INTRODUCTION/OVERVIEW
RECOMMENDED STRATEGIES FOR 115TH CONGRESS

October 4th 2016

On September 6, Congress returned from its five-week summer recess to face a historic confluence of factors that have made the last stretch of the 114th Congress particularly challenging. As has often been the case in recent years, the unfinished appropriations process for FY 2017 led to discussion of a possible government shutdown if action was not completed by September 30 (the end of the current fiscal year). While Congress is supposed to pass each of twelve spending bills every year, "regular order" has not been followed over the last nineteen years, and this year was no exception. Following protracted negotiations over funds for Zika response ($1.1 billion), disaster relief ($500 million), and aid for the Flint lead crisis ($170 million committed by the House in its version of the separate Water Resources Development Act), Congress passed a Continuing Resolution (CR) on September 28 that keeps the government open until December 9; President Obama signed this CR into law on September 29.

The CR included only one of the 12 annual appropriations bills—the full-year FY 2017 Military Construction, Veterans Affairs and Related Agencies bill, which was used as the CR "vehicle." Funding for all other federal departments and agencies will remain at FY2016 levels until December 9, requiring Congress to address such funding in some form of single "omnibus" or multiple smaller "minibus" packages when Congress reconvenes for a three-week lame duck session after the November elections. Though the House and Senate Appropriations Committees have approved all of these bills, the full House has only passed four (Defense, Financial Services, Interior Environment and Legislative branch), and the full Senate has only passed two (Energy and Water, and Transportation and Housing and Urban Development).

The pressures of an unconventional election season have only exacerbated the partisan challenges in both chambers (particularly the House, where the GOP "Freedom Caucus" has created a virtual third party). While it is unlikely the results of the November elections, no matter the outcome, will bridge that divide during the lame duck session, the greater questions will be the impact on the 115th Congress. Though House Speaker Paul Ryan (R-WI) managed to win the support of the majority of his House Republican colleagues in passing the CR, he did so largely by promising to break any omnibus spending package down into smaller "minibus" portions for the sake of greater "transparency" (that is to say, spending scrutiny on specific programs). His ability to do so, while maintaining order in his own ranks, will surely be tested.

The GOP is expected to retain its House majority, but on the Senate side, control of the chamber will be decided in large part by the Presidential race. If Hillary Clinton wins by a significant margin, the Senate could swing to the Democratic side, while a victory by Donald Trump will almost surely help the Republicans retain the Senate. Senate Majority Leader Mitch McConnell (R-KY) has also pledged to pursue a "minibus" appropriations strategy for the lame duck session, though the Senate's failure to advance a Department of Defense funding bill in September underscores the existing partisan divide. Democrats in both houses have made it clear they will reject "minibuses" that bundle the Defense and Homeland Security bills separately from Labor-HHS-Education and related agencies, fearing that any leverage that exists on social services and other domestic discretionary spending could be lost if defense and security bills are considered independently.

Beyond appropriations, a bipartisan commitment to the long-sought "21st Century Cures" legislation (a wide-ranging bill relating to health care and pharmaceutical development) could produce a breakthrough, and a final version of the Water Resources Development Act (WRDA) is expected to pass. A lame duck vote on Supreme Court nominee Merrick Garland could occur if a Clinton victory is combined with an incoming Democratic Senate, as Republican Senators may decide they are likely to see a more liberal nominee in January.

The issue that looms over the entire landscape is the return of sequestration. The House's FY 2017 appropriations bills will cut $17 million from defense and $775 million from non-defense discretionary spending unless measures are taken to bring them in line with the Senate versions, raising the prospects of yet another "Fiscal Cliff." Beyond 2017, the complete expiration of the 2015 Bipartisan Budget Act compromise will make steep across-the-board cuts unavoidable. To blunt the economic and political impact of these cuts, the next President and Congress will need to reach a new short-term agreement providing sequestration relief, or else repeal the Budget Control Act (sequestration) entirely. Additionally, the Department of the Treasury has estimated that the debt ceiling raised by the 2015 compromise will be breached by March 15, 2017, if no new increase in the caps is enacted, creating another critical fiscal hurdle for the new President and Congress.

The shape of the thirteen-member delegation representing Virginia in the 115th Congress is another factor that may be decided in the November elections. If Senator Tim Kane (D-VA) becomes the 48th Vice President of the United States, Governor Terry McAuliffe would be empowered to appoint a replacement who would serve until November 2017, when a special election is held for the final year of the term. There has been significant discussion of potential candidates the Governor might consider, including Congressmen Gerry Connolly and Don Beyer, who represent Fairfax County, as well as Congressman Bobby Scott, who represents the Hampton Roads and Richmond areas. Additionally, Fairfax County's third representative is Republican Congresswoman Barbara Comstock, who is locked in the state's most competitive race.

Transportation

The new transportation landscape reflects the phased rollout of the Fixing America's Surface Transportation Act (FAST Act), a five-year package that President Obama signed into law in December 2015. The FAST Act provides $305 billion in new spending obligations from the Highway Trust Fund spanning FY 2016 through FY 2020, including: $225.2 billion for highways, $48.7 billion for mass transit, and $7 billion for highway and motor carrier safety. The FAST Act provides an immediate and significant boost to spending from the Trust Fund—highway spending in 2016 will be $2.1 billion (5.1 percent) above 2015 levels. The three most significant features of the FAST Act's highway provisions are the new formula freight program, the new discretionary program for nationally significant freight and highway projects, and the conversion of the Surface Transportation Program into a block grant.

The new discretionary grant program, Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE), allows the Secretary of Transportation to select for funding projects of "national or regional significance." On July 7th, the first round of FASTLANE grant awards were announced by the U.S. Department of Transportation (USDOT) – 18 infrastructure grants totaling nearly $800 million were awarded to 15 states and the District of Columbia. The two largest grants were provided to the Northern Virginia region: $165 million for Virginia's Atlantic Gateway I-95 Corridor project; and $90 million to the National Park Service for the Arlington Memorial Bridge reconstruction. The FAST Act also includes a $10 billion rail section, a first for a major federal transportation bill. Amtrak has been authorized for the first time in seven years with new grants, while the legislation also provides state grants for infrastructure, safety, and state good repair improvements.

Other new policy provisions included in the FAST Act are summarized below:

- ***Congestion Mitigation and Air Quality Improvement (CMAQ)*:** This program dates back to the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), and has been reauthorized under each subsequent transportation bill. CMAQ provides funds for state and local governments to: improve air quality in transit-intensive areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide or particulate matter ("nonattainment areas"); or, to maintain standards in areas where there is a risk of nonattainment, due to high transportation activity ("maintenance areas").

