 27 Democrats and 27 Republicans. The Chairman is from Majority Party while the Vice Chairman is from the Minority Party.
- The Committee has six (6) sub-committees which have professional and technical officers from the private sector. The sub-committees hold meetings frequently and report to the Committee.
 - The Committee staff process the legislation on transport sector.

5.0 TOUR OF BACK RIVER WASTEWATER TREATMENT PLANT

The delegation visited the Back River Wastewater Treatment Plant in Baltimore and was informed that:-

- (i) The Treatment Plant was constructed in 1907 and is owned and operated by the City of Baltimore. It is situated on the west shore of the Back River and occupies a 466-acre site and has a 35-foot elevation difference from influent to outfall thus allowing wastewater to flow through the plant by gravity.
- (ii) The Plant currently employs about 300 people and twenty-four hour-year-round plant operation is maintained. The facility is designed to treat 180 million gallons per day (MGD) of wastewater and can handle peak flow of over 400 MGD.

(iii) Wastewater from both Baltimore City and County enters the Back River Plant through two large conduits. After treatment, about 40% of the effluent is diverted through two 6-mile long pipelines to Mittal Steel Corporation for industrial purposes while the remaining effluent passes through a 1,200-foot long outfall structure where it is gradually aerated and diffused into Back River.

(iv) Liquid Treatment Processes is undertaken at the following four levels:-

Preliminary Treatment

The process includes six fine screens to remove larger solid objects and flow enters removal basins where the flow velocity is reduced to allow sand and other particles to settle.

Primary Treatment

The wastewater is distributed among eleven primary sedimentation tanks where large and denser suspended organic particles settle. Primary sludge is removed from the tanks to solids processing while the clarified effluent proceeds to secondary treatment.

Secondary Treatment

Effluent from the primary process which still contains dissolved and fine suspended solids, flows to the activated sludge facilities where a culture of micro-organism is maintained to absorb and metabolize organic pollutants. After treatment, the activated sludge is separated from the wastewater by sedimentation and pumped to solids handling processes.

Tertiary/Advanced Treatment

The flow enters the sand filtration facility which consist of forty-eight (48) sand beds with a total filter surface area of over two acres. The filtration process entraps the solids particles on the

filter bed to remove most of the remaining suspended solids from the wastewater. Chlorine solution is added at the influent of the filtration process to minimize algae growth on the filter beds.

Final Treatment

Disinfection by chlorination, dechlorination by bisulfate and post aeration to neutralize the chlorine residual thus minimizing the potential toxic effects that chlorine could have on aquatic life within the Bay. Finally the effluent spills down a step-dam cascade system where it is re-aerated.

6.0 RECOMMENDATIONS

- (a) The on-going construction of JKIA's Unit 4, the proposed Green Field Terminal 2 and the Kenya Airways' Fleet Expansion Plans are poised to enhance Kenya as South Africa's investment alternative. This incentive could further be reinforced by massive investments by the Ministry of Transport in ICT, road and railway infrastructures. Therefore, the Government should pursue more partnerships with the U.S. in the aviation sector.
- (b) The government should not only invest more in physical infrastructure but should also address the challenges facing the sector like, sub-standard or poor quality of services for construction projects and lack of coordination among the institutions responsible for infrastructure development.
- (c) The Ministry of Lands and Urban Development should initiate measures aimed at ensuring deliberate planning/forecasting for emerging housing needs in the cities and seek partnerships with bilateral partners to put up decent and affordable houses for urban population. The National Housing Corporation should build low cost housing that is affordable to the low income.

- (d) The county governments should compete like the U.S. federal states and generate their own income for construction and maintenance of the roads within the counties instead of depending on the national government.
- (e) Decisions made at the U.S Congress are usually made on the strength of how well the members of Congress understand the country under discussion and how well the country concerned has lobbied her case with the Congressmen. It is fundamental for our Parliament to assist the country in lobbying for issues of strategic important to Kenya with the US Congressmen.
- (f) The U.S. will remain the largest world economic, military and cultural powerhouse for few more decades. This factor cannot be ignored when formulating policy and objectives towards the United States. The government policies must take cognizant of the tremendous influence that the U.S. wields globally.
- (g) The fast integration of EAC has created tremendous economic opportunities that the five member states should leverage on to woo American investors. Already, the U.S. Government is keenly following on the EAC integration process, and already an Ambassador has been appointed in Washington D.C. to take charge of the EAC issues.
- (h) The Kenya Defense Forces' exemplary role in Somalia has also boosted credibility and prestige of Kenya as an indispensable partner in quest for regional peace and stability. The Government should leverage on this.