The FAST Act authorized just over $2.3 billion for FY 2016 (a roughly $100 million increase over previous levels), $2.36 billion for FY 2017, $2.4 billion in FY 2018, $2.45 billion in FY 2019 and $2.5 billion in FY 2020. Eligibility has also been expanded to include projects addressing port-related freight operations and "vehicle-to-infrastructure communications equipment," in addition to the traditional diesel retrofitting and traffic management systems. These funds are distributed to each state on a formula basis (Virginia will receive $60.6 million annually through 2020) and are awarded to projects through regional metropolitan planning organizations (MPOs).

- ***Fixed Guideway Capital Investment Grants***: Also known as Section 5309, the program serves as the primary Federal Transit Administration (FTA) grant vehicle for mass-transit capital projects. The FAST Act authorizes just over $2.3 billion each year through 2020 (a nearly $200 million boost from the previous level) to fund a competitive process for rapid rail, commuter rail, light rail, streetcars, bus transit, ferries, and other "rapid transit investments that emulate the features of rail." One notable change to the program under the FAST Act is the reduction of the federal share for "New Start" full funding grant agreements, from 80 to 60 percent. New Start covers those projects that have total estimated costs of $300 million or more, or that seek $100 million or more in funding.

- ***Transportation Alternatives Program (TAP):*** The bill reclassifies TAP as the "STP Set-Aside" within the broader Surface Transportation Block Grant Program (STBGP), and provides fixed amounts of $835 million per year for the first two years, followed by $850 million per year for the duration of the bill. This represents a modest increase over the funding levels (approximately $820 million in FY 2015) authorized by MAP-21(the previous transportation reauthorization bill passed in 2012).

- ***Transportation Infrastructure Finance and Innovation Act (TIFIA) Loans & Transit-Oriented Development (TOD):*** While MAP-21 dramatically increased the TIFIA program from $122 million to $1 billion (per year), the FAST Act cuts the program to $275 million in both FY 2016 and FY 2017, $285 million in FY 2018, and $300 million in both FY 2019 and FY 2020. However, the FAST Act does expand TIFIA loan eligibility to include transit-oriented development (TOD) projects, defined as "projects to improve or construct public infrastructure located within walking distance of, and accessible to, transit facilities." This includes parking garages, property acquisition, and smaller-scale infrastructure for people walking or bicycling. The FAST Act has also lowered the cost threshold for TOD projects, from $50 million to $10 million, while expanding the scope of projects covered by the program. Other requirements for TIFIA remain the same, including cost thresholds for most non-TOD projects, federal share provisions that cap TIFIA lines of credit at 33 percent, loans at 49 percent, and joint lines-loans arrangements at 49 percent (the FAST Act allows total federal assistance, including loans and other grants, for a project to remain 80 percent).

- ***Surface Transportation System Funding Alternative Program***: In response to the long-term solvency concerns surrounding the federal Highway Trust Fund, the FAST Act established a new grant program for states to "demonstrate user-based alternative revenue mechanisms that utilize a user fee structure." Funding in FY 2016 started at $15 million, supporting an inaugural round of awards for seven states (California, Delaware, Hawaii, Minnesota, Missouri, Oregon, Washington) to field-test projects like Oregon's "mileage tax" and Delaware's interstate toll studies. Funding is slated to increase to $20 million per year for FY 2017 through FY 2021, with the federal share for each program capped at 50 percent.

- ***Performance Measures:*** Beyond the FAST Act's policy provisions, the law requires USDOT and the Federal Highway Administration (FHWA) to publish new rules this year addressing the need for coordination and consultation between the USDOT, local governments and regional entities on performance measures. In April, FHWA posted a Notice of Proposed Rulemaking (NPRM) in the *Federal Register* regarding possible national performance management regulations to assess the performance of the National Highway System, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement Program. In May, a Final Rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning was published, and on June 27, USDOT posted a NPRM on Metropolitan Planning Organization Coordination and Planning Reform.

- ***Transportation Investment Generating Economic Recovery (TIGER):*** Although Congress has not yet enacted a final FY 2017 spending measure, both House and the Senate bills provide funds for the oversubscribed TIGER grants program again this year. The House version funds TIGER grants at $450 million (compared to the FY 2016 funding level of $500 million), while the Senate bill would provide a modest boost, to $525 million. While the final number has yet to be determined, House appropriators who sought larger cuts to TIGER during last year's process ultimately acceded to the Senate's funding level.

Federal Defense Relocation and Consolidation

Once again, the outlook for a new Base Realignment and Closure (BRAC) round appears remote—though not due to lack of enthusiasm within the Department of Defense (DOD). The Pentagon's budget request for FY 2017 describes the need for further BRAC as "critical" in the context of its force rebalancing efforts, which mirrors the emphasis found in previous budgets and recent statements of policy from the Office of the Comptroller. This year, the Pentagon released a new report on infrastructure capacity mandated by Congress in last year's National Defense Authorization Act (NDAA) that found 22 percent excess capacity across the entire DOD (33 percent in the Army). The report indicates that the annual cost savings resulting from the 2005 BRAC process totals $12.5 billion, and recommends that Congress authorize a new BRAC round in 2019 (though the Government Accountability Office has indicated that the savings of the 2005 BRAC round are likely to be approximately 72 percent less than was estimated at that time).

Still, Congress has maintained its position against initiating BRAC. The House has passed a DOD appropriations bill that retains last year's language explicitly prohibiting funds from being used "to propose, plan for, or execute" a new BRAC round, which was also included in the House version of the Military Construction/Veterans Affairs appropriations bill (though this bill does include additional funds to expedite environmental remediation at closed base sites). While the Senate versions of those bills do not include this language, Armed Services Committee Chairman John McCain (R-AZ) and Ranking Member Jack Reed (D-RI) have expressed no desire to push for BRAC in the coming year, as their committee has been embroiled in a disagreement with the House over the allocation of Overseas Contingency Operation (OCO) funds, which the House has sought to use as a backdoor to boost defense programs beyond sequestration caps established in the 2015 budget compromise.

This underscores the extent to which sequestration will become even more of a driving force in the coming year as the new Congress grapples to address the threat of Pentagon cuts widely considered unsustainable without a new budget compromise. It should also be noted that the Pentagon can still move forward on closing some facilities without an official BRAC process, though these actions would only come after a Pentagon review initiated by the new Administration, which may or may not be interested in wading into an issue Congress has strongly opposed (as a reminder, Secretary of Defense Ashton Carter's 2015 plans to reclassify tens of thousands of civilian workers and place them outside the civil service system has gained little traction since its announcement).

Both the Commonwealth and Fairfax County have strong connections to the nation's defense infrastructure, which has presented tremendous economic growth opportunities, but also creates a unique vulnerability to fluctuations in defense spending. In a recent DOD Office of Economic Adjustment (OEA) report, the Commonwealth of Virginia ranked first in defense spending, with a total of $54.7 billion in FY 2014 (including $38 billion in contract spending and $16.6 billion in defense payrolls). Within the Commonwealth, Fairfax County is the top defense spending location, with $19.1 billion in defense expenditures, far outpacing the next-closest recipient of defense dollars (Newport News at $6.2 billion). Fairfax County ranks second in Virginia for the number of defense personnel at 29,826 (behind Norfolk's 40,296 and ahead of Prince William's 15,349). Fairfax County should continue to focus on the County's role in the National Capital Region and its connection to the functioning of the federal government, while continuing to closely monitor potential future federal funding cuts that could affect the County and local economy.

Opportunities for Economic Success

There are several pending opportunities for Fairfax County to leverage its strategic location in Northern Virginia by housing federal agencies currently in development or considering relocations. The establishment of such workplaces increases the economic vitality of the County by encouraging business development in the surrounding area, supporting small businesses, and growing the tax base, among other benefits.

Fairfax County is currently seeking the relocation of the FBI from its current location in the deteriorating Hoover Building in Washington, D.C. In July 2014, three locations were chosen by the General Services Administration (GSA) to be considered for the new FBI headquarters, including the Springfield GSA site (the other two sites are in Maryland). In the two years since that time, missed deadlines and procedural delays have been criticized by many, including some in Congress. While federal appropriations for FBI relocation are expected to increase from the FY 2016 level of $75 million, the skepticism on Capitol Hill has created additional uncertainty with regard to how much funding will actually be released. The Senate's plan would provide $759 million to the project, but an accompanying committee report also expresses "serious concerns…about delays," while the House plan provides only $200 million and that committee's report notes the "inexperience and incapability" of the agency (GSA) in its supervisory responsibility.

Staff has developed a strategic plan in advocacy of the Springfield site, including a coordinated coalition effort with state and federal legislators, as well as other Virginia stakeholders affected by this decision, emphasizing the united Congressional, state, and local support for the relocation. Based on its proximity to significant transit and highway options, the Springfield GSA site is by far the best of the three locations.

Second, another opportunity for federal relocations may arise from an unfortunate delay in the potential consolidation of cybersecurity operations. In February 2016, the GSA made a decision to shift its focus away from the proposal for a consolidated civilian campus for cybersecurity operations that had been introduced in the 2014 appropriations legislation; this was at least in part due to bipartisan criticism of the cybersecurity plan and its $500 million cost. However, this delay may be potentially offset by the relocation of the Drug Enforcement Administration (DEA) and the Transportation Security Administration (TSA) from their shared complex in Arlington. In April 2016, GSA formally issued a pre-solicitation seeking over 478,000 square feet of space for a new DEA headquarters, which could expand to nearly 600,000 square feet before the agency is scheduled to move in October 2018. At least one Fairfax County site—a Boston Properties complex in Springfield that was originally offered to the TSA—is reported to be in the running. TSA's move, which has been in process for some time, was originally planned for the Victory Center in the City of Alexandria, but that plan was struck down by a federal judge in December 2015 (after a legal battle over GSA's adherence to space caps in the Congressional prospectus authorizing the search). The TSA has now re-opened the consideration process for its initial pool of bidders. These developments underscore the opportunities that federal agencies continue to present for Fairfax and the importance of sustained advocacy for the benefits the County provides to the federal workforce.

Cybersecurity

Fairfax County is home to many government contracting firms that focus on cybersecurity and the protection of valuable information from theft, corruption, or disaster. This industry has been identified as one of the County's key economic growth opportunities, given that the D.C. metro area is widely considered the center of innovation in cybersecurity. Fairfax County has had great success in recruiting and retaining some major technology firms, with more than 300 cyber-related tech firms operating within the County, according to the Fairfax County Economic Development Authority. However, since many of these cybersecurity companies depend heavily on government contracts, the importance of long-term federal funding of cyber initiatives is paramount. Moreover, inter-state battles for these types of companies have begun. For example, Maryland, now home to the U.S. Cyber Command at Fort Meade, is offering more than $3 million in tax incentives for cybersecurity start-ups that locate operations in the state, putting pressure on the County to remain competitive.

The recent GSA decision to place an indefinite hold on plans for a consolidated civilian cybersecurity campus does not diminish the scale of the opportunities that are available, which will continue to grow in scope within the federal government and as an industry leveraging that expertise in the private sector. Federal funding for addressing cybersecurity threats that continue to make headlines has steadily increased in recent years. The President's budget incorporates commitments to the Cybersecurity National Action Plan (CNAP), announced in February, which includes a $3.1 billion Information Technology Modernization Fund, and multi-agency investments in cybersecurity totaling $19 billion. Both House and Senate appropriations bills provide increased funding for cybersecurity operations above FY 2016 levels, and the commitment to providing cyber resources on economic and national security grounds is one of relatively few bipartisan high-priority items at the top of the federal agenda. Senator Mark Warner (D-VA) co-founded the Senate Cybersecurity Caucus with Senator Cory Gardner (R-CO) in June, as a counterpart to the House Cyber Caucus (which includes Gerry Connolly and Barbara Comstock from Fairfax County). These caucuses provide an opportunity to highlight the County's unique cybersecurity attributes, including experienced personnel and educational institutions ready to support cyber initiatives.

Governor McAuliffe has also made cybersecurity a key issue for the Commonwealth, positioning Virginia as a leader in this area. Last year he established the Virginia Cyber Security Commission in order to enhance Virginia's role in this rapidly growing field. The Commission published its first report in August 2015, identifying key legislative opportunities for Virginia to expand its leadership in this area. As the Commission moves forward with its recommendations, the County should continue to monitor important developments in this area.

FAA Reauthorization & Regulation

Fairfax County supports preventing further changes to the perimeter and slot rules to ensure balanced capacity between Dulles International and Reagan National airports. In July, Congress passed a 14-month FAA extension bill to maintain FAA authorization through September 30, 2017, though neither chamber has begun consideration of a longer-term bill. The previous three FAA reauthorization bills (2012, 2011, and 2003) have given Reagan National more permitted slots (allowable takeoffs and landings per hour) and more non-stop flights beyond 1,250 miles (perimeter rule) to the detriment of Dulles International.

As anticipated, in 2016 Reagan National overtook Dulles in domestic enplanements (22 million to 14.3 million), creating challenges for both airports – additional stress is being placed on Reagan National's already physically constrained infrastructure while the traffic shift is reducing the competitiveness of Dulles. Further, the implementation of the federal Next Generation Air Transportation System (NextGen, which is an upgrade to the nation's air traffic control system and is designed to manage more air traffic with greater efficiency) has resulted in flight paths concentrated over certain communities near Reagan National. In particular, the concentration of flight paths for departures to the south of the airport has resulted in a significant increase in noise over residential areas in the County along those flight paths. The County has supported efforts to reduce the impact of aircraft noise on Fairfax County residents by modifying flight paths south of Reagan National to keep aircraft more centered over the Potomac River on departure, as well as modifications to waypoints that would allow departing aircraft to travel farther down the Potomac River before turning east or west.

The interconnectedness of Virginia's aviation system makes Dulles imperative to the continued success of airports around the state. Further, the region has encouraged air expansion at Dulles as a major economic driving force in Fairfax County and Northern Virginia. As a result, the region, the Commonwealth, and the federal government have made significant investments in transportation projects to further spur the airport's growth, including the Metrorail Silver Line extension that will provide greater accessibility to Dulles. In a further demonstration of the statewide significance of Dulles Airport, Virginia's 2016-2018 biennium budget included $50 million to help reduce the airline cost per enplanement at Dulles, contingent on retention of a domestic airline hub service for at least seven years – on September 29, 2016, Governor McAuliffe announced that MWAA and United Airlines had agreed to a long-term lease extension through 2024. Maintaining the existing perimeter and slot rules is essential to the success of all of these efforts.

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- Oppose deficit reduction actions that shift costs, impose unfunded mandates, or pre-empt local programs and taxing authority.
- Support a proactive approach to repositioning the County in anticipation of possible long-term reductions in federal funding.

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- Provide needed funding for transportation projects essential for DOD relocation and consolidation, as well as other transportation improvements and unfunded project costs.
- Seek legislative language requiring: traffic impact analyses of recommendations in future government relocation and consolidation proposals; greater coordination between military installations and host communities on Transportation Demand Management (TDM); and greater coordination with host community for relocations to existing facilities.
- Support continuation of the Mark Center parking cap.

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- Provide more funding for the Surface Transportation Block Grant Program (STBG) and increase the portion that is sub-allocated to local areas.
- Support full funding for surface transportation programs including: Congestion Mitigation and Air Quality (CMAQ) Program, TIFIA loans, and the FASTLANE Program.
- Continue to provide dedicated funding support for Dulles Rail Phase 2, the Washington Metropolitan Area Transit Authority (WMATA), and Metro 2025.
- Expand the federal government's funding partnership with Fairfax County to ensure continuation of the region's economic vitality, especially as it relates to transit-oriented development.
- Support permanent parity between the level of transportation benefits provided for transit and parking.
- Oppose expansion of the perimeter and slot rules for Reagan National Airport in FAA Reauthorization.
- Support additional federal funding for the TIGER grant program.
- Provide additional support and funding for several priority projects including Route 7 Widening, I-66 Corridor Improvements, Richmond Highway Widening, Soapstone Connector, Fairfax County Parkway Widening, and the Frontier Drive Extension.

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- Support relocation of the FBI headquarters to the Springfield GSA site.
- Support passage of the Marketplace Fairness Act.
- Support the tax-exempt status of municipal bonds as comprehensive tax reform is considered in 2017.
- Maintain funding for and the structure of the Community Development Block Grant (CDBG) program.
- Support federal funding to mitigate the costs of educating federally connected children living in Fairfax County.
- Support the continuation of funding for Department of Justice programs that support local law enforcement, and legislation that assists local governments to develop and implement programs to improve outcomes for individuals with mental illness who are involved in the criminal justice system.
- Support full funding for federal programs that address and prevent substance use disorder through community-based treatment and prevention programs.

RECOMMENDED STRATEGIES FOR 115TH CONGRESS

October 25, 2016

OVERALL FEDERAL FUNDING AND SEQUESTRATION

Fairfax County recognizes the challenges posed by a difficult national fiscal climate, and the need to reassess, and perhaps redirect, the allocation of federal resources. However, the County also maintains that federal assistance to state and local governments can help mitigate the effects of state and local budgetary issues, and that those federal investments in state and local infrastructure projects help produce private sector jobs, improve the County's competitiveness, and generate federal tax revenues. As Congress works to adopt the federal budget, it is essential to avoid significant reductions to high-priority programs affecting the lives of Fairfax County residents. In general, the County opposes federal funding initiatives that shift costs to localities, impose unfunded mandates, or pre-empt local programs and taxing authority**.**

The County supports a proactive approach to repositioning itself in anticipation of possible long-term reductions in federal funding, leveraging the County's location in the National Capital Region, well-educated workforce and strong business climate to attract additional federal facilities, consolidations of personnel, and increased government contracting and government building opportunities, including the possible relocation of the Federal Bureau of Investigation (FBI) and the Drug Enforcement Administration (DEA). *(Revised)*

FEDERAL AGENCY RELOCATION & CONSOLIDATION

- ***Provide needed funding for transportation projects essential to Department of Defense (DOD) relocation and consolidation.*** Essential projects remain to mitigate the impacts of BRAC 2005. The County has made efforts to find various sources of funding to improve mobility near Fort Belvoir, including applying for Northern Virginia regional funds for various projects, such as widening US Route 1 from Mount Vernon Memorial Highway to Napper Road, but additional federal assistance is needed.
    - ***US-1 Belvoir Widening Funding.*** The Fort Belvoir Base Realignment relocation of 12,000 personnel to Fairfax County created an immediate need for infrastructure improvements in the Fort Belvoir area. The US Route 1 project received funding of $180 million, appropriated under the Defense Access Roads program administered by the DOD Office of Economic Assistance (OEA), to help address these needs by improving road access and traffic flow to the Army Hospital. If the project is completed under budget, the County would likely have to apply for funding for any proposed additional expansions; though such expansions would not be outside of the intent of the original federal legislation, OEA may consider them to be outside the scope of the original project. Fairfax County continues to work with the Congressional delegation, federal agencies, and state partners on efforts to ensure that the full $180 million is utilized to mitigate impacts in the Route 1 corridor. *(Revised)*
- ***Provide funding for other transportation improvements and unfunded project costs.*** Fairfax County must also continue to work with its federal partners to address the needs around the area affected most directly by the 2005 BRAC actions. As such, the following transportation

improvements are needed to address the BRAC relocation efforts. Total unfunded project costs (in 2015 dollars) to address BRAC impacts, above and beyond what is incorporated in existing plans, include, but are not limited to the following project list:

Fairfax County Parkway/Neuman Street Interchange	$50 million
Improvements to Fairfax County Parkway between I-95 and Route 1	$55 million
Transit Center and Ridesharing Facility(s)	$45 million
Implementation of expanded bus service and circulator service	$75 million
Interchange at US Route 1 and Fairfax County Parkway	$55 million
I-395/Route 236 (Duke Street/Little River Turnpike) Interchange	$20 million
I-95/I-395 (Shirley Highway) Transit Service	$10 million

(Revised)

- ***Seek legislative language requiring greater coordination between a federal agency and host communities in any future federal government relocation and consolidation proposal for both new facilities and the use of existing facilities.*** The County requests that, if Congress authorizes another federal government relocation or consolidation, the appropriate federal agency be required to analyze the transportation impacts of such a recommendation, both on the facility and the surrounding community, before final recommendations are made. Coordination should continue following such relocations, as well. For example, agencies should provide Transportation Demand Management services and strategies, including offering information on transit options, mandating that employees stationed at the facility telecommute or arrive at work before or after peak rush hour, assigning parking to carpool users, and other options. *(Revised)*

- ***Support continuation of the Mark Center parking cap.*** The County supports a Mark Center parking cap limit of 2,500. Language setting the cap at 2,000 spaces was included in the FY 2012 and FY 2013 DOD appropriations bills, due to concerns over increased traffic and the impact of the Mark Center on the surrounding region; however, the Secretary of the Army and the Virginia Department of Transportation (VDOT) are permitted to waive the original cap numbers on the basis of traffic monitoring and Congressional committee approval. As a result of increased utilization, the cap was raised to 2,500, and then raised again to 3,000 in the FY 2015 omnibus appropriations measure. The County continues to believe that the parking cap should be retained, particularly as the impacts of the new Seminary Road off-ramp are monitored. *(Revised)*

TRANSPORTATION-RELATED LEGISLATION

Surface Transportation Reauthorization

- ***Urge Congress to provide more funding for the Surface Transportation Block Grant Program (STBG) and increase the portion that is sub-allocated to local areas.*** The FAST Act states that a percentage of a state's STBG apportionment (after set-asides for Transportation Alternatives) is to be obligated in certain areas (including urbanized areas with populations over 200,000) in proportion to their relative shares of the state's population. The percentage to be sub-allocated to these areas grows over the period of the FAST Act, from 51% in FY 2016 to 55% in FY 2020. Funds that are not tied to specific areas can be used anywhere in the state. The County supports funding this program at its authorized level as well as the sub-allocation of these funds to local areas, as provided in the FAST Act.

The FAST Act also reclassifies TAP as the "STP Set-Aside" within the broader STBG, and provides fixed amounts of $835 million per year for the first two years, followed by $850 million per year for the duration of the bill. This represents a modest increase over the funding levels (approximately $820 million in FY 2015) authorized by MAP-21 (the previous transportation reauthorization bill passed in 2012). The state/local sub-allocation of STP Set-Aside funds (distributed based on population) is 50 percent of the total amount. MPOs representing larger urbanized areas with populations over 200,000 have flexibility to use up to half of their STP Set-Aside funds on any STP-eligible project. *(New)*

- ***Urge Congress to provide full funding for the Congestion Mitigation and Air Quality (CMAQ) Program in the FY 2017 appropriations bill***. The FAST Act slightly increased authorized funding levels for the CMAQ program, from $2.26 billion in FY 2015 to $2.31 billion in FY 2016, reaching $2.5 billion by FY 2020. The County supports full funding for CMAQ in any appropriations bill. *(Revised)*

- ***Support full funding for Transportation Infrastructure Finance and Innovation Act (TIFIA) loans.*** The FAST Act funded the TIFIA program at $275 million per year in FY 2016 and FY 2017, $285 million in FY 2018, and $300 million in FY 2019 and FY 2020. These funding amounts are a significant decrease from the previous transportation authorization levels. However, the bill also expands eligibility to include transit-oriented development (TOD) and local infrastructure projects, as well as lower cost projects (TIFIA was previously reserved for large projects with costs of at least $50 million, but the FAST Act has lowered the cost threshold to $10 million). Fairfax County supports the lower threshold for TOD projects, as well as funding this program at authorized levels. *(Revised)*

- ***Support full funding for the FASTLANE Program.*** The new Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) grant program, created by the FAST Act to improve transportation infrastructure throughout the U.S., awarded $255 million to the Northern Virginia region in its inaugural year. The County supports the funding levels currently authorized for the program ($850 million in FY 2017, $900 million in FY 2018, $950 million in FY 2019, and $1 billion in FY 2020). *(New)*

<u>Federal Aviation Administration (FAA) Reauthorization & Dulles Perimeter Rule</u>

- ***Fairfax County supports preventing further changes to the perimeter and slot rules to protect the balance between the capacities of Dulles International and Reagan National airports***. The interconnectedness of Virginia's aviation system makes Dulles imperative to the continued success of airports around the state. Further, the region has encouraged air expansion at Dulles as a major economic driving force in Fairfax County and Northern Virginia. As a result, the region, the Commonwealth, and the federal government have made significant investments in transportation projects to further spur the airport's growth, including the Metrorail Silver Line extension that will provide greater accessibility to Dulles. In a further demonstration of the statewide significance of Dulles Airport, Virginia's 2016-2018 biennium budget included $50 million to help reduce the airline cost per enplanement at Dulles, contingent on retention of a domestic airline hub service for at least seven years – on September 29, 2016, Governor McAuliffe announced that MWAA and United Airlines had agreed to a long-term lease extension through 2024. Maintaining the existing perimeter and slot rules is essential to the success of all of these efforts. *(Revised)*

Rail to Dulles Phase 2 [TO BE UPDATED IN FUTURE DRAFT]

- ***Continued support of Phase 2 of the Rail to Dulles Metrorail:*** Preliminary construction of Phase 2 began in 2014 and is expected to be completed in late 2019. The design has progressed to approximately 93 percent, with the overall project at 24 percent completion. All Systems, Utilities, and Civil Packages have been completed and submitted for permit or issued for construction (IFC). Fairfax County has advanced the design of the parking garages at Innovation Center Station and Herndon Station, which are scheduled to begin construction in April 2017, with completion expected in mid-2019. As of September 2015, the County has drawn down $37.6 million of its $403.3 million TIFIA loan for payments to MWAA. Fairfax County requests that the federal government continue its support of the project through the TIFIA Loan program, combined with additional federal and state funding for Phase 2, while maintaining existing federal oversight.

- In addition to the new Metrorail extension, other projects are needed within the area to support the expanded system. Priority projects include those incorporated within the multimodal access management plans recommended by the Tysons Metrorail Station Access Management Study (TMSAMS), the Reston Metrorail Access Group (RMAG), and Herndon Metrorail Stations Access Management Study (HMSAMS), along with funds for reexamining sound wall requirements at various locations along the corridor. *(Revised)*

Transit-Oriented Development

- ***Expand the federal government's funding partnership with Fairfax County for transit-oriented development to ensure continuation of the region's economic vitality:*** Fairfax County is considering various options for funding the infrastructure to support transit-oriented development throughout the County, in particular the TOD planning opportunities authorized in MAP-21. Priority projects within one such area (Tysons) include the extension of the Route 7 widening from Route 123 to I-495; Route 7 improvements from the Dulles Toll Road to Reston Avenue; design work for other Tysons-wide transportation improvements; and neighborhood improvements outside of Tysons. Additional infrastructure funding is also needed to support TOD in Springfield, Seven Corners, Reston, Richmond Highway, and other areas of the County.

- Nationwide, nearly $1 trillion in direct tax subsidies and $4 trillion in loan guarantees to direct new development has been provided by the federal government to the real estate sector and investors over the last five years. As previously discussed, legislation to lower the cost threshold for TOD projects for TIFIA loans is currently being considered, as is legislation that would expand the financing options for TOD railroad projects. Fairfax County supports legislation that promotes transit-oriented growth, along with maintaining funding for TIFIA. *(Revised)*

WMATA Funding [TO BE UPDATED IN FUTURE DRAFT]

- ***Continue to provide full, dedicated funding for the Washington Metropolitan Area Transit Authority (WMATA):*** Fairfax County urges Congress to include full federal funding of $150 million for WMATA in FY 2016 appropriations. Such support is particularly critical now, as recent safety and maintenance issues at WMATA have been caused, in part, by aging infrastructure. WMATA is the only major transit provider in the country without a permanent, dedicated revenue source for a significant part of its revenue base. The entire operating budget of $1.79 billion is derived from passenger fares and contributions from the governments of the

District of Columbia, Virginia, Maryland, and the region's local governments. A grant included in the Passenger Rail Investment and Improvement Act of 2008 authorized federal support of $1.5 billion for WMATA over ten years to address the system's urgent capital and safety needs. That funding was conditioned on adoption of a dedicated funding source(s) by the region, to provide an additional $1.5 billion to match the federal funds. As these conditions were met, the full $150 million in federal funding has been appropriated each year through FY 2015. However, while the Senate FY 2016 Transportation appropriations bill maintains full funding at $150 million, the House Appropriations Committee slashes FY 2016 funding for WMATA by one-third (lowering the amount to $100 million). These federal funds will provide urgently-needed capital improvements, currently budgeted by WMATA at $1.3 billion, with the remaining $1.15 billion contributed by Virginia, Maryland and DC.

- ***Support continued federal funding of Metro 2025***: Metro 2025 will help Metro and the Washington Metropolitan region grow and thrive in the future, as Fairfax County is projected to grow by 20 percent by 2040, placing more pressure on a Metro system that is already nearing capacity. To address this need, Metro developed a strategic plan that will guide decisions over the next ten years and ensure that the system continues to support the region's competitiveness in the future. Metro has proposed a number of initiatives called Metro 2025, including: enhancement of rush-hour capacity by increasing the use of all eight-car trains; expansion of high-volume rail stations to ease congestion; and completion of the bus Priority Corridor Network, which includes a variety of improvements allowing buses to bypass traffic congestion. Additional resources are critical to ensuring the success of this effort. Further, improvements to the system's core capacity are needed before any future extensions can be considered. While addressing future capacity needs is essential, the region must also focus on safety and state of good repair. The County supports WMATA's efforts to enhance the safety and security of the system and its riders, through adequate funding and oversight. It is important to note that in Virginia, local jurisdictions are directly responsible for funding WMATA. Fairfax County provides approximately $60 million each year in local and regional funding for WMATA operating and capital costs. In addition, the County transfers approximately $90 million in state aid to WMATA annually. As such, it is particularly important that Virginia localities, which play such a critical funding role, are included in discussions pertaining to WMATA governance and further funding requirements. *(Revised)*

Parity for Transit Benefits [TO BE UPDATED IN FUTURE DRAFT]

- ***Support legislation creating permanent parity between the levels of transportation benefits provided for transit and for parking:*** Permanent parity between the level of tax-free transit benefits and parking benefits employers can provide to employees is important in making transit service more attractive to commuters who currently drive alone. In the past several years, Congress has enacted temporary "patches" that provided parity between transit and parking benefits, but the transit benefit reverted to 2009 levels effective January 1, 2015, with the transit benefit level at $130 per month, and the parking benefit level at $250 per month. Due to the large percentage of government employees currently residing in or commuting to Fairfax County, reduction in transit benefits to 2009 levels creates a significantly negative impact on County residents, as well as local and regional transit systems. Further, since the majority of County transit riders have vehicles available, a reduction in these benefits may result in more commuters driving, thereby worsening the already substantial congestion on Northern Virginia's roads.

The extension of the provision for parity between transit and parking benefits was included in a two-year tax extender bill that was reported out of the Senate Finance Committee in August. The House Ways and Means Committee has passed several piecemeal tax extenders out of committee, but has not included the transit benefit in those bills. Congress may pass a package of tax extenders by the end of the year, but if it runs out of time to do so, it may instead pass a retroactive bill to address that issue at the start of next year, as it did in 2015. The County's delegation has sought to assist commuters in the Northern Virginia region on this issue, and the County strongly supports any future efforts on the matter. *(Revised)*

TIGER [TO BE UPDATED IN FUTURE DRAFT]

- ***Support the continuation of the TIGER program, with additional funding.*** The Transportation Investment Generating Economic Recovery (TIGER) program previously received an annual appropriation of $500 million. The House FY 2016 transportation appropriations bill slashes funding to $100 million, while the Senate bill maintains the FY 2015 level of $500 million. Fairfax County supports the continuation of the TIGER program at the $500 million level, and supports greater consideration of congestion and mobility issues in the TIGER award process. *(Revised)*

Other projects [TO BE UPDATED IN FUTURE DRAFT]

In recent years, federal funding opportunities have not existed in the traditional, project-specific format used in the past. However, should any federal transportation funds or other opportunities become available, the County supports the following key transportation priorities:

- **Route 7 Widening from Reston Avenue to Dulles Toll Road:**
  This project will widen Route 7 from four to six lanes, significantly improving the extensive congestion along this and nearby roadways. Route 7 is a major thoroughfare into Tysons, one of the largest employment centers in the nation, and is continually subject to overcrowding and gridlock. Though Fairfax County is working to transform Tysons into a more pedestrian and transit accessible area, vehicle access remains critical, and widening Route 7 is essential to ensuring the movement of people and goods through this congested but economically vibrant area. This project also includes significant safety improvements, including intersection upgrades and multi-use trails on both sides of the roadway, allowing greater access for pedestrians and those on bicycles, creating a truly integrated system for all modes of transportation. *(Revised)*

- **I-66 Corridor Improvements including the I-66/Route 28 Interchange:**
  The Commonwealth is currently working on a project along a 25-mile segment of I-66 from U.S. Route 15 in Haymarket to I-495/Capital Beltway, one of the most congested roadways in the region. This project, which provides three regular lanes in each direction, two express lanes in each direction, ramps, interchange improvements, high-frequency bus service, enhanced commuter park and ride lots, and a parallel trail for bicycles and pedestrians, will move traffic and people more efficiently, and provide additional multimodal options. A major component of this project is the I-66/Route 28 Interchange. Currently, the interchange does not fully accommodate all directional movements. In some instances, left-turn signals are required to travel on and off the interstate, which creates substantial traffic impacts. Removing the signalized movements and providing more direct access will greatly improve vehicle flow and significantly reduce traffic congestion on I-66, Route 28, and Route 29. Extensive congestion on both Route 28 and I-66 also creates a disincentive for development in western Fairfax County. This crucial project will benefit

commuters and travelers, not only in Fairfax County, but in Prince William and Loudoun Counties as well. *(Revised)*

- **Richmond Highway Widening and Public Transportation Initiatives:**
  The Richmond Highway (US Route 1) Corridor is one of the most heavily transit-dependent areas of Fairfax County. It is also one of the most congested and economically disadvantaged. The County is working to create a multimodal six-lane facility from the Prince William County line to I-95/I-495. The County is currently working with VDOT to widen Route 1 between Mt. Vernon Memorial Highway (south) and Napper Road, providing a six-lane facility that will complement the existing Richmond Highway project currently under construction from Telegraph Road to Mt. Vernon Memorial Highway. This project will tie into the section of Richmond Highway north of Napper Road, which is also six lanes, resulting in a six-lane facility from Ft. Belvoir to I-95/I-495 in Alexandria. This project includes both pedestrian and bicycle facilities, and provides capacity for future bus rapid transit, as provided in the Route 1 Multimodal Alternatives Analysis completed in January 2015. That analysis focused on a 15-mile portion of US Route 1 that extends from Huntington Metrorail Station, through Fairfax County, to Route 123 at Woodbridge in Prince William County. The study recommends median-running Bus Rapid Transit (BRT) in the corridor extending from the Huntington Metrorail Station to Woodbridge, with a future Metrorail extension from the Huntington Metrorail Station to the Hybla Valley Community Business Center. *(Revised)*

- **Soapstone Connector**:
  Fairfax County completed a Feasibility Study for the Soapstone Drive Connector/Overpass over the Dulles Toll Road, which would provide connectivity and accessibility to the new Wiehle-Reston East Metrorail Station by connecting major east-west roads (Sunset Hills Road and Sunrise Valley Drive) located north and south of the Toll Road. Fairfax County has selected a consultant to complete the environmental study and begin preliminary engineering, and additional funding is critical to complete final design, acquire right-of-way, and construct the project. *(Revised)*

- **Fairfax County Parkway Widening from Route 123 to Route 29, including the Popes Head Road Interchange:**
  This project widens the Fairfax County Parkway from four to six lanes, and provides or improves pedestrian and bicycle amenities. The construction of a grade-separated interchange at Popes Head Road will be designed to accommodate and connect with the future Shirley Gate Road extension. The Parkway is a heavily congested roadway in Fairfax County, particularly the segment between Route 123 and Route 29. Widening this section of the Parkway and improving the intersection at Popes Head Road will serve to reduce congestion, improve safety, and increase travel time reliability, mainly due to eliminating the traffic signal at Popes Head Road. The multimodal improvements will serve to better connect central and southern Fairfax County with travel choices aimed at reducing congestion. *(New)*

- **Frontier Drive Extension:**
  This project will extend Frontier Drive from Franconia-Springfield Parkway to Loisdale Road, including access to the Franconia-Springfield Metrorail Station and interchange improvements to and from the Parkway. This project will reduce congestion on I-95 between the Fairfax County Parkway and Old Keene Mill Road/Franconia Road, and in the area around the Springfield Town Center. It also enhances connectivity and access to and from the Franconia-Springfield Metrorail

Station, Springfield Town Center, and the Springfield Industrial Park. The project will also create a more walkable, bicycle/pedestrian-friendly environment. The extension of Frontier Drive will also provide significant benefits to the existing Springfield GSA site, already owned by the federal government and currently under consideration for location of the new FBI headquarters (one of three sites being considered, and the only one in Virginia). Though the Springfield GSA site already has substantial and varied transportation and transit options, this project would further increase access, improving the chances for FBI selection and creating benefits for Fairfax County, the Northern Virginia region and the federal government. *(New)*

OTHER FEDERAL PRIORITIES/LEGISLATION

- ***Relocation of Federal Bureau of Investigation (FBI) Headquarters to Springfield GSA Site***
  Continue to support relocation of the FBI headquarters to the Springfield GSA site in Fairfax County: As previously mentioned, the FBI is seeking to move its headquarters from the rapidly deteriorating Hoover Building in Washington, DC. As the GSA moves forward with its solicitation to find a new location, the County will continue to advocate for its Springfield site, which is the only site under consideration that is already owned by the federal government. Governor McAuliffe and the County's Congressional and General Assembly delegations have declared their strong support for the Springfield site, and the County will continue to work with state agencies to further improve the site's benefits for such a relocation. The County will collaborate closely with its federal and state partners throughout this process, in addition to working with key community leaders, as the GSA moves forward with final bids and an expected decision before the end of 2016. Relocation of the FBI headquarters to the Springfield GSA site remains a top County priority. *(Revised)*

- ***The Marketplace Fairness Act***
  The County supports passage of the Marketplace Fairness Act: The Marketplace Fairness Act (MFA) would raise additional revenue for Fairfax County's transportation and education programs, by closing a loophole in the current tax code to ensure state and local governments are able to collect sales tax on online and remote sales that they are already owed under current law. The Commonwealth of Virginia's 2013 transportation funding bill noted that if the MFA is enacted, the revenues generated from these sales taxes would largely be allocated to the Commonwealth's Transportation Trust Fund (construction and transit), with the remainder being provided for local needs and public education. On January 1, 2015, the Commonwealth's gas tax increased by 1.6 percent per gallon, because MFA had not been enacted, but these funds are primarily directed toward road maintenance. If MFA is enacted, the Commonwealth can begin collecting taxes on remote sales, allowing the gas tax to revert to its previous level, and resulting in increased funding for construction and transit projects. There are legislative proposals pending in Congress to address this issue. *(Revised)*

- ***Tax-Exempt Status of Municipal Bonds***
  The County supports legislation that would maintain the tax-exempt status of municipal bonds: As the primary source of funding for local infrastructure projects, municipal bonds serve a vital purpose for strengthening the County's economic development. Both Congress and the Obama Administration have floated proposals to repeal or cap the tax-exempt status of municipal bond interest, as a way to raise federal revenue in a difficult fiscal environment. Large counties would

be particularly damaged by these proposals, which would raise the debt service burden for counties nationwide by over $9 billion annually if the tax-exempt status were repealed. As Congress moves to address comprehensive tax reform, the County urges Congress to maintain this critical exemption. *(Revised)*

- ***Community Development Block Grant Program (CDBG)***
  The County supports increased funding for the Community Development Block Grant Program (CDBG): CDBG provides flexible funding for counties to address housing needs, support water and infrastructure expenditures, and expand economic opportunities for low and moderate income persons. Congress granted CDBG $3 billion in FY 2016, and is expected to provide the same amount in FY 2017 based on current appropriations bills. Though that amount is higher than the President's request of $2.8 billion, it is lower than the $3.3 billion level numerous members of the House and Senate have indicated is needed to keep up with inflation, which is also supported by NACo and the U.S. Conference of Mayors. *(Revised)*

- ***Federal Funding for Costs of Educating Federally Connected Students***
  Fairfax County supports full and appropriate funding for the Impact Aid program: Impact Aid serves many federally connected families and provides the well-educated workforce and strong business climate that is so vital to the functioning of the federal government. Serving 18,140 federally connected children places a significant cost on Fairfax County Public Schools (FCPS) (data from 2014-2015 school year). The federal government attempts to compensate localities for these costs through the Impact Aid program, which is designed to assist local school districts that have lost property tax revenue due to the presence of tax-exempt federal property, or that have experienced increased expenditures due to the enrollment of federally connected children. However, this program has been underfunded in recent years, and does not adequately compensate localities for the actual cost of providing a quality K-12 education. In FY 2017, FCPS expects to receive approximately $3.2 million in Impact Aid, which covers only 11 percent of the costs incurred by FCPS to educate such children (if this program were fully funded, FCPS would have received an additional $21.9 million in FY 2017). In addition to basic Impact Aid funding, school districts also receive payments for federally connected children who have disabilities resulting in an Individualized Education Plan (IEP), but in FY 2016 this payment was only $600 per child, which is significantly less than what it costs for the special education services (FCPS has close to 1,000 military connected students with IEPs).

  Fairfax County supports federal reimbursement for federally-connected children: Significant numbers of federally connected, school-aged children have been placed in Fairfax County through the federal Office of Refugee Resettlement (ORR)—1,177 unaccompanied minors between January 1 and September 30, 2014. Though the County celebrates its diversity, and recognizes that a diverse student population benefits all children in the school system, these placements (and the corresponding financial impacts on FCPS) are often unanticipated, and frequently occur after the adoption of local budgets. It is possible that funding for unaccompanied minors could be included in the omnibus appropriations bill, as this issue has received significant attention in communities across the nation. *(Revised)*

- ***Department of Justice***

  Fairfax County supports reauthorization and full funding ($50 million) for the Justice and Mental Health Collaboration Program (JMHCP): JMHCP provides funding for state and local governments to develop and implement programs designed to improve outcomes for individuals with mental illness who are involved in the criminal justice system. For many years, police officers have been the first responders when an individual is in the midst of a mental health crisis – the Fairfax County Police Department responds to more than 5,000 calls each year that are mental health related. As a result, many of these calls lead to incarceration for low-level offenses (trespassing, disorderly conduct), precluding the individual from receiving appropriate treatment in the community for the underlying mental health issues with which he or she is grappling. In fact, nearly four in ten inmates at the Fairfax County Adult Detention Center (ADC) have been identified as needing mental health care, and more than one in four have a serious mental health illness and co-occurring substance use disorder. Though the impacts of mental health challenges on public safety are increasingly receiving national attention, the fact remains that the criminal justice system is ill-equipped to deal with such issues, and substantial changes must be made.

  The County supports full funding for Department of Justice programs that provide critical support to County law enforcement: These programs include the Byrne/ Justice Assistance Grant Program (Byrne/JAG), the State Criminal Alien Assistance Program (SCAAP), and the COPS Hiring Grant Program. The federal funding from these programs assists the County in fighting crime, managing better outcomes for youth, and achieving the highest level of public safety for its residents. *(Reaffirms)*

- ***Substance Use Disorder***

  Fairfax County supports full funding for federal programs that address and prevent substance use disorder through community-based treatment and prevention programs: Across Virginia, law enforcement and health care professionals identify the need to combat drug abuse as a high priority, as the statewide rate of drug-caused deaths in 2016 is expected to be higher than that of motor vehicle accidents. Nearly 400,000 Virginians engaged in non-medical use of pain relievers in 2013, primarily those aged 18-25; such use often leads to the use of heroin, as prescription drugs become more difficult to obtain. Local data mirrors statewide trends: the 2013-2014 Fairfax County Youth Survey of 8th, 10th, and 12th graders reveals that more than 3,000 have used painkillers without a doctor's prescription, and approximately 300 have used heroin. The passage of the Comprehensive Addiction and Recovery Act (CARA) in July was a positive step, but Congress did not approve nearly $1 billion in additional funds for addiction treatment requested by the Obama Administration. It is essential that substance use prevention programs and services are adequately funded, cost-efficient, accessible, and outcome driven. *(New)